

TOWER TIMES

September/October 2022

DETERRENT TECHNOLOGY

DECADES OF DEBRIS

WICKETS

AROUND THE
DISTRICT



US Army Corps
of Engineers ®
Rock Island District

TOWER TIMES

CONTENTS

3 District Kicking Off Historical Fiscal Year

Col. Jesse T. Curry, District Commander

5 Decades of Debris Removed from Saylorville Dam

6 Wickets- History Still Being Built Wickets- Urgency for Repairs

10 New Deterrent Technology Tested at Peoria Lock and Dam

12 Employee Spotlight

13 Benefits Highlight

14 Around the District

15 Insider Threat Awareness

Mission

The Rock Island District's mission is to deliver vital engineering and water resource solutions in collaboration with our partners to secure our Nation, reduce disaster risk and enhance quality of life, providing value to the region and Nation.

Vision

A premier public service, engineering organization of trusted, talented professionals delivering innovative and sustainable solutions to the region and Nation.

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Disclaimer

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On the Cover

A newly repaired wicket gate is carefully lowered into the river at LaGrange Lock and Dam while a diver waits in the water to secure it into place.

Photo by Kelcy Hanson

View on the web: www.mvr.usace.army.mil/Media/Publications/TowerTimes.aspx

District Kicking Off Historical Fiscal Year

Happy new year! Well, maybe that sentiment is best held until January 1st but the District is in the midst of a new Fiscal Year; one that will be historic and continues at a record pace for an organization that has been around more than 155 years.

In typical Rock Island District fashion, our team closed out FY22 in the lead for the division and among the lead pack of districts in USACE, expertly executing a total of 691 contract awards amounting to over \$249 million, all before the end of the day Sept. 30. Now, as of Oct. 1, we have moved on to the challenges and opportunities (often the same things) of FY23. Some are fond of saying that there is “no rest for the weary”, but for the Rock Island District, I’m always proud of how we embody the Corps motto “Essayons”, or “Let Us Try”. That said, the coming days, weeks, and months of FY23 promise to bring a continued high operations tempo, so grabbing a quick breath at the beginning of this next fiscal year (maybe over the long Columbus Day weekend) is something we all need consider before starting the next leg in this professional marathon.

As our team dives into the new fiscal year, it should be noted what has brought us to this point. FY22 will go down as a significant turning point for the District, three mega projects and a historically high overall program. The Infrastructure Investment and Jobs Act was signed into law by Congress at the end of January and include \$1.2 billion funding for Rock Island District projects and programs totaling more than \$2 billion – that’s BILLION with a “B.” The IIJA is providing money to carry out projects within the Navigation and Ecosystem Sustainability Program that awaited a new construction start and construction dollars for more than a decade. This District has been working behind the scenes in preparation to implement the Congressionally authorized NESP projects since 2007. FY22 will be remembered as the year that implementation began. Construction contracts for a new 1200-foot lock at Lock 25 as well as contracts at Lock 22, for an environmental fish passage project, have already been awarded and more will follow into FY23 and beyond.

In addition to the funding for the NESP mega project, the IIJA provided an influx for the Brandon Road Interbasin Project (BRIP) to prevent the spread of invasive and aquatic nuisance species into the Great Lakes from the Illinois Waterway. The money provided by the IIJA provides USACE and our non-federal sponsors the historic opportunity to shift from pre-construction engineering and design to actual construction on the first increment of that project. Once fully constructed, the project will be an incredibly effective “line of defense” to prevent upstream spread of these fish and other environmentally damaging species further into a nationally and globally significant natural resource.

Certainly, FY22 will be remembered for bringing on a much-needed infusion of dollars for our projects across the District, but with the significant growth in funding and work that will remain for the foreseeable future, the District has had to grow. As we end FY22 and head into FY23, our hiring activities will continue at an exponential pace. Over the past several months our hiring actions have not only focused on offsetting normal attrition from those completing distinguished careers and retiring but has also included the filling of many new positions within the District. This is indicative of our need to grow as an organization, innovate in how we achieve our historic mission, and simply to step up to the increased workload.

