



Inclment Weather Hotline.....	2
Yankee Voices.....	2
Commander's Column.....	3
Winter Walking Safety.....	7
Dredging up the Past.....	8



**US Army Corps
of Engineers
New England District**

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Yankee Engineer

Hundreds attend Weaver's Cove public hearing Corps of Engineers listens to comments, concerns of public

Representatives of the U.S. Army Corps of Engineers, New England District held two public hearings on the agency's permit review of dredging and dredge material disposal plans of the proposed Weaver's Cove liquefied natural gas (LNG) import terminal and natural gas pipeline facilities in Fall River, Mass.

Weaver's Cove Energy, LLC and Mill River Pipeline LLC are seeking permits from the U.S. Army Corps of Engineers to conduct dredging in an

existing federal navigation channel, install structures and discharge fill material in wetlands and waterways for the construction of an LNG import terminal and natural gas pipeline facilities in Fall River, Mass. The LNG terminal would be located on a 73-acre site adjacent to the Taunton River primarily at One New Street in the city of Fall River.

The hearings, which were held to listen to the comments and concerns of the public, took place Dec. 14 in Fall River, Mass., and Dec. 15 in Bristol,

R.I. More than 212 members of the public attended both sessions.

"The focus of this comment period and these hearings is to receive comments on the dredging and dredged material disposal aspects of the project, which is the Corps primary area of jurisdiction for this project," said the Corps' New England District, Deputy District Engineer Lt. Col. Andrew Nelson.

Although there were some who hoped that the permit would be approved, most in attendance opposed the project and braved sub-freezing temperatures to have their voices heard.

"Please do not approve the plans for dredging of Mt. Hope Bay and Taunton River for the proposed Weaver's Cove LNG facility," said Fall River resident Jim Soule. "Some 144 acres of relatively shallow habitat have been specifically identified as spawning beds for winter flounder within the dredging area. Deepening this area will permanently impact their habitat and commercial fishing."

Representatives from Sen. Jack Reed, Sen. Lincoln Chafee, and Congr. Patrick Kennedy also attended the hearings. "The proposed Weaver's Cove liquefied natural gas terminal raises public concerns for the state of Rhode

Continued on page 6



Photos by Mark McInerney

Opponents of the proposed Weaver's Cove LNG project stage a protest outside the public hearing held by the New England District.

Yankee Voices

Alexine Raineri, Laura Lally,
and LeeAnn Neal, Regulatory



New England District Inclement Weather Program

The New England District Inclement Weather Program is up and running for the 2005-2006 season.

For up-to-date information, please call the District hotline at 978-318-8346 beginning at 5:30 a.m.

The following media will also carry New England District inclement weather information:

WRKO (680 AM) – Boston, Mass.

WEIM (1280 AM) – Fitchburg, Mass.

WOKQ (97.5 FM) – Dover, N.H.

WCAP (980 AM) – Lowell, Mass.

Channel 7's morning news

For more information, please contact Ann Marie R. Harvie in the Public Affairs Office.

Congratulations

...to **Stephen Dermody**, Project Manager for Edward MacDowell Lake, Merrimack River Basin, who was selected by the WE Committee as the Employee of the Month for December 2005. Dermody recently completed his first year as Project Manager and his agenda focused on making Ed Macdowell Lake not only a better place for the public, but also a shining star within the Merrimack River Basin.

...to **the Recruiting Facilities Support team** for its selection as the WE Committee's Team of the Month for December 2005. This team is being recognized for its outstanding performance during the past year. Team members include **Peter Quinn, Donna Russell, Barbara Duffin, John Manning, Joan Shok, Dot Tinkham, Peg Lorenzo, Dennis Long, Susan Mehigan, MaryEllen Crawford and Rich Vigeant.**

Safe Holiday Toys

Keep these safety tips from the American Academy of Pediatrics in mind when choosing toys as holiday gifts:

- Make sure the toy matches the child's abilities. The manufacturer's recommendations can be a helpful guide. A toy that is too advanced or too simple is easily misused, which can lead to injury.
- Prevent choking in children three and under by making sure all parts of the toy are larger than the child's mouth.
- Babies and toddlers should not be given toys with strings, straps, or cords longer than seven inches because greater lengths could cause strangulation.
- Toys that require electrical plugs should not be given to children under eight. If improperly used they could lead to shock or burns.

