

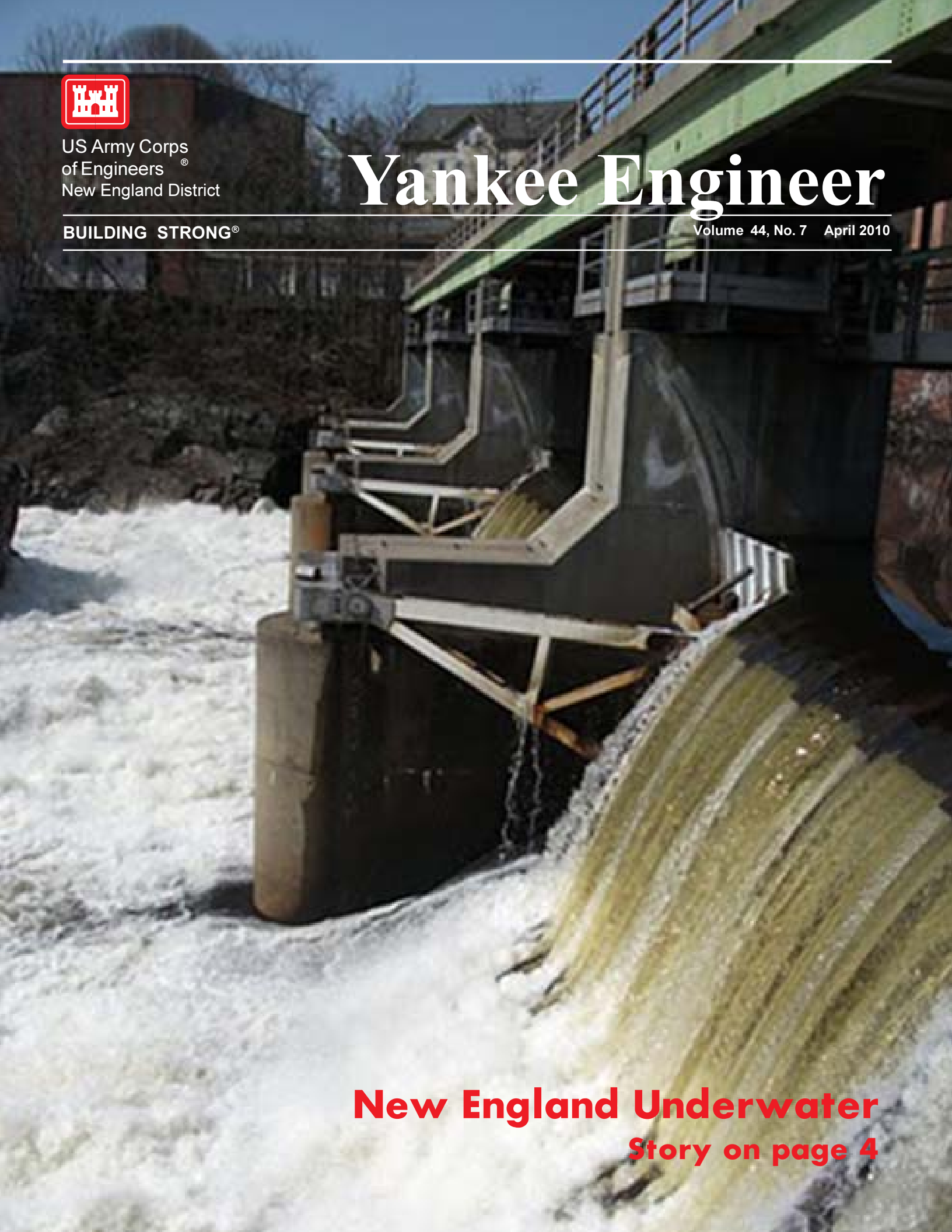


US Army Corps  
of Engineers®  
New England District

# Yankee Engineer

**BUILDING STRONG®**

Volume 44, No. 7 April 2010



**New England Underwater**  
**Story on page 4**

# Yankee Voices

Col. Philip Feir, Bobby Bryne and John Kennelly touring Rhode Island during the Spring 2010 flood.



## Sympathy

...to **John Kennelly**, Engineering/Planning, and his wife, **Donna**, on the passing of her father, **Joseph Sullivan**, April 18. Mr. Sullivan was a veteran of the U.S. Army.