One of the most enjoyable aspects of being your commander is getting out and meeting the team. Whether it is at a lock and dam, a lake project, field office, or the headquarters, it is a joy for me to put as many faces to names as I possibly can. In chasing that endeavor, I have noticed when I return to certain section and branches, there is now the added benefit of meeting members of the team who are



Col. Jesse T. Curry
District Commander

Continued on page 4

COMMANDER'S COLUMN (Continued)

just beginning their time with the Rock Island District. In just the last year, our employee numbers have jumped from a total of about 850 to nearly 925 and this expansion of our team represents yet another reason it is an exciting time to be with the Rock Island District.

Lastly, as the workload continues to grow and the challenges/opportunities of our workforce build, I ask that everyone keep one simple thought in mind – “take care of each other.” It goes without saying that our people are our greatest and most valuable asset, and YOU always will be. As a team, let's commit to checking in on one another more often over the next year. That could be supervisor to employee, teammate to teammate, or peer to peer. Take the time to ask your coworker how they are doing, personally or professionally. We often hear about the importance of maintaining a work/life balance. I believe whole heartedly in that concept and expect our leaders and supervisors to ensure their employees feel that they can balance a healthy personal life with a rewarding professional life. The historic work we are doing is great testimony to the outstanding professionalism and dedicated service that has set this district apart from other districts and agencies in a way you should all be proud. Everyone needs “battle buddies”, fellow team members who take the time to check in on them through the course of the day. Some days you will be the one offering encouragement and on others you will be the one in need of encouragement. It's all part of what makes a team like ours GREAT so I'm excited for the many new team members mentioned earlier who are getting to experience what being a part of the Rock Island Team is for the first time. Again, BE SAFE, TAKE CARE OF EACH OTHER, and BE PROUD of what all of you get to accomplish together!

In closing, I am always astonished and humbled by what the Rock Island District team accomplishes on a daily basis. It is my great honor to be your commander and I truly appreciate how easy you make my job by being the most dependable and dedicated workforce in USACE. Thank you for what you do each and every day and CONTINUE BUILDING STRONG on THE ROCK! 🏰

COL Jesse T. Curry
50th Commander of the Rock Island District
US Army Corps of Engineers



Last Issue's Winner



Answer : Oak Grove Beach at Saylorville Lake
Winner: Emma Aalbers

Can you name where this photo was taken?

If so, send your answer to Kelcy.C.Hanson@usace.army.mil to be featured in the next issue of the Tower Times.

DECADES OF DEBRIS REMOVED FROM SAYLORVILLE DAM

By Sam Heilig, Public Affairs Specialist

Each day, an average of 2.7 million gallons of water passes through the Saylorville Dam, every minute. Most materials in the water, like fish, vegetation, and small trash, pass through the control tower intake with ease but larger items like tree branches and heavy debris are stopped by a protective structure known as the trash rack. This summer, the U.S. Army Corps of Engineers, Rock Island District, contracted a company to remove nearly 40 years of accumulated debris from the trash rack.

Daily closures of the dam were necessary for several weeks to allow divers to safely clear debris from the structure. On weekdays, outflows at the dam were reduced to zero cubic feet per second (cfs) each morning and returned to a maximum of 3,000 cfs in the evenings. Once the debris was dislodged from the trash rack, a crane was used to lift the woody debris from the water and haul it away. In total, an estimated 650 cubic yards


of material was removed from the rack, and it will be burned later this winter when conditions are more favorable.

