

Yankee Engineer

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Building Strong

®



Corps Responds to Hurricane Irene

Story on Page 4

Yankee Voices



Eileen Hughes, Angie Vanaria and Sally Rigione

Sympathy

...to Construction/Operations retiree **Claire Sullivan**, on the passing of her husband of 45 years, **Raymond "Sully" Sullivan**, Sept. 6.

Keeping your cholesterol down

September is National Cholesterol Education Month, designed to alert the public about cholesterol's role in causing high blood pressure and heart disease – the number one killer of men and women in the United States.

There are two kinds of blood cholesterol. Low density lipoproteins (or LLD), the "bad" kind, cause cholesterol to build up in the wall of arteries. High density lipoproteins (HDL), the "good" kind, help your body get rid of the cholesterol in your blood. A good reading of total cholesterol is 200 mg/dL or less. If your reading is higher, your doctor will probably check your levels of good cholesterol to determine your risk for heart disease.

The National Heart, Lung, and Blood Institute of the National Institutes of Health offers these tips on how to lower your cholesterol:

- Shun foods high in cholesterol, saturated fat or total fat
- Eat more foods high in starch and fiber
- Lose weight if you are carrying too many pounds
- Be more physically active

(Ideas Unlimited)

Letter from Afghanistan: Joe Redlinger, Real Estate

I arrived safely at the Kandahar Air Field. The Chief of Real Estate drove me around the base that night. I felt the place was a cross between MASH and Star Wars. I had read about some of the military vehicles in magazines but you really don't appreciate them until you see them in person.

The living accommodations are very adequate. We live in converted sea-land containers. There are two persons to a room. They have air conditioning, telephones and internet hookups in the room. The bathrooms are in another sea-land structure across the gravel drive. Their exercise room is a first rate facility.

The closest DEFAC (chow hall) within walking distance is run by the British. I have not developed a taste for their cooking. The American DEFACs are not a good place to go if you want to lose weight. Lots of very good food.

This place reminds me of the old west. It's hot and dusty. The recreational area is called the Boardwalk. It is the shopping area with a wide wooden boardwalk in front of the shops, kind of like what you see in the old cowboy movies, except wider and they are covered. One of the FOBs (Forward Operating Base) is called Tombstone. When you go to church there is a gun rack in back for rifles and about 70 percent of the people in the church are carrying side arms. Definitely not your typical New England church service.

The Corps compound is surrounded by concrete T walls and the gates have combination locks. Real Estate has their own Toyota Land Cruiser. It has a diesel engine and a standard transmission. The speed limit is 20 KMH (12 miles per hour). I am not sure we have ever had the transmission past second gear. I think they keep the speed down for three reasons: (1) less dust, (2) lots of pedestrians on the roads and (3) some of these huge military vehicles are being driven by teenage Soldiers.

The Real Estate Office is less than 200 yards from where I live so the commute is significantly less stressful than fighting New England traffic for 45 minutes to an hour.

The Real Estate Division has some very dedicated people. We are facing the same type of real estate issues we face back in the states. One of the biggest problems is using property without having either a lease or agreement in place. We are working on trying to clear up these problems.

On the serious side, for the past two nights you could hear heavy cannon fire and the Gatling gun from a warthog plane. A good reminder that we are at war and there are people out there who want to kill us. I have not experienced any rocket attacks but I have been told these attacks are not as frequent during Ramadan.



Commander's Corner:

District delivers strong performance during Irene

by Col. Charles P. Samaris
District Commander



Teammates,

As I said last month, it's great to be back in New England! However, I did not expect that the first bit of excitement to follow the change of command would be Hurricane Irene, complete with high seas, intense rain, flooding, and nearly every form of storm damage. Yes, welcome home indeed.

But the New England Team's performance before, during and after the storm gives real meaning to the words, "it is truly an honor to be here." Throughout all the challenges of Irene, you all served New England very, very well. The entire New England Team faced several challenges before and during the storm, including monitoring Irene's strength and movement, predicting the impacts over six states, preparing and managing our dams, hurricane barriers and the Cape Cod Canal, preparing construction sites, positioning Subject Matter Experts with FEMA and State Emergency Centers, communicating our preparedness to the public, and ensuring the accountability of our work force and their families. The New England Team set the most favorable conditions possible for the region to successfully weather the

storm. After the storm, the New England Team assessed the conditions of our own projects and helped local, state, and federal agencies inspect, assess, and establish the conditions for the most heavily damaged communities to recover. In addition the New England Team operated our Flood Mitigation Projects to minimize additional flooding and damage to downstream communities. The entire New England Team had a positive impact, and made a difference! Thank you!