...to **Dave Descoteaux**, Engineering/Planning, on the passing of his father, **Raymond Descoteaux**. Mr. Descoteaux was a veteran of World War II, and served in the European Theater with the 3rd Armored Division landing on the shores of France shortly after D-Day. He participated in the Normandy, Northern France, Rhineland, Ardennes, and Central Europe Campaigns and was awarded a Silver Battle Star.

## On the Cover

...The New England District operated the Woonsocket Dam, part of the Woonsocket Local Protection Project in Rhode Island, during the Spring 2010 floods. (Photo by Joe Zanca, U.S. Geological Survey)

## Words Worth Repeating

"There comes a moment when you have to stop revving up the car and shove it into gear."

-David J. Mahoney

## Congratulations

To **MARK ANDERSON, ENGINEERING/PLANNING**, for his selection as the WE Committee's April Employee of the Month. Anderson is being recognized for his outstanding efforts during the last several months in support of a variety of customers and programs. During a transition period when the Branch was short staffed, Mark took on extra responsibilities for the Elizabeth Mines, and New Bedford Harbor (NBH) Superfund projects as both efforts were being substantially "ramped up" for expanded field efforts funded in part through the Stimulus Bill. In addition, Anderson maintained an already heavy workload on the Massachusetts Military Reservation (MMR) project which included his managing more than half a dozen projects and the completion of the annual review and update of all 'Costs to Complete' for all 15 of the individual projects that make up the \$15 million program at MMR this year. On NBH Anderson has coordinated the review and comments of numerous 2009 Reports, scheduled numerous new revisions to existing field and sampling protocol documents, handled contract actions, and resolved field sampling issues that are always on the fast track schedule prior to the commencement of the dredging season.

To the **FOX POINT HURRICANE BARRIER TEAM** as the WE Committee's April- June 2010 Team of the Quarter. The Fox Point team is **Robert Cannon, Robert Doering, David D'Angelo, Thomas Greenway, Kenneth Holstein, Randal Mello, John Mickiewicz, Richard Patterson and David Recave**.

The Fox Point Hurricane Barrier was constructed in the 1960s to protect the business district of Providence, R.I., from floodwaters associated with coastal storms and hurricanes. After 40 years of neglect of the facility by the city of Providence, the project was formally turned over to the Corps in early February. A multidiscipline transition team was identified from existing Cape Cod Canal staff to temporarily staff Fox Point until permanent personnel were to be hired. The team found the project in deplorable condition, with some critical mechanical systems inside the pump station in a non-functional condition. The team spent long days going through each and every complex electrical and mechanical system to test the functionality and determine what maintenance and repairs were immediately necessary to make the project ready to work in a storm event.

New England District's operation of the Fox Point Barrier was a remarkable team effort. The team worked diligently together to solve problems and ensure the project functioned and avoided substantial potential damage to the city of Providence. The successful operation of the project by the team is an extremely positive reflection of their knowledge, trade skills and strong work ethic.



# Message from the Chief of Engineers

## Corps of Engineers Celebrates Earth Day's 40th Anniversary

by Lt. Gen. Robert L. Van Antwerp  
Chief of Engineers

It was April 22, 1970, when 20 million Americans joined then Wisconsin Sen. Gaylord Nelson to mark the first Earth Day. And now, 40 years later, we're still marking the occasion. For those of us who are part of the U.S. Army Corps of Engineers, it's one more day in our journey toward ensuring that our actions are sustainable and that we are the very best stewards we can be of this country, of this planet.

The challenges we face are enormous – climate change, renewable energy, green jobs, green remediation, energy reduction, just to name a few. But the opportunities for an organization like ours are equally enormous.

We are the nation's environmental engineer. No other federal agency is addressing environmental issues of the same scope and magnitude as we are, but that's not to say that we're doing it alone. We know that addressing the immense environmental challenges of the 21st century requires working in close collaboration and partnership with others. We continually seek to partner with other federal and state agencies, non-governmental environmental organizations and academia to find innovative solutions to environmental issues.

Since that first Earth Day, Americans have increasingly become aware of the need to be "green." That goes for USACE as well. We have been looking at the environmental impacts of our work for four decades, going back to the days of Lt. Gen. Frederick J. Clarke, the 43rd Chief of Engineers, who served from 1969 to 1973, and Lt. Gen. Henry J. Hatch, the 48th Chief of Engineers, who, in the early 1990s, laid out a very eloquent vision for taking care of the environment, a vision that set the foundation for our work today.