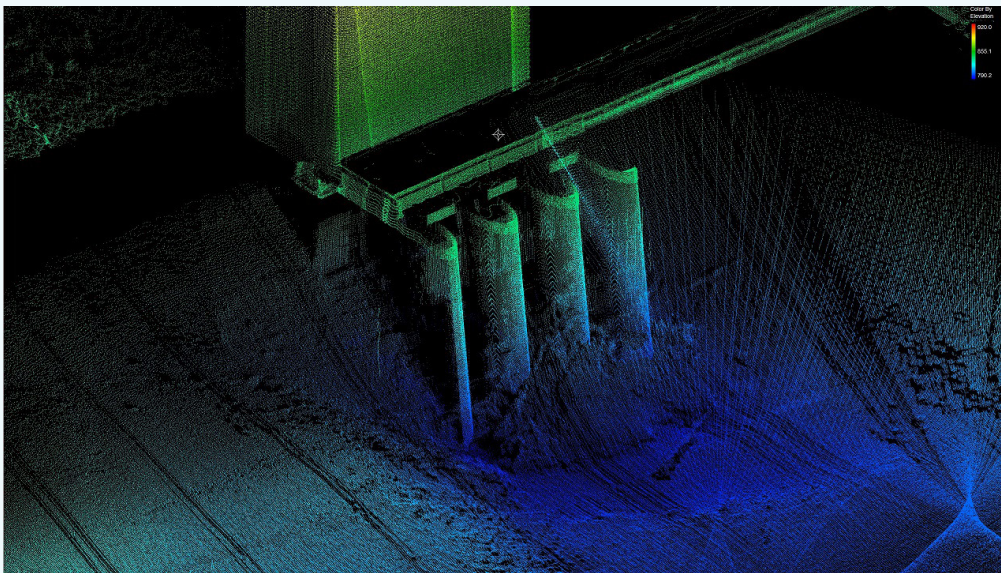


A contractor uses a crane to remove over four decades of debris from the trash rack on the Saylorville Dam control tower. *Photo provided by Saylorville Staff*

Now that the debris is removed, there is less concern of water flow blockage and larger debris getting caught up in the conduit.

“After nearly 45 years of service and not a major clean out of the trash rack during this time, it was imperative that this pile of woody debris was removed so as not to impede water flows,” said Jeff Rose Operations Project Manager for the Des Moines River Area. “For the gates to be closed with zero outflow, we worked closely with downstream stakeholders

in order to limit the impact as much as possible. The contractor was efficient in their work which enabled the project to be completed earlier than planned.” 



Visit: <https://www.facebook.com/SaylorvilleLake/videos/384918493824320/> to see a video of the debris removal efforts.

A bathymetric survey image showing more than 40 years of debris collected in front of the inlet of the Saylorville Lake Dam control tower. *Photo illustration provided by USACE Rock Island District's hydrographic survey team*

WICKETS- HISTORY STILL BEING BUILT

By Kelcy Hanson, Editor



Two dams on the Illinois

Waterway, one in Peoria and the other in Beardstown, Illinois, are distinctly unique from other dams in the United States. These structures are two of only a few wicket dams left in the country and they differ from most in that they are constructed of timber, wooden materials.

“Back in the day, before they were using concrete and steel to make dams, they used wickets. It’s kind of old school and that’s what I appreciate about it and there’s not many people around that still make them,” said Ryan Randall, Lock and Dam Repairer for the Illinois Waterway Maintenance Crew.

Both structures are Chanoine wicket dams, invented by Frenchman Jacques Chanoine. The dam at Peoria Lock and Dam was constructed in 1936 and opened in 1939. The overall length of the dam is 570 feet, 432 feet of that being 108 removable wickets. Each of the wickets in Peoria are 3.75 feet wide and 16.42 feet high. The dam at LaGrange Lock and Dam in Beardstown was also constructed in 1936 and opened in 1939. The LaGrange Dam is slightly longer, 1,066 feet with the wicket section being 436 feet, containing 109 wickets. The size of the wickets are 3.75 feet wide by 14.92 feet high.

Like all navigation dams, their purpose is to control and maintain water levels to allow commercial navigation to operate on the river. The wicket dams were installed in locations that frequently experience

high water levels and the dam was not always needed to control

the level. When the water is

high, the wickets are mechanically lowered into the water and lay on the bottom of the river. This situation, known as “open pass,” allows the river to flow naturally and vessels to navigate the river without having to lock through. Barges can easily pass over the wickets with no complications, significantly decreasing travel time.