(Ideas Unlimited)

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Commander's Corner:

Discussing the New England District's future

by Col. Curtis L. Thalken
District Engineer



Happy Holidays and a joyous New Year to all! I hope everyone takes the opportunity during this cheerful season to spend some time with your families and friends.

Last month I discussed our accomplishments during the past year and this month I would like to focus on the future. I am pleased to report that the initiatives I discussed during my August Town Hall meeting have begun to bear fruit. Our financial posture at the beginning of fiscal year (FY) 06 is better than it has been in several years, but we will require diligence to ensure we remain healthy throughout the year. On time and under budget must remain our goal throughout the year or we may squander the opportunity we have worked so hard to posture ourselves for.

Recently, many of the District's senior leaders participated in a two and a half day strategic planning session to plot a course for the District's long-term health.

I challenged the leadership to examine how the impact of the information age alters the way we must do business. USACE 2012 attempts to leverage the advantages of the information age for the entire USACE organization, so we too must change: first to remain consistent with the direction the Corps of Engineers is headed, and second to remain relevant to our stakeholders in the future. Two outstanding books on this topic that I find very useful are *The Innovator's Dilemma*, by Clayton M. Christensen and *The World is Flat*, by Thomas Friedman.

I'd like to try and summarize some of the conclusions reached and the future work that the strategic planning group will continue to develop over the next few months. First we concluded that there will be very few opportunities for the construction of large Civil Works or MILCON projects in the future. Most of the required critical infrastructure to support the region has already been built. However, maintaining the existing infrastructure in a period of decreasing budgets will

present numerous challenges.

Opportunities for partnering with our local stakeholders, both civil and military, will continue to exist on smaller projects, especially in the areas of watershed management and environmental restoration and remediation. Other federal agencies will also require support as they maintain and in many cases replace their own infrastructure and the Corps can assist here as well. Additionally, requirements for people to deploy in support of contingencies, both domestically and internationally will continue. Therefore the District must be capable of accomplishing its day-to-day mission, while providing people for deployments on a continuous basis.

From this future environment, three over-arching issues were identified that will require the development of strategies for our future success. First, how can we structure the District's management processes to leverage the advantages of an information enabled organization while working on smaller projects that must be accomplished more quickly and under tighter budget constraints?

Second, what initiatives can the District undertake to maximize the return on every dollar we are allocated?

'USACE 2012 attempts to leverage the advantages of the information age for the entire USACE organization, so we too must change; first to remain consistent with the direction the Corps of Engineers is headed and second to remain relevant to our stake holders in the future.'

- Col. Curtis Thalken, District Engineer

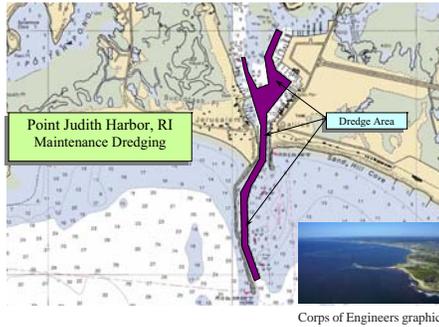
Third, how can we posture our work force to meet the changing environment we foresee in the future?

Many of the concerns identified in last year's climate survey have their root in these three issues. I am optimistic that by working both sets of problems in a synchronized fashion we will meet the immediate concerns found in the climate survey while ensuring the District's long-term viability. I am hopeful that in a future town hall meeting, I will be able to outline for everyone a strategy that we can implement to address the issues identified during the off-site.