I also want to thank all those Emergency Support Function #3 Team Leaders, Assistant Team Leaders, and Subject Matter Experts from outside the District who traveled from their home stations to "man the guns" at the Region Coordination Center, Joint Field Offices, and assisted communities around New England. Your positive energy, expertise, and commitment to the region were evident every single day. Thank you for your professionalism and selfless service to the people of New England.

Why is our service to New England so important? Well, first of all, it's our duty. But more importantly, the people of New England deserve our very best. And, they trust that we'll do what's right not just when disaster strikes, but all the time. Some will tell you that adversity builds character. That may be true sometimes, but not always. The one thing that adversity always does is reveal character. And although we can always improve, the New England Team proved that it has the tools and the character to get the job done right - the first time!

Essayons! Building Strong!



The gates at the Fox Point Hurricane Barrier in Rhode Island closed during Hurricane Irene.

Photo by John MacPherson



Photo by Diana Erico-Topolski

The Stamford Hurricane Barrier in Stamford, Conn., holds back the flood waters caused by Irene. Note the tide elevation in front of the barrier is at 9.6 feet and the tide elevation in back of the barrier is significantly less at about 3 feet.

New England District well prepared for Hurricane Irene

Pounding rains, an ocean storm surge nearly nine feet above sea-level and wind in excess of 80 miles-an-hour struck New England with a vengeance as Hurricane Irene made landfall on Aug. 28. Acting on National Oceanic and Atmospheric Administration

updates from the National Weather Service, the New England District implemented its emergency mobilization and response posture at its federal dams and reservoirs in the five major New England river basins, at hurricane barriers in New Bedford,

Mass., Providence, R.I., and Stamford, Conn., and activated the Corps emergency operations center in preparation for any contingency.

Preparing for Irene

A week before the storm arrived, the District's hydraulic engineers monitored water levels in the region's major rivers to regulate Corps-managed dams to minimize downstream impacts from the New England District headquarters in Concord, Mass. "Our team did a great job of preparing for and responding to Hurricane Irene," said District Engineer Col. Charles Samaris. "Our Reservoir Control Center (RCC), in coordination with the National Weather Service, very effectively monitored and reported the hurricane's path. They performed predictive modeling and analysis that allowed proactive coordination with and actions by, our field personnel across New England before, during and after the storm."



Photo by Frank Fedele

Larry Davis gives a tour of the Fox Point Hurricane Barrier to Rhode Island Gov. Lincoln Chafee, the Governor's staff, the national media and District Commander Col. Charles Samaris before Irene hit the state.

“We also monitored the coastal storm activity and storm surge in the operation of the three hurricane barriers to reduce area tidal flooding,” said Paul Marinelli of the District’s RCC. “To keep an eye on New England waters, the engineers used the Geostationary Operational Environmental Satellite (GOES) with advanced weather imagery, as its data collection satellite.”

Physical preparations commenced on Aug. 24 with District personnel testing the New Bedford, Mass., Stamford, Conn., and Fox Point, (Providence) R.I., hurricane barriers to assure they operated correctly for the impending storm.

The New England District Emergency Operations Center contacted the Emergency Operations Centers for each of the New England states beginning Aug. 25 and throughout the week offering Corps representatives to be on call at their centers should assistance be needed. Massachusetts requested a Corps liaison to be positioned in their center.

“Our team in the field monitored the RCC’s rainfall and storm surge information to regulate our Corps-



Photo by Kevin Burke

Cape Cod business owners board up their buildings and leave defiant messages for Hurricane Irene prior to the storm’s arrival.

managed reservoirs and hurricane barrier projects in New England,” Col. Samaris said. “The field team was on the front line -- they spent Sunday during the storm, and most of the following week, manning their facilities and actively mitigating Irene’s impact for the communities we serve.”

Corps Team Leaders from Mississippi Valley Division, South West Division, and Huntington District traveled to New England to lend assistance during the emergency. District team members

assisted the Team Leader assigned to Rhode Island, and a District member served as a liaison for the state of New Hampshire. A Team Leader and a District team member were also sent to the FEMA Regional Response Coordination Center in Maynard, Mass., to represent the Corps should mission assignments be assigned.