“Each of the wickets are made from untreated oak. Oak is a harder wood and they last a long time being submerged underwater. The wood absorbs the water and they swell up a little and that actually helps preserve the wicket, more than you would think,” Randall continued when speaking about the process of building the wickets. “We use a lot of blueprints to cut and build the new wickets. The process from start to finish takes one to two days to build one wicket. That includes cutting the timbers and then taking them to another area to add the hardware.”


Due to the way wicket dams are designed, operations can be more dangerous compared to other types of dams. The wickets are hinged on the bottom of the riverbed and must be raised or lowered manually, using a specialized boat and large-scale equipment, as water levels change. Typically, this process needs to be done in less-than-ideal weather conditions or in the middle of the night. Water levels on the Illinois Waterway can change rapidly, which



(Top left) Solid oak timbers, used for building wicket gates, lie on a trailer at the Illinois Waterway Project office in Peoria, Illinois, waiting for the next step of assembly. (Bottom left) New wooden wicket assembled and placed on a barge waiting to be transferred to LaGrange Lock and Dam for install. (Right) Tyler Wright, Lock and Dam Repairer, chiseling oak timbers according to blueprints to ensure proper measurements are met before wicket assembly. Photos by Kelcy Hanson

means adjustments can be needed with little notice for the lock crew.

Making repairs to the wicket dams comes with an increased risk, compared to other dams in the District.

“Tainters are raised out of the water for maintenance. For wickets, we send divers into the water to do the maintenance so there’s a human element added right there making wickets more dangerous,” explained Bryan Smith, Derrick Boat Operator and Dive Supervisor. 

WICKETS- URGENCY FOR REPAIRS

By Kelcy Hanson, Editor

Operations and maintenance of locks and dams on the Mississippi River and Illinois Waterway is a never-ending process in the USACE Rock Island District. Keeping navigation running with infrastructure built in the 1930s takes expertise and knowledge about unique designs such as wicket dams. These structures, which are made up of a series of hinged gates that fold down into the river when water levels are high, are found in only a few

locations across the country. Wicket parts are one-off parts which require all parts to be refurbished or fabricated from scratch.

To keep the wicket dams at Peoria and LaGrange lock and dam on the Illinois Waterway operational, trained divers must perform wicket inspections on an annual basis. In a typical year, inspections would start in July and run through October but in recent years, maintenance crews have been diverted to support



Remnants of used wicket gates after being pulled from the Illinois Waterway. *Photo by Kelcy Hanson*

other maintenance and repair priorities which has limited their ability to devote time to the process.

Typically, a wicket gate will last around 15 years. “The routine maintenance is very important to keep the overall functioning and reliability of the wicket dam as a whole. This includes replacing entire wickets and/or replacing bent/damaged/corroded components (such as horses, breech straps, chase handles, rubber bumpers, bearings, blocks, and grout),” said Cam Klein, Illinois Waterway Maintenance Section Chief.

Maintenance recently conducted on the wicket gates at Peoria and LaGrange locks and dams was desperately needed, as wickets were beginning to deteriorate and potentially become a hazard. Ten wickets in the LaGrange Dam were completely replaced and many others, between the two locations, were repaired. Moving forward, the wickets will be made from composite materials that will have a higher longevity.

Lock and Dam Repairer and Diver, James Punkiewicz ‘Punky’ explains the intricate repair process, “The maintenance crew first sets needles in between each of the wickets that are being inspected. The divers will then go underwater and check out the conditions of the wickets before they are pulled out of the water. The divers will also take apart the block, which connects to the wickets. The divers will do all of this work on the lower side of the river, which is safer for the diver.”


During the repairs, a wet bulkhead is placed into the water to minimize flow and decrease pressure on the wickets being pulled out of the water. The bulkhead is large enough to block flow on three

wickets at a time, which is about all the crew can work on in one day’s time. The previous inspections, performed by the divers, informs the maintenance crew so they already know which wickets need to be replaced and which wickets need repairs.