"Environmental ethics and values must be more than an overlay. They must be a bone-deep part of our way of doing business," Lt. Gen. Hatch said in 1992.

Sound familiar? It should. Lt. Gen. Robert B. Flowers, our 50th Chief of Engineers, said much the same when he introduced our Environmental Operating Principles in 2002, the same principles focusing on sustainability that we continue to apply to all our work today.



"We have placed environmental values on an equal footing with economic and engineering concerns in support of environmentally sustainable development," Flowers said. The principles, every bit as valid today as they were eight years ago, can't be an after thought, or a "nice-to-have" thought that we include at the end, they must be considered at the very beginning of each and every project we undertake.

The projects we're undertaking will have lasting impact. Our personnel at the Institute for Water Resources are working collaboratively with other federal agencies and scientists from around the world on several different projects that address climate change challenges.

We've just hosted an international workshop on designing projects to be resilient in the face of climate variability; we're planning a workshop on how best to use the climate information that's being produced; we're working with the Council on Environmental Quality as it develops a national climate change adaptation strategy; and we're going to test some new adaptation ideas on projects this year.

We've established a greenhouse gas reduction target for the Corps of Engineers that addresses the unique challenges posed by our Civil Works sites. The target calls for reducing our greenhouse gas emissions by 23 percent between now and 2020.

We have two energetic sustainability leaders on board now at the headquarters and are discussing including this skill set at each of our divisions to spearhead our sustainability initiatives across the Corps. A number of our districts are following suit.

And the list goes on – the U.S. Green Building Council presented a Leadership Award to a team of Corps employees for their work in transitioning the Army from the Sustainable Project Rating Tool to the Leadership in Energy and Environmental Design standards for all military construction projects; our Formerly Used Defense Sites team in Alaska District won the Secretary of the Army Environmental Restoration Team award for its work at Tanaga Island; and we just signed a new memorandum of understanding with The Conservation Fund to promote enhanced conservation and balanced management of our nation's water resources.

All of this shows that although Earth Day has been around for 40 years, the challenges and opportunities continue. The U.S. Army Corps of Engineers will continue to be on the cutting edge of the Army when it comes to taking care of the environment and promoting the sustainability ethic, not just on Earth Day.





Photo by Ann Marie R. Harvic

Signs such as this one in Concord, Mass., were a common site throughout New England.

## District provides aid to flooded New England region

*Two major rainstorms in March left rivers and streams overflowing their banks that caused major flooding in many parts of southeastern New England. The record-breaking rainfall closed schools, roads and flooded basements throughout the six-state region. As the waters continued to rise, the people of New England began calling federal, state and local officials for help.*

The New England District activated its Emergency Operations Center (EOC), March 29, and began coordinating with state emergency management agencies as well as the Federal Emergency Management Agency (FEMA) to provide aid and support to the people of New England. The Dis-

trict also deployed representatives to the Conn., and Mass., Emergency Management Agencies to provide round the

clock assistance. The EOC also coordinated with emergency management



Photos provided by Thom Davidson

*President Barack Obama arrives at MEMA's Framingham, Mass., bunker to thank workers, including New England District's Thom Davidson (inset).*



agencies from R.I., and N.H. At the height of the flood event, as many as 25 Corps employees volunteered to assist.

Rainfall totals over the New England watersheds from both storms ranged from six to 15 inches, and Corps dams utilized between 25 to 65 percent of storage capacity. All three of the Corps hurricane barriers (Fox Point, R.I.; Stamford, Conn.; and New Bedford, Mass.) and the newly acquired Woonsocket Local Protection Project operated during the flooding event.

The District deployed 546,000 sandbags to Conn. N.H., R.I., and Mass., to help those states to contain the rising water.

Rhode Island was hit particularly hard during the spring flood event, and the District lent a great deal of assistance to the state.

Corps engineers inspected Mill Pond Dam and Bridge in Coventry, Upper Clarks Pond Dam, Lower Clarks Pond Dam, Middle Clarks Pond Dam and Arctic Dam all in Cranston, R.I.; Boone Lake Dam and Dorset Mill Dam in Exeter, R.I.; and Austin Pond Dam in Warwick, R.I.