In closing, thank you again for the outstanding job everyone has done at the start of FY06. With hard work and attention to detail we should be able to prosper this year. The work to guarantee our long-term health is underway and I am optimistic that with the support of the organization we will develop a strategy to ensure a bright future.

Essayons!

Maintenance dredging proposed for Point Judith



At the request of the towns of South Kingstown and Narragansett, the U.S. Army Corps of Engineers, New England District is proposing to perform maintenance dredging of the Harbor of Refuge Federal Navigation Project at Point Judith, R.I.

The proposed work involves maintenance dredging of the 15-foot-deep mean lower low water (MLLW) entrance channel leading into the harbor, as well as the east and west branch 15-foot-deep MLLW channels and the 10-foot-deep MLLW 6.6-acre anchorage within the harbor.

“Natural shoaling processes in the 15-foot-deep entrance channel, the east and west branch channels, and the 10-foot-deep anchorage have reduced available depths, making navigation hazardous at lower stages of the tide,” said New England District’s Project Manager Michael Walsh.

Maintenance dredging of approximately 110,000 cubic yards of sand from approximately 25 acres of authorized project area will restore the entrance channel, east and west branch channels, and the 10-foot-deep anchorage to authorized dimensions.

“Dredging will be performed by a hydraulic dredge, and the dredged material will be disposed of as a beneficial use on nearby East Matunuck Beach, west of the harbor,” Walsh said. “The work will take place over a three-to-four-month period in the year in which funds become available.”

The dredged material consists of clean sand based on sampling and testing performed in 2003 and 2004. The towns of South Kingstown and Narragansett are the local sponsors for the proposed work.

Maintenance dredging of the Point Judith Harbor of Refuge was last performed in 1977 when approximately 72,000 cubic yards of material were removed and side-casted. An environmental assessment for this work is being prepared and will be available for review upon request.

Alternate disposal options that have been considered include nearshore disposal, open-ocean disposal, beach disposal, and upland disposal. The Corps favors the beach disposal site at East Matunuck Beach as a beneficial use of the clean sand. The proximity of the proposed disposal site to the dredging area renders this alternative cost-effective.

The Corps will consult with the U.S. Fish and Wildlife Service to ensure that the proposed dredged material disposal will not significantly affect the Piping Plover or any other endangered or threatened species or critical habitat.

The proposed work consists of only maintenance, involving a previously dredged area and will not affect any cultural or archeological features or resources.

The Corps sought comments from the public until Nov. 10. (PAO press release).



Corps of Engineer file photo.

(Above left: Project site plan. Above: Harbor of Refuge, Point Judith, R.I.)

Celebrating diversity

Native American/Alaskan Native Heritage observed at District

The Equal Employment Opportunity Office and the Native American/Alaskan Native Employment Program sponsored a celebration in honor of Native American Awareness month, Nov. 16., in the Concord Park theatre.

Claudia Fox Tree served as the keynote speaker for the event. Prior to her presentation, Col. Curtis Thalken, New England District Engineer, provided the audience with some statistics on the Native American people to include census information, scientific theories on Native American origin, traditional beliefs.

Bob Leitch, the Native American/Alaskan Native Employment Program manager introduced the guest speaker. Fox Tree's presentation was entitled, "Native American Identity - Statistics, Stereotypes, and Ways We Need to be Aware of Our Language," and began with a short musical performance in the Arawak language.

Following the performance, Fox Tree gave a brief background about herself and then discussed the many traditions of Native Americans to include oral tradition; significance of the drum and the community; prayer, song and dance; the importance of Pow Wows

and the community. "We're still here, we're still alive," she said. "We have evolved and we are contemporary people."

Fox Tree told the audience that American history is Native American history. "Every war, every crisis, every thing that has ever happened on this land we have been a part of," she said.