To fully replace a wicket, a floating crane must be used to pull the gate from the river. Then the gate is placed on a barge and the new gate can be lifted into place by the crane and installed by the divers. The Illinois Waterway Maintenance Crew immediately started working on the wickets so all repairs could be done in time to place the wickets back in the water.

Bryan Smith, Derrick Boat Operator and Dive Supervisor, was one of the primary divers who performed worked at the LaGrange Dam. Once a wicket gate was lowered into the water, it was up to him to begin securing it to the hinged block. The murky waters of the Illinois Waterway make it hard for the divers to see what they’re doing so most of the work is done by feel.

“I just got to close my eyes, I’ve seen pictures before and I’ve seen the wickets dewatered,” said Smith. “I use my mind’s eye and take it one step at a time while I’m under water.”

According to Cam Klein, Illinois Waterway Maintenance Section Chief, “the maintenance in Peoria and LaGrange ran very smoothly and as expected. Over the past few years, there have been a lot of new faces on the maintenance crew and dive team. Thanks to the more seasoned employees, everybody is taking the time to ensure the process is done correctly and safely while teaching the new crew about a process that has been done for over 80 years.” 

NEW DETERRENT TECHNOLOGY TESTED AT PEORIA LOCK AND DAM

By Frances Candelaria, Public Affairs Specialist

Invasive carp were introduced to the U.S. to control algae in the 1970s but due to their greedy eating habits they have become a destructive species to many inland waterways which are instrumental in supporting the inland economic supply chain, navigation and recreational activities. To prevent the movement of these carp into the Great Lakes, the U.S. Army Corps of Engineers, Rock Island District, is designing a complex ecosystem protection project at the Brandon Road Lock and Dam on the Illinois Waterway.

This project includes a layered system of structural and nonstructural measures including a flushing lock, engineered channel with electric barrier, underwater acoustic deterrents, an air bubble curtain, and an automated barge clearing (ABC) deterrent. Many of these features include new technologies that require extensive testing determine effective design and placement within the project site.

An interagency group of specialists from USACE, U.S. Geological Survey, and U.S. Fish and Wildlife Service, were recently successful in designing, constructing and testing a full-sized prototype of the deterrent at Peoria Lock and Dam in Peoria, Illinois. The newly designed prototype is a set of tanks installed on the bottom of the river which blow pockets of air up through the water to clear fish from underneath barges as they pass through the locks.

“We are trying to protect the Great Lakes from harmful invasive species using this new experimental technology,” said Mark Cornish, biologist and Environmental Planning Section Chief for the Regional Planning and Environmental Division, North. “This testing is important because we plan to use the new technology as part of the Brandon Road

Interbasin Project, and we need to ensure it is safe to use around commercial and recreational vessels and that it performs as expected in removing small fish from the near-hull areas of the barge.”

Colin Moratz, biologist, USACE Rock Island District added, “Previous studies have demonstrated that small fish could be entrained between barges in a tow when they were configured with a box to rake coupling and transported long distances, at

least 12 miles. This deterrent technology could provide a means to reduce the threat of small invasive carp reaching the Great Lakes by breaking the currents that carry fish between barges and forcing the fish out of the protected junction.”

Cornish also noted that, “Technologies such as the ABC deterrent are necessary if we are going to protect the Great Lakes from aquatic invasive species while keeping