The Cape Cod Canal office in Buzzards Bay, Mass., began moving its floating plant and most of its vessels

Continued on next page



Photo by Frank Fedele

Park Ranger Matt Underwood (background), Col. Charles Samaris, District Commander, and Project Manager Dale Berkness observe the water behind Townshend Dam in Vermont after Irene hit the area.

Corps of Engineers, New England District well prepared for Hurricane Irene

Continued from previous page

into New Bedford Harbor on Aug. 26. Preparations were also made for the Marine Traffic Control Center to relocate to the Railroad Bridge if conditions required evacuation. Preparations to lower the Railroad Bridge to the halfway position, which would close the Cape Cod Canal to navigation, on Sunday morning if it were needed were also made.

All six New England governors declared States of Emergency prior to the storm. The day before Irene hit, Col. Samaris, accompanied by Canal Manager Larry Davis, met with Rhode Island Governor Lincoln Chafee, state officials and national media to give a tour and a briefing at the Fox Point Hurricane Barrier. Col. Samaris and Davis also met with New Bedford, Mass., Mayor Scott Lang to give him a tour and briefing at the New Bedford Hurricane Barrier. In addition, Col. Samaris kept North Atlantic Division Commander, Brig. Gen. Peter DeLuca up to date on preparations for the storm.

The day before the storm, the New England District closed all of its campgrounds and recreation areas. All of the District's flood risk management projects, to include dams and the three hurricane barriers, were staffed and ready. All of the Corps dams in the Naugatuck Basin in western Connecticut closed to minimum gate settings, with the remainder of the District dams closing to minimum gate settings the day of the storm.

In addition to their own preparations, District team members assisted New England states to get ready for Irene. "The District distributed 100,000 sandbags to the state of New Hampshire on Aug. 26 and 2,000 sandbags to the state of Rhode Island on Aug. 28," said Dave Schafer of the District's Emergency Operations Center. "The Commodities team from the Chicago



Irene washes out a bridge in Jamaica, Vt., near the District's Ball Mountain Lake Project.

Photo by Frank Fedele



Angry waves toss boats around Cape Cod waters during the storm.

Photo by Kevin Burke



Waters at North Hartland Dam, Vt., after the storm.

Photo by Christopher Scheiner, UCRB Wildlife Management Intern

and Detroit districts deployed to Fort Devens so they would be in position in case the District received a mission from FEMA.”

Projects hold back water, keep citizens safe during the storm

Irene reached New England as a tropical storm, but her wind and rains caused significant damage and flooding in the region. “All three hurricane barriers closed at about 5:30 a.m.,” said Marinelli. “The peak tide at Stamford reached 9.6 feet – the third highest since its construction in 1969. The barriers at Fox Point and New Bedford operated during the storm, but did not experience historic tide levels.”

At 8 a.m., as the heavy rains fell, all of the New England District dams began to store run-off water. Some dams temporarily lost power and were operating on generators, with most back on commercial power after the storm. At the Woonsocket Flood Damage Reduction Project in Rhode Island, three of the four tainter gates at the Woonsocket Falls Dam were open to one foot.

At the Cape Cod Canal, sustained winds never reached 70 miles an hour, which meant that both the Bourne and Sagamore Bridges stayed open during the storm. “The Railroad Bridge also stayed in its normal position and the Marine Traffic Control Center remained in its permanent space,” said Canal Manager Larry Davis.

Irene Aftermath

The Connecticut River Basin appeared to be the hardest hit from Irene, which dumped 10-14 inches of rain over a 12-18 hour period in the area. According to Marinelli, most of the tributary rivers to the Connecticut River receded gradually and the main stem Connecticut is just above flood stage in portions of southern New Hampshire and central Massachusetts.

“Flood storage at the District’s

dams in the hardest hit Connecticut and Naugatuck River Basins is between 40 and 75 percent,” he said. “In other river basins that weren’t as severely impacted flood storage utilized only between 10-20 percent. Controlled reservoir releases have begun within all river basins with the exception of the Connecticut River Basin as the main stem Connecticut River still remains above flood stage from Massachusetts through Connecticut. It is forecasted that the Connecticut River should crest sometime on August 31 and controlled releases from all Corps Dams will be delayed until that occurs.”