Oral traditions are very important to Native Americans, according to Fox Tree. "Our stories are as significant as other people's stories," she said. "There are some oral tradition stories that have had the opportunity of having been written down and are in well known books called the Koran, the Bible, and the Torah. It just so happens that our oral traditions are not necessarily written down in that format, but they are just as important."

The keynote speaker then provided some demographic information about Native Americans. A large percentage of Native Americans marry outside of their race, according to Fox Tree. She cited statistics that seven out of ten Native Americans marry partners that are not Native American and that 98 percent are tribally hyphenated and that the majority of that percentage is racially

hyphenated.

Using graphic images, Fox Tree discussed the 562 federally recognized Tribal Nations in the United States as well as the 314 Native American reservations around the country. There is one, 4-1/2 acre reserve located in Massachusetts.

Fox Tree related some of the difficulties that Native Americans have faced in the past and in the present. "Native Americans have many challenges as we strive to retain our cultural identity," she said. The keynote speaker spoke about language and said that some Native American words such as Winnebago, Pontiac, Cherokee and redskins have lost their meaning in popular culture and are insulting to Native Americans. Some terms are currently being reclaimed by Native American Tribes. "The meanings of words change with who has the power to use them, and who has the power to tell the stories," she said.

Dispelling myths regarding Native Americans was next on Fox Tree's agenda. Common myths involve the first Thanksgiving and Christopher Columbus.

After Fox Tree's presentation, Col. Thalken presented her with a Bunker Hill plaque in appreciation for her participation in the District celebration. A reception followed the event.

Fox Tree has an extensive background in public presentation including over 15 years in the Lincoln Public School system, over 12 years as a diversity trainer and promoting cultural awareness through teacher education courses. She holds a seat on the Board of the Massachusetts Center for Native American Awareness (MCNAA) and the Massachusetts Liaison for the United Confederation of Taíno People (UCTP). Fox Tree is a Native American with a Master's Degree in Identity Development from Northeastern University in Boston.



Photo by Brian Murphy

Claudia Fox Tree receives a Bunker Hill plaque from Col. Curtis Thalken.

Hundreds attend Weaver's Cove public hearing

Corps of Engineers listens to comments, concerns of public

Continued from page 1

Island,” wrote Sen. Reed in a statement submitted to the Corps. “I strongly urge the Army Corps of Engineers to closely evaluate all factors involving the public interest prior to making a decision on this permit.”

Most of the comments received opposed the proposed project. “I personally feel that Weavers Cove absolutely cannot be given a permit to dredge our river because of the contaminants that are presently undisturbed on the river bottom,” said Norman Parent. “This would cause the water to be greatly degraded with contaminants suspended within the tidal flow.”

The project purpose is to bring a new natural gas supply to the New England market. Mill River is proposing to temporarily alter wetlands and waterways in order to construct two new lateral pipelines (referred to as the Western Lateral and Northern Lateral) that will facilitate the delivery of re-gasified LNG to the existing interstate pipeline network.

According to the permit application, the LNG terminal to be constructed by Weaver's Cove will include LNG transfer piping, an LNG storage tank, vaporization equipment, an LNG truck loading area, and necessary ancillary equipment. An existing woodpile pier and associated ship mooring structures at the LNG terminal site will be removed and replaced with new pile supported jetty and mooring structures required to support the berthing and unloading of LNG vessels delivering product to the terminal. Sheet piling and riprap will be used to stabilize and straighten approximately 2,650 feet of waterfront at the proposed LNG terminal site.

The LNG terminal facilities will be located within the 55-acre portion of the site that is located largely within a Massachusetts designated port area.

Approximately 0.6 acres of inter-



Lt. Col. Andrew Nelson opens the public hearing for the proposed project.

tidal and subtidal habitat will be permanently filled by shoreline site development activities.