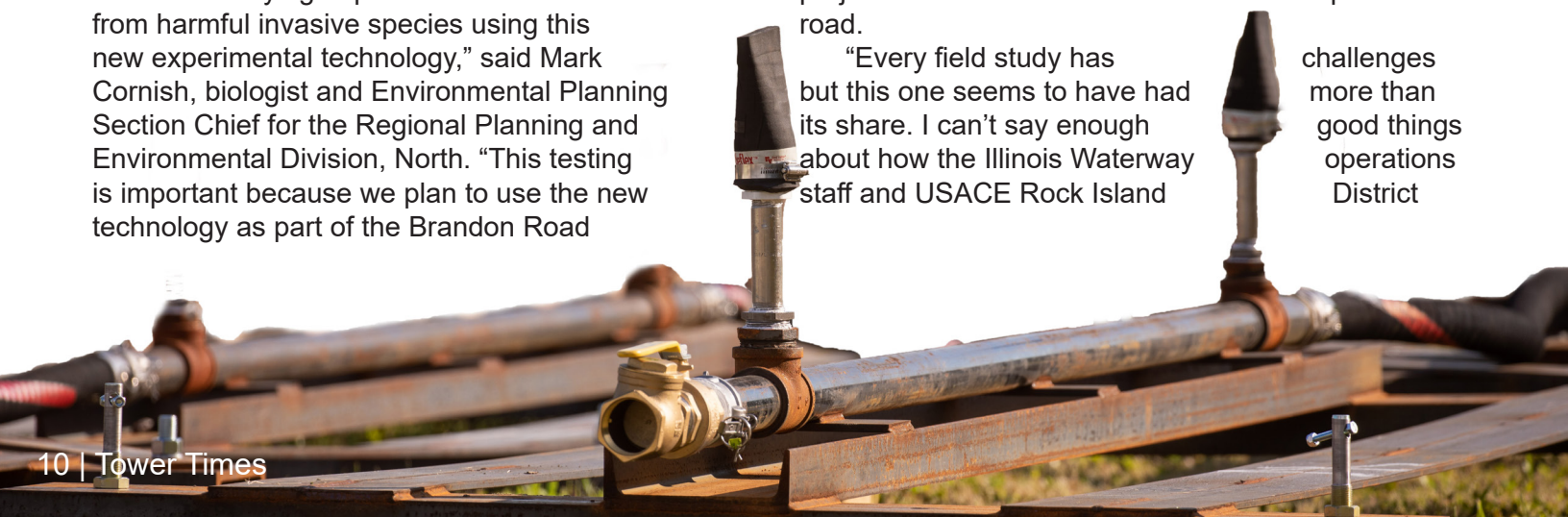
our waterway open for low-cost transportation that helps protect the US economy,” adding “The ICRCC [Invasive Carp Regional Coordinating Committee] is leading the way through funding interagency projects like the ABC Deterrent project to develop the tools needed to protect our nation’s waters. Through research, comes answers.”

Though the planning of this project has been years in the making and the implementation of the testing is only a couple of weeks in duration, the project has seen and overcome a few bumps in the road.

“Every field study has but this one seems to have had its share. I can’t say enough about how the Illinois Waterway staff and USACE Rock Island

challenges more than good things operations District

“ We are trying to protect the Great Lakes from harmful invasive species using this new experimental technology. ”






A representative from the U.S. Fish and Wildlife Service manually dumps a calculated number of fish between two barges during automated barge clearing deterrent testing at Peoria Lock and Dam. This action was done to measure the effectiveness of the system.

Photo by Kelcy Hanson

dive teams kept this project going forward. They fixed what was broken, provided advice on how to redesign the barrier so that it would stay in place, and worked with the navigation industry when navigation notice changes were needed. The study couldn't have been done without them," explained Cornish who went on to praise everyone working on the effort.

"I also give credit to the study team for keeping the faith when things went down. The study team from USGS, USFWS, and USACE maintained a common sense of purpose that united the team in a special way. Their innovation and ability to identify smart and creative solutions and to work together keeps the study moving forward." 



(Above) A representative from the U.S. Fish and Wildlife Service gathers information about fish findings, boat conditions and comments from the towboat driver during deterrent testing at Peoria Lock and Dam. (Left) A skilled team of biologists carefully examine fish nets as they are pulled from the water. Photos by Kelcy Hanson

EMPLOYEE SPOTLIGHT

By Kelcy Hanson, Editor

RYAN RANDALL

Lock and Dam Repairer



Ryan Randall has been an employee of the Rock Island District for seven years as a Lock and Dam Repairer. He grew up in Danville, Illinois, and attended Illinois Central College in Peoria, Illinois. After being convinced by a friend that he should try the welding trade while attending college, he fell in love with the trade and further pursued his career as a welder.