Col. Samaris visited the District’s Knightville Dam in Mass., on Aug. 29 and the North Hartland Dam in Vermont on Aug. 30. At the time both dams were currently over 50-percent capacity. The District kept a close eye on New England waters and continued to do so until the situation stabilized.

According to Marinelli, the total damages prevented from Irene by Corps dams and Hurricane Barriers, as well as Local Flood Protection Projects,

was about \$1 billion, with 78 percent attributed to Corps Dams and Hurricane Barriers and 22 percent to Local Flood Protection Projects.

Although the entire District team contributed in one way or another to the success of the Irene response, there were a few projects and individuals that went above and beyond the call of duty. Some of these include:

New Bedford Hurricane Barrier: Steven Fluegel, Chris Demello, John Westlund, John Pribilla, John Dumais, Ed Espinola.

Fox Point Hurricane Barrier: David Recave, Richard Patterson, Daniel Scott and Ken Holstein.

Stamford Hurricane Barrier: Diana Errico-Topolski, Laszlo Lazar and Reese Piper.

Woonsocket Dam: Joseph Zanca.

Knightville Dam: Edward Lippman, Tom Wisnauckas, John Parker and Joe Faloretti.

(Editor’s Note: To view more of the damage in Vermont due to Irene, please go to <http://mansfieldheliflight.com/flood/>)



The VAST snowmobile bridge near Waterbury flexes as debris and water rush past.

Corps provides details on exemptions, permit emergency procedures for storm damage repairs in New England

by Timothy Dugan
Public Affairs Office

Tropical Storm Irene caused severe flooding and other storm related damages in the six New England states. As a result, state and Federal disaster declarations were made throughout the region. It is anticipated that owners of damaged property will want to conduct repair activities in the near future.

This is to inform property owners of the U.S. Army Corps of Engineers permit requirements for storm damage repairs proposed within the boundaries of the New England District of the Corps of Engineers.

The Corps has Federal jurisdiction over activities that include dredging or construction in or over navigable waters of the U. S., certain excavation activities and the placement of dredged or fill material into waters of the U. S. (including wetlands), and work affecting the course, location, condition or capacity of such areas. Such activities may require a Department of the Army permit, in accordance with 33 CFR 320-332. Waters of the U.S. also include intermittent streams, natural drainage courses, and wetlands that meet applicable Federal criteria, regardless of their size.

The Corps anticipates that most activities needed to remediate storm damage would not be subject to regulation under the exemptions found at 33 CFR 323.4(a)(2). It states that any discharge of dredged or fill material that may result from any of the following activities is not prohibited by or otherwise subject to regulation under Section 404 of the Clean Water Act: "Maintenance, including emergency reconstruction of recently damaged parts, of currently serviceable structures such as dikes, dams, levees, groins, riprap,

breakwaters, causeways, bridge abutments or approaches, and transportation structures. Maintenance does not include any modification that changes the character, scope, or size of the original fill design."

Emergency reconstruction must occur within a reasonable period of time after damage has occurred in order to qualify for this exemption. People should contact the Corps to determine if a proposed activity falls under this exemption.

Most other work in waters of the U. S. would likely qualify for one of the Corps' state general permits. A general permit is an authorization that is issued on a regional basis for a category or categories of activities that are similar in nature and do not cause more than minimal individual and cumulative adverse environmental effects. General permits substantially reduce the time needed by the Corps to process applications, allowing adequate control of minor construction while avoiding the lengthier processing required to issue an Individual Permit. There is one general permit for each of the six New England states. To see a copy of the general permit for a state, go to <http://www.nae.usace.army.mil/Regulatory>. Select "State General permits/permitting" and then "State General Permits."

If a person intends to undertake any repair work in waters of the U. S. under the authorization of a general permit, thoroughly review the terms and conditions of the general permits and note that some activities require written authorization prior to commencement of work. It is imperative that the conditions and the management practices be followed explicitly. If a person is uncertain that the activity proposed qualifies for the exemption or a general permit the person should contact the Corps' New England District Regulatory Office prior

to the commencement of work. Also note that just because a condition cannot be met does not necessarily mean that the activity cannot be authorized; in those cases a formal application will have to be made to the Corps for authorization by an Individual Permit.

The general permits apply only to Department of the Army regulatory programs. Authorization by a Corps general permit does not obviate the need for state or local permits, or other federal permits as required by law. It is recommended that a person check with state and local governments in addition to any other federal agency that may have jurisdiction over a project.