The project requires maintenance and improvement dredging of the existing seven-mile long Mount Hope Bay – Fall River Harbor Federal Channel and Turning Basin, construction of a new pier/jetty, and stabilization of the shoreline at the LNG terminal site. Weaver's Cove anticipates that proposed maintenance and improvement dredging operations will occur within a footprint of approximately 200 acres and will produce approximately 2.1 to 2.5 million cubic yards of dredge material.

Two dredge disposal alternatives are under consideration by Weaver's Cove. The project's preferred alternative is to dispose of all suitable dredged material offshore in federal waters at the Rhode Island Sound Disposal Site (RISDS) and/or the Massachusetts Bay disposal site (MBDS).

An estimated 60,000 cubic yards of material beneath and around the existing wood pier will be disposed of at an appropriate upland site (other than the LNG terminal site).

The second alternative proposes use of stabilized dredged material as engineered fill to develop the LNG terminal site in Fall River, Mass.

The facilities to be constructed by Mill River include two 24-inch diameter pipeline laterals and associated facilities that will connect the Weaver's Cove LNG terminal to the existing pipeline facilities of Algonquin Gas Transmission Company. The proposed approximately 2.5 mile Western Lateral will be located in Fall River, Somerset and Swansea, Mass. It will cross under the Taunton River and then traverse in a westerly direction principally within an existing electric transmission corridor.

Approximately 33,000 cubic yards of material will be dredged for pipeline installation under the Taunton River. The proposed approximately 3.6 mile Northern Lateral will follow an existing pipeline right-of-way from Fall River into the town of Freetown.

Approximately 14 intermittent and perennial streams (not including the Taunton River), 3.0 acres of inland vegetated wetlands, 0.52 acre of intertidal habitat and 0.5 acre of subtidal habitat will be temporarily altered by pipeline construction activities associated with the proposed Western and Northern Laterals. Approximately 0.03 acre of forested wetlands will be permanently converted to scrub or emergent wetlands. Approximately 0.4 acre of scrub shrub wetland habitat will be converted to emergent wetlands.

The proposed project will potentially impact approximately 200 acres of essential fish habitat (EFH) for various species and life stages. This habitat consists primarily of subtidal bottom. The impacts on EFH from this project include shading of the bottom from the fixed structures, temporary water quality impacts from suspended sediment during the dredging, the permanent loss of approximately 0.6 acres of the aquatic habitat areas as a result of filling intertidal areas for site development, and temporary loss bottom habitat during the Taunton River pipeline construction.

Safety Tips:

Sledding advice to keep children safe this winter

When those first snowflakes start drifting out of the sky, do your children have their faces up against the window watching in amazement? Then it won't be long before the sleds are out and everyone's bundling up for a trek to the slopes.

Every year between 30,000 and 35,000 children across the United States are treated in hospital emergency rooms for injuries sustained while sledding.

One in 25 of those injured will require hospitalization. Both the severity of sledding injuries and the type of injury are directly related to a child's age and the type of downhill vehicle.

The terrain of the hill and the slickness of the surface are additional factors related to the severity of an injury. The child's position on the sled is related to the type of injury.

Children under age five suffer the most severe injuries to the head, neck, face and abdomen. These children typically ride a metal runner sled, laying on their stomachs and controlling the steering mechanism with their hands. Injuries most commonly occur when sled and rider collide with a tree or a telephone pole. Hands and fingers are often injured when caught under the runners, or between the sled and another object.

Older children tend to ride sleds, toboggans and inner tubes in a sitting position. A hard bump on rough terrain can send the rider up in the air and down again with force. Because of their position on the vehicle, these riders often suffer injuries to the spine and risk spinal cord injury.

Limb injuries also are more common in older children who tend to use their arm and legs to break a fall or avoid an obstacle.

The high incidence of sledding injuries is related to a dangerous combination of speed (sleds can easily reach 10-20 mph), bumpy or icy terrain, a steep hill, lack of good control and obstacles in the sledder's course. However, if you take too much out of this equation, you're not sledding.