Randall joined the Pathways Program, which offers federal internships and employment opportunities for current students, recent graduates and students with advanced degrees. After receiving his welding certificate, there were multiple federal employment opportunities available through the Pathways Program but the U.S. Army Corps of Engineers was of most interest to him because of the specific welding component in the job description.

“My job is very diverse. It can be anything from welding, to fabricating, to learning something new for a specific job,” said Randall. “I love the diversity of my job because it keeps it from becoming mundane.”

Many employees on the Rock Island District maintenance crews are certified divers for the District’s dive team. Although the divers continuously rotate, it is one unique opportunity that excites a lot of crew members, including Randall.

“Never in a million years did I think I would become a diver,” said Randall.

When asked about his favorite project, Randall couldn’t choose because he feels every single job offers a different and unique experience and that each project is special in its own way. He did however express that the views on the river and opportunities to travel to different parts of the Midwest are definitely added bonuses of the job.

For more information about the Pathway Program, visit: <https://www.usajobs.gov/Help/working-in-government/unique-hiring-paths/students/> 

BENEFITS HIGHLIGHT

Upcoming CHRA Power Half-Hours:

- ▶ Thursday, October 13, 2022 – Benefits, Open Season – Open to all employees
- ▶ Thursday, November 17, 2022 – Priority Placement Program (PPP) – General Overview – *Open to Supervisors Only*
- ▶ Thursday, December 15, 2022 – Job Analysis – *Open to Supervisors Only*



2022 BENEFEDS Virtual Benefits Fair is Open!

2022 BENEFEDS Virtual Benefits Fair is open for registration. There will be multiple benefits webinars, featuring live chat events on November 15th and November 22nd as well as December 1st and December 8th. Register at www.benefeds.com/webinars.

Review your current coverages at the following links:

- ▶ Federal Employee Health Benefit – <https://platform.chra.army.mil>
- ▶ Federal Employee Dental and Vision Plans – www.benefeds.com
- ▶ Flexible Spending Account Plans* - www.fsafeds.com

**FSA's must be renewed annually during Open Season if you wish to continue participation.*

Mississippi Valley Division Civilian Personnel Advisory Center

Check out the Mississippi Valley Division (MVD) Civilian Personnel Advisory Center at <https://usace.dps.mil/sites/INTRA-CPAC/SitePages/MVD.aspx> and our MVD CPAC Facebook page: <https://www.facebook.com/profile.php?id=100072258166197>, where you can find helpful information such as current vacancy announcements, upcoming events, trainings and more!

Pre-Retirement Benefits Briefings

Check out the ABC-C Website for information and a schedule pertaining to Pre-Retirement Benefits Overview Briefings: ABC-C (ARMY Benefits Center - Civilian) - [Pre-Retirement Benefits Overview Briefings](#)

18 Oct 2022	1300 CT	Healthy Retirement Packet	LIVE Link
08 Nov 2022	1000 CT	**SRC FERS Pre-Retirement	LIVE Link
15 Nov 2022	0800 CT	Healthy Retirement Packet	LIVE Link
07 Dec 2022	0800 CT	Early Career Overview	LIVE Link
13 Dec 2022	1500 CT	Mid-Career Overview	LIVE Link
15 Dec 2022	1300 CT	Healthy Retirement Packet	LIVE Link

AROUND THE DISTRICT

CONGRATULATIONS



Congratulations to Anthony and Kyla Heddlesten on the birth of their son Lars Owen Heddlesten, on June 16. Lars weighed in at 8 pounds, 1.8 ounces and 20 inches long.



Congratulations to Jimmy and Melissa Maher on the birth of their daughter, Iris Elizabeth Maher, on August 10. Iris weighed in at 8 pounds, 11 ounces and 20 inches long.