In cases where proposed work does not qualify for the exemption or a general permit, and the situation would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen, and significant economic hardship if corrective action is not undertaken within a time period less than the normal time needed to process a permit application under standard procedures, the District can process an application for a permit under emergency procedures. Contact the Corps to determine if an activity qualifies for the emergency procedures.

The Corps recommends retaining records of permits, photographs, drawings, surveys, etc., for the structures or fill being repaired, replaced or rehabilitated and/or any other documentation showing that the structure or fill was serviceable immediately prior to the storm damage that occurred, or at the time the work was done.

For additional information on Corps permit requirements, call the Corps Regulatory Division at (978) 318-8335 or (978) 318-8338 or visit the website at <http://www.nae.usace.army.mil/Regulatory/>.

Bat Research is ongoing in the Upper Connecticut River basin

Story by **Jeremy Chamberlain**
UCRB Wildlife Management Intern

Gary Pelton, a USACE biologist, and his crew of seven Student Conservation Association interns have been collecting data on bats for the state of New Hampshire to help with population estimates. This will help the state to determine whether or not the little brown bat should be classified as an endangered species in the state. The data collected this year in New Hampshire will be compared to data collected in pre-white-nose-syndrome years.

On a typical night of batting, anywhere from three to six mist nets are put up in various places on one of the Upper Connecticut River Basin's New Hampshire projects. The nets are usually placed in the same area as in a previous year so that the capture data can be accurately compared from year to year. The nets are opened when it starts to get dark and are typically left open for approximately four hours. Net checks are done every 15-20 minutes to check for captured bats.

This year has been a peculiar year for mist netting bats in New Hampshire. So far this year, the team has gone mist netting a total of 13 nights at three locations in New Hampshire. In the first eight nights of netting, only 15 bats were caught in the nets. During the five most recent nights of netting, 74 bats were caught in the nets. So far, the best night this year had a total of 24 bats caught. Pelton stated, "This was the best night I have had in several years."

As of Aug. 3, the team has netted a total of 89 bats, consisting of five species this year in the Upper Connecticut River Basin. Of the 89 bats caught, 79 were Big Brown bats, two were Little Brown bats, two were Eastern Small-footed bats, one was an Eastern Red bat, and one was a Hoary bat. The other four were bats that were captured in the nets but either did not get caught enough or were in the nets and chewed themselves out. Ten of the bats that netted this year were ones that had been banded previously in New Hampshire. The re-netting of a previously netted and banded bat does not happen very often, but when it does it is always a good thing. When a banded bat is caught, it allows for the comparison of data from the previous capture



Photo by Christopher Scheiner, UCRB Wildlife Management Intern
A Hoary Bat is captured and then soon released after being discovered during a mist net check.

to the current capture. This data is good because it lets the biologists know how a bat has grown since it was first netted. It also allows biologists to see if the bat has contracted White Nose Syndrome and check the status of the bat's health.

A few other animals have been caught in our nets as well this year. The team has also caught six flying squirrels, one Hermit Thrush, two wood moths, and two dragonflies. A bird or a dragonfly is caught in the mist nets every once in a while when they are returning to their resting spots for the night. Flying squirrels are caught when they are gliding from tree to tree and our nets happen to be in their path.

Flying squirrels can wreak havoc on the mist nets if not removed quickly because they can chew themselves out, which makes very large holes and sometimes they will chew through the leaders which make the nets much less effective at catching bats.

Pelton and his crew will continue to mist net bats at least into September, and with 89 bats netted already, this is looking like a good year for collecting bat data. Let's hope the bats keep coming.

District Commander discusses feedback, praises field employees during informational feedback session

Col. Charles Samaris, New England District Commander, held an informational feedback session for all supervisors in the theater, Sept. 6.

The feedback session is a follow up to his initial introductory session he held with supervisors in August. Col. Samaris plans to meet with supervisors monthly.

Prior to the feedback session, Col. Samaris distributed white cards to the supervisors and requested that they provide him answers to the following questions:

- What do you think are the district's top three priorities?
- If you were king or queen for a day what one thing would you change and keep?

- What are the top three strengths and weaknesses?

"There's a lot of good stuff on these cards," he said. "And of course there are things that we need to work on."

One hundred white cards were turned back in to the Commander and he analyzed the comments and identified what we internally see as our four District positives:

- Good People;
- Technical Competence and Expertise (SME);
- A Highly Educated Workforce, and;

- Our Broad and Deep Experience.