Hesco Bastions (a modern gabion or box that is filled with soil or sand for flood control purposes) were delivered to Warwick. The Levee Design Team deployed to assist with the placement of the Hesco Bastions.

Col. Philip Feir, New England District commander, visited parts of R.I. that were hit especially hard by the flooding. R.I., Senators Jack Reed and Sheldon Whitehouse accompanied the colonel and several District employees to see first hand the devastation from the flooding.

In addition to inspecting the R.I. dams, New England District engineers also inspected Wincheck Dam, Harris Pond Dam and Longworthy Pond Dam, all in Hopkinton, Mass.

President Barack Obama made a surprise visit to the Framingham headquarters of the MEMA on April 1 to meet with workers, including Thom Davidson of the New England District, and thank them for their work. Presi-

dent Obama declared Rhode Island a disaster area as well as counties in Massachusetts, Maine, New Hampshire and Connecticut.

As the water receded, the New England District's missions continue. Debris subject matter experts from the Southwest Division and the Mississippi

Valley Division have deployed to New England to assist. High water mark surveys and dam inspections continue throughout R.I. and Mass. The District EOC continues to operate and personnel are deployed throughout the region to continue aid in the recovery operations. *(By Ann Marie R. Harvie, PAO)*



Photo by Joe Zanca, U.S. Geological Survey

*Waters rush through Woonsocket Dam in Rhode Island.*



Photo by Anastasia Popadopoulos

*Waters rage from Dorset Mill Dam in Rhode Island, flooding a nearby building.*

# Louisa May Alcott "visits" New England District during Women's History event

The Equal Employment Opportunity Office and the Federal Women's Program sponsored a special theatrical presentation to celebrate one of history's most famous women authors.

"A Visit With Louisa May Alcott," a performance by Jan Turnquist, gave New England District employees an opportunity to "meet" with the author of "Little Women," and other works, through the living history portrayal. The event took place in the Concord Park cafeteria on March 30.

Alcott was born Nov. 29, 1832, in Germantown, Pa., and her family moved to Massachusetts, living in Boston and then in Concord. Her father, Amos Bronson Alcott, supervised his daughter's education until 1848. At that time she studied informally with family friends that included such literary greats as Henry David Thoreau, Ralph Waldo Emerson, and Theodore Parker. To help support her family, Alcott took various jobs to include domestic servant and teacher. During the Civil War, she traveled to Washington, D.C., to serve as a nurse for the wounded.

Alcott's experiences during the Civil War were published under the title "Hospital Sketches." The success of



Photos by Brian Murphy

*Louisa May Alcott comes to life through a presentation given by Jan Turnquist during the District's Women's History Month celebration.*

this work cemented Alcott's desire to become a serious writer. She published stories in the "Atlantic Monthly" and "Lady's Companion" and became the editor of a girls magazine, "Merry's Museum."

The enormous success of her most famous story, "Little Women," which was written in her family's home, Orchard House in Concord, gained finan-

cial independence for Alcott and created a demand for more books. Among the many novels and short stories Alcott wrote were two sequels to "Little Women," titled "Little Men," and "Jo's Boys."

Alcott was a staunch supporter of women's suffrage, educational reform, and child welfare. She died on March 6, 1888.

Jan Turnquist is an educator, actress and historian. She is a consultant to the Orchard House where she has worked for 18 years, also serving as a living history and education coordinator and historic interpreter.

Other presentations during the Women's History event included Heather Sullivan, Federal Women's Program Manager, who welcomed the audience and introduced the speaker and Col. Philip T. Feir, New England District Commander, who presented Turnquist with a Bunker Hill plaque for her educational and entertaining performance.



*Col. Philip Feir, New England District commander, presents Jan Turnquist with a Bunker Hill plaque at the end of the performance.*



# Public information meeting held in New Haven on proposed dredging in Bridgeport Harbor

by Timothy Dugan  
Public Affairs Office

The U.S. Army Corps of Engineers, New England District held a public information meeting on April 8 in New Haven, Conn., on the proposed maintenance dredging of the Federal navigation channel in Bridgeport Harbor in Bridgeport, Conn.

Bridgeport Harbor is located on the north shore of Long Island Sound between the cities of New Haven and Stamford, Conn. Goods transported through Bridgeport Harbor include coal, sand, gravel, stone, and petroleum projects.