Congratulations to Justine and Ryleigh Lind on the birth of their daughter, Ryann Renee Lind, on Sept. 10. Ryann weighed in at 7 pounds, 8 ounces and 20 inches long.

SYMPATHY



Herbert Fish, 98, of Rock Island, Illinois passed away July 29. Fish was an Army veteran and worked as a Lockmaster at Locks and Dam 15.

RETIREMENTS

Timothy Lux, Military History Program Specialist, retired Sept. 30, after dedicating over 38 years of service to the federal government.



2022 Retiree Luncheon

Please send family news to Kelcy.C.Hanson@usace.army.mil to be included in the next issue of the Tower Times.

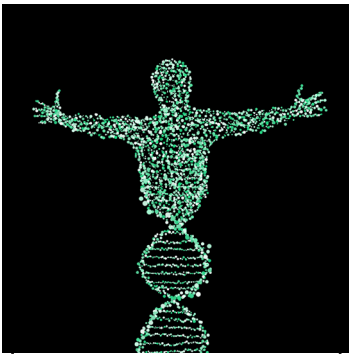
INSIDER THREAT AWARENESS

Provided by R. Scott Harbison, Chief, Security and Law Enforcement

Maj. Gen. Diana Holland and the Mississippi Valley Division command team are dedicated to providing safety and security for employees and visitors at all Mississippi Valley Division facilities. How we work together as a team defines our success. Maj. Gen. Holland's message of "Mission, Value, People - Building Strong and Taking Care of People" hinges on us all watching out for each other and working to keep our workplaces healthy and secure. Essays!

An "insider threat" is defined as an employee, former employee, contractor, or trusted visitor who will use his or her authorized access, wittingly or unwittingly, to do harm to the security of mission or workforce.

Critical path is a phrase familiar to engineers. It is an analysis to identify the relationships between processes and their most critical and vulnerable points. As it applies to Insider Threat, the critical path framework provides a useful and effective way to assess if a given person of concern might be on a destructive path and at risk of becoming an insider threat. The four elements of the critical path are:



Personal

Predisposition: Some of the personal characteristics that could predispose individuals toward becoming insider threat risks include medical or psychiatric conditions, previous policy or security violations, addictions, and social skills deficits.



Stressors:

While everyone experiences stress, research indicates that stressors place additional pressure on those who possess vulnerable predispositions and can lead them down the next step of the critical path. Possible types of stressors include, but are not limited to personal, financial, and professional.



Concerning Behaviors:

Studies of insider threat offenders have shown that most were known to have committed some form of concerning or problematic behavior before acting directly against their organization. Concerning behavior could fall under several categories, including interpersonal, financial, personal, social network, and suspicious travel.




Problematic Organizational Responses

to at-risk employees. How an organization responds to troubling behavior can be a major factor in a person's movement down the critical path. These factors include inattention, no risk assessment process, and summary dismissal, or taking actions that escalate risk.

WHAT TO DO IF SOMEONE IS EXHIBITING CONCERNING BEHAVIORS?

Reporting makes you part of the solution, and it is appreciated!

If you're comfortable, start with your internal leadership chain. Discuss your concerns and ask for action. There may be something going on with a workmate and bringing their behavior to their attention could be the start of a great conversation.

If you'd like to, you can reach out to the Security Office by emailing CEMVR-SL@usace.army.mil or calling 309-794-5747. We are dedicated to ensuring a secure workplace and addressing Insider Threat concerns as a part of our mission. 

EMPLOYEES OF THE MONTH

JUNE

Timothy Koehn



Tim was awarded employee of the month for his idea to add an additional platform for the greasing tainter gates at Lock and Dam 11. His design required minimal labor for installation and use of leftover grating, requiring no additional cost to the lock.

JULY

Amy Kuhel



Amy was awarded employee of the month for providing exceptional GIS support for the PL84-99 levee rehabilitation program while updating the Levee Operation and Maintenance manuals and National Levee Database to reflect 2019 post flood repairs.