Your parental obligation to make each downhill adventure for your children as safe as possible can begin with these safety measures:

1. Select your child's downhill vehicle carefully

- Sleds without a steering mechanism are the most dangerous since the rider has no way of avoiding objects in his or her path.

- Consider a metal runner sled over a plastic sled. Runner sleds elevate the rider off the ground and away from small, stationary objects. A plastic sled, by nature of its design, will strike anything in its path.

2. Always inspect the terrain of the hill before allowing your child to use it.

- The terrain should be smooth. A bumpy terrain may throw the rider into the air or off the sled, causing the child to land on the ground or in the path of another speeding sled.

- Avoid hills with trees, telephone poles, large rocks or fences on the slope or at the base of the slope. Hills should be wide and free of obstructions.

- Avoid hills whose slope ends at a road or area with motor vehicle traffic.

- Avoid sledding on icy surfaces. A slick surface increases the speed of the sled while further reducing the rider's control.

3. Encourage young children to sled feet first.

- This is the best way to protect your child from crashing or being thrown head first at 10-20 mph.

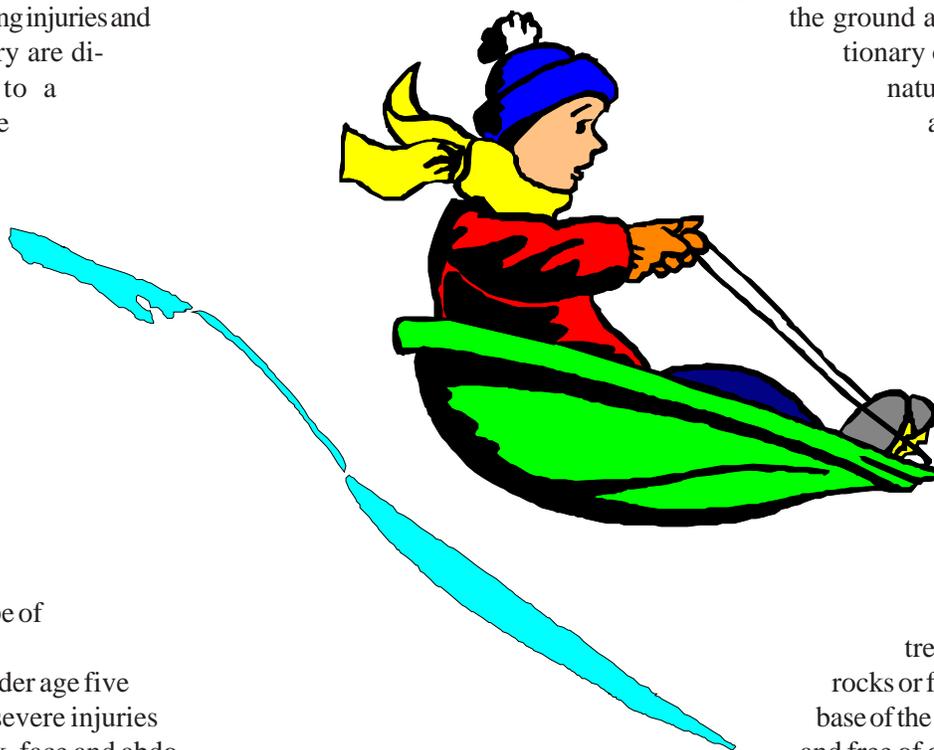
4. Dress your child appropriately.

- Children should wear insulated, waterproof boots and gloves and well-padded clothing. Protective helmets are a must, especially for younger children.

5. Supervise your children and talk with them about sledding safety.

- Children who understand the risks are more likely to exercise good judgment when sledding, and less likely to be reckless.

(National Safety Council)



Dredging up the past . . .



Photo by C.J. Allen

(from left) Jerry Nunziato and Lt. Col. John Rovero, Deputy District Engineer, call numbers for the Yankee Swap during the New England District Holiday party in this Dec. 17, 1999 photo.

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