An additional analyses identified the four main challenges facing the New England District:

- Communication;
- Stovepipes and Rice Bowls;
- Bureaucracy, and;
- Rigidity.

Col. Samaris said there is nothing specifically right or wrong with any of the categories and as a team we need to address workforce concerns to include rigidity and any reasons why the District team continues to try to accomplish the mission the same way it always has without trying to "crack the egg a different way."

One way to start refining processes, according to Col. Samaris, is for supervisors to start with their own groups.

Concluding the session, Col. Samaris talked about the new white board in his office and encouraged others to track their own, and their team's progress, "...the whiteboard is an extension of my brain and normally displays the quadrant two topics that require purposeful thought; it keeps these topics in front of me and focused amidst urgent background noise."

In Lieu Fee program annual report published on Maine Natural Resource Conservation Program

by Timothy Dugan
Public Affairs Office

The U.S. Army Corps of Engineers recently has been provided the annual report on the Maine's In Lieu Fee program titled "Maine Natural Resource Conservation Program, January 1, 2010 – December 31, 2010."

The Maine Natural Resource Conservation Program annual report was submitted to the Maine Department of Environmental Protection through its administrator, The Nature Conservancy-Maine, to the Corps of Engineers on Sept. 23. The In-Lieu Fee (ILF) program serves as an alternative form of compensation for impacts to aquatic resources authorized by the New England District, U.S. Army Corps of Engineers and/or the state of Maine Department of Environmental Protection (DEP). Compensatory mitigation occurs in circumstances where a permittee is required to compensate for the functions and values of aquatic resources lost as a result of the authorization after all efforts are made to avoid and minimize impacts.

In-Lieu Fee is an option available to the applicant instead of completing permittee responsible mitigation. Use of the In-Lieu Fee program is contingent upon Corps of

Engineers and/or state of Maine approval. All In-Lieu Fee agreements in New England are available on the Corps' website: <http://www.nae.usace.army.mil> under "Regulatory/Permitting" and then "Mitigation."

The state of Maine developed an In-Lieu Fee Compensation Program in 2007 to augment its regulatory program. It also developed the Maine Natural Resource Conservation Program (MNRCP) to allocate funds collected. An agreement for services between the Maine DEP and The Nature Conservancy (TNC) was signed Oct. 3, 2007 outlining The Nature Conservancy's responsibility to administer the MNRCP. An agreement between DEP, the Corps and The Nature Conservancy was signed Jan. 31, 2008. This annual report outlines the MNRCP activities from Jan. 1, 2010 to Dec. 31, 2010. The public notice with the annual report can be viewed on the Corps website at <http://www.nae.usace.army.mil>. Select Regulatory/Permitting and then weekly public notices. For additional information on this program (File # NAE-2005-1143) contact the U.S. Army Corps of Engineers, New England District, Regulatory Division (ATTN: Ruth Ladd), 696 Virginia Road, Concord, MA 01742-2751 or by email to: ruth.m.ladd@usace.army.mil.

Corps awards contract for New Bedford-Fairhaven Hurricane Barrier work

By Timothy Dugan
Public Affairs Office

Work on the New Bedford/Fairhaven Hurricane Protection Barrier in New Bedford, Mass., will be completed under the terms of a \$1,885,880 contract issued recently by the U.S. Army Corps of Engineers, New England District.

The work will be accomplished by Reagan Construction Corporation of Middletown, Rhode Island. The project will take about nine months to complete and will start on or about Oct. 24.