The public information meeting was held in the Nathan Hall School auditorium in New Haven. Approximately 100 people came to listen to a presentation and then ask questions about the project.

The proposed project would reestablish the authorized 35-foot deep Mean Lower, Low Water (MLLW) Main Ship navigation channel from Long Island Sound to the inner harbor, the 18-foot deep MLLW navigation channel in the Pequonnock River, and the 18-foot deep MLLW navigation channel in Yellow Mill Creek, a tributary. In addition, the 35-foot deep MLLW and 25-foot deep MLLW east anchorages, the 18-foot deep MLLW west anchorage, and the 18-foot deep MLLW barge anchorage, as well as the 35-foot deep MLLW turning basin would also be restored to their authorized depths.

Approximately 1.78 million cubic yards of material would be dredged from the Federal navigation project (FNP) at Bridgeport Harbor. About 670,000 cubic yards of material

has been determined to be suitable for open water placement. Of the remaining material, 913,000 cubic yards would be placed into a Confined Aquatic Disposal (CAD) cell that would be created within Bridgeport Harbor, and 197,000 cubic yards of material would be placed into an existing borrow pit located in Morris Cove in New Haven Harbor. Both CAD cells would be capped with suitable material from the outer portions of the FNP.

Most of the suitable material dredged from the FNP and the new CAD cell, about 1.25 million cubic yards, would be disposed at the Central Long Island Disposal Site (CLDS). The remaining suitable material, about 223,000 cubic yards, would be used to cap the Bridgeport Harbor CAD cell and the Morris Cove borrow pit.

Approximately 38,000 cubic yards of material would be dredged to create an access channel to the Morris Cove borrow pit. This material would also be placed in the Morris Cove borrow pit. The total amount of material to be dredged from the proposed project is approximately 3 million cubic yards.

The public notice for this proposed work, with more detailed information, is available for review on the Corps website at <http://www.nae.usace.army.mil>. Select "navigation" and then "public notices" or go directly to the link at: <http://www.nae.usace.army.mil/navigation/pubnot2.asp>.

The Draft Environmental Assessment, the Draft Bridgeport Dredge Material Management Plan, and the public notice are available for review on the projects page under Bridgeport Dredge Material Management Plan at: <http://www.nae.usace.army.mil/projects.asp>.

## Corps of Engineers awards \$1.5 million contract for Bass Harbor dredging project in Tremont

by Timothy Dugan  
Public Affairs Office

The Bass Harbor Federal Navigation Project in Tremont, Maine, will be completed under the terms of a \$1,580,000 contract issued recently by the U.S. Army Corps of Engineers, New England District.

The maintenance dredging and improvement project, which will be accomplished by Prock Marine of Rockland, Maine, will take about four months to complete and will be constructed during the 2010-2011 dredging season that runs from October to mid-April.

The project involves maintenance dredging of the existing anchorage areas of the Bass Harbor Federal Navigation Project, first constructed in the 1965, and improvement dredging to expand the harbor's anchorage

capacity.

Work will consist of mechanical dredging approximately 74,000 cubic yards of fine silts/clay with a small sand component, and blasting/removing approximately 1,800 cubic yards of ledge. Dredging will consist of approximately 11,000 cubic yards of maintenance dredging and 63,000 cubic yards of improvement dredging. Open ocean disposal at Eastern Passage of Blue Hill Bay, six miles from the project site, has been approved. The improvement project costs are being shared between the Corps and the project sponsor, the town of Tremont.

All work will be accomplished under the supervision of a Corps of Engineers Quality Management Engineer/Representative to assure compliance with contract requirements.

# Dredging up the past . . .



Photo provided by Joe Faloretti and Claire Sullivan

*New England District Park Rangers take a break from the take down of the NAE Exhibit at the Eastern States Exposition (Big E) in September 1991 for a picture. Park Rangers in the photo are (from left) Rick Magee, Viola Bramel, Keith Beecher, Sean (last name unknown), Tom Wisnauckas, Ed Greenough and Donna Vondle.*

Public Affairs Office  
New England District  
U.S. Army Corps of Engineers  
696 Virginia Road  
Concord, MA 01742-2751  
Meter Code 40

First Class  
U.S. Postage  
Paid  
Concord, MA  
Permit No. 494