The work of this project consists of miscellaneous rehabilitation work

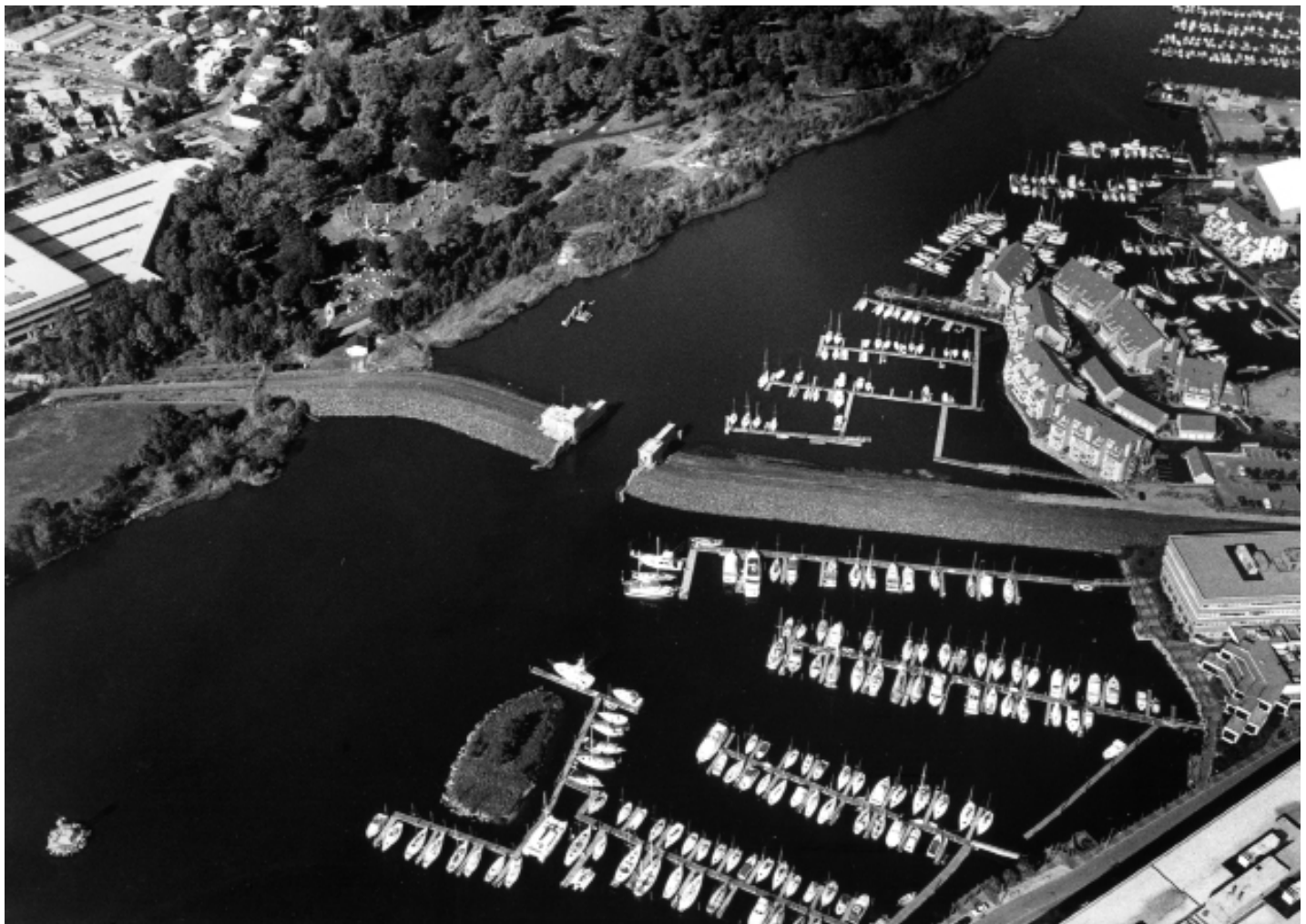
on the navigation gates and appurtenances at the New Bedford/Fairhaven Hurricane Barrier.

Major work features include installation of stop gates and dewatering of navigation gate pockets, removal and disposal of silt, sand, and debris from the base of the gates, jacking up the gates to allow gate wheel replacement, repair of deteriorated concrete within the gate pockets, steel repairs to the stop gate guides, painting various areas, replacing timber fenders and various other work. This construction work necessitates taking the navigation gates out of service for two periods of time, Oct. 24 – Nov. 21, 2011 and April

30 – July 2, 2012. During these time frames, the navigation gates will only be closed in instances of major coastal storms and hurricanes.

The project will be managed by the U.S. Army Corps of Engineers, New England District. All work will be accomplished under the supervision of a Corps of Engineers Quality Assurance Representative to assure compliance with contract requirements.

For more information about Corps of Engineers' New England District contract solicitations for work, bid results or contract awards go to the website at: <http://www.nae.usace.army.mil/Business/Contracting/>.



Aerial view of the Stamford Hurricane Barrier in Connecticut.

Dredging up the past



Hurricanes Connie and Diane left behind raging waters and a path of destruction as can be seen in this photo of Putnam, Connecticut in 1955. (PAO Historical Archive Photo)

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