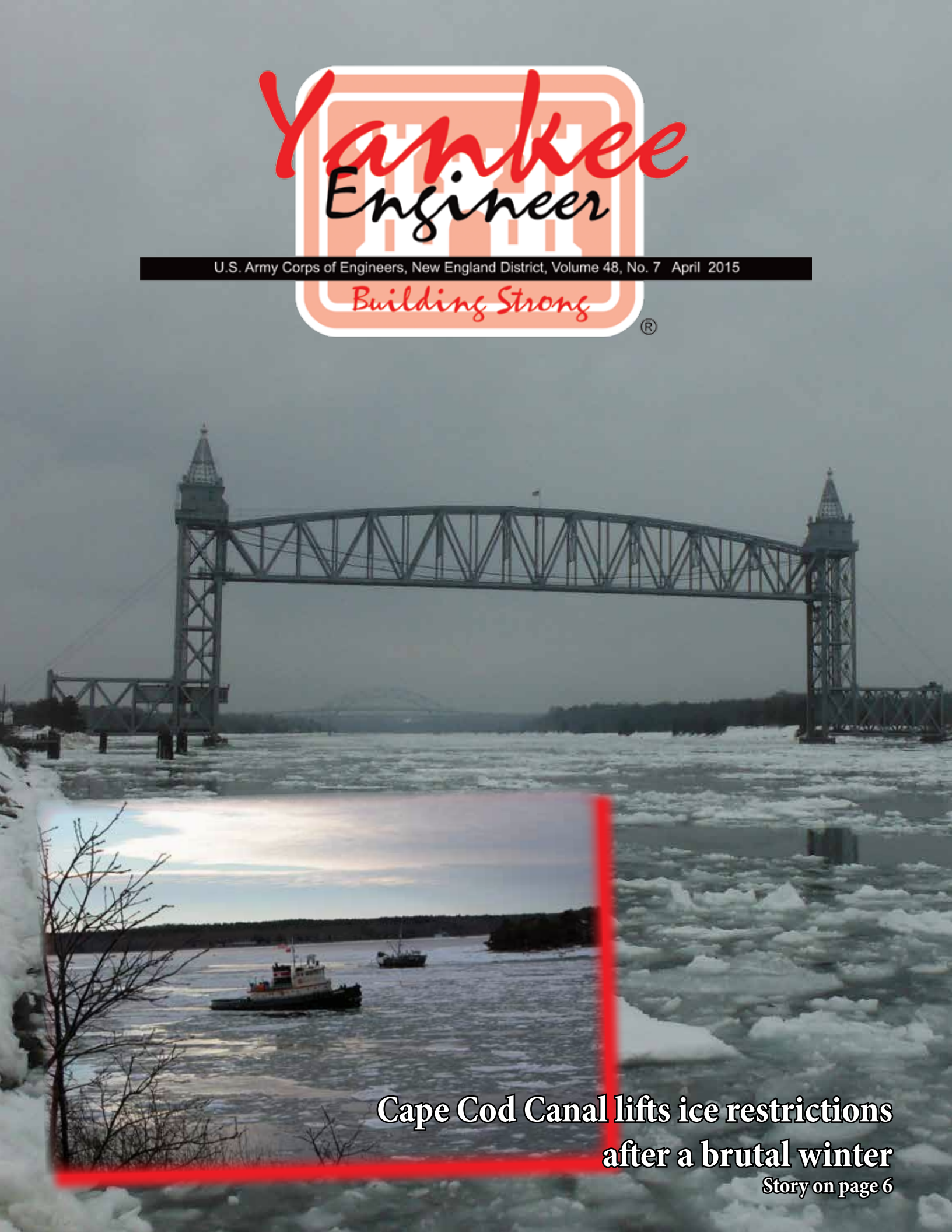




U.S. Army Corps of Engineers, New England District, Volume 48, No. 7 April 2015



**Cape Cod Canal lifts ice restrictions
after a brutal winter**

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Yankee Voices

Maryellen Iorio and Beverly Lawrence



Social Media guidance for Federal Employees

The U.S. Office of Government Ethics released the guidelines, dubbed Standards of Conduct and Social Media (<http://tinyurl.com/mmzez79>), last week. The rules cover not using social media during work time and on government property, as well as not using their official title, using social media to look for another job and not disclosing “non-public information” to further private interests.

“In light of the ever evolving nature of social media, the foregoing advice is not intended to be comprehensive,” the Office of Government Ethics noted in the advisory. “[The office] expects to issue additional guidance in the future, addressing questions outside the scope of this Legal Advisory.”

Employees should also refrain from including their official titles on sites like Facebook, Twitter, or any social media if the title could accidentally imply a federal endorsement or sponsorship of some kind, or appear like an employee is using it for personal gain. Both of those violate federal employee conduct laws.

Employee Spotlight: Sarah Rudner, Human Resources



Sarah Rudner is a Human Resource Specialist for the Civilian Human Resources Agency (CHRA), serving in Staffing/Recruitment and Classification for the New England District Team.

Rudner came to the New England District in May 2010 as a Regulatory Program Assistant for Branch C in Regulatory Division. She

transferred to CHRA in 2012.

The Work Environment Committee named her Employee of the Month in December 2014 for going “above and beyond” every day and is an excellent asset to the NAE and HRO team. According to the nomination, there are no challenges too big that Rudner cannot manage as an HR Specialist. She is a stellar performer that produces unparalleled results. She always maintains her humbleness, integrity, and direction to include the need to share with others her experiences, thus setting an example for others to emulate.

In addition to her duties in the Human Resources Office, Rudner also supports the Take Your Sons and Daughters to work day, an annual Equal Employment Opportunity event at the District.

She graduated in 2004 from Quinsigamond Community College with an Associates Degree in General Studies. In 2013 she graduated from Post University in Waterbury, Connecticut with a Bachelor’s Degree in Business Management with a concentration in Human Resources Management.

When asked what her favorite part of her job is, she said it was the people. “Everyone that works for NAE always brings something unique to the table that helps complete the missions,” she said.

In her down time, Rudner enjoys spending time with her family and friends. Rudner is also a sports fan and watches baseball, football and NASCAR.





Col. William Graham takes command of the North Atlantic Division during the Change of Command Ceremony.

Photo by David Kimery

Col. William H. Graham becomes North Atlantic Division Commander

Col. William H. Graham is the latest officer to become Commander and Division Engineer of the U.S. Army Corps of Engineers, North Atlantic Division headquartered in New York. He took over command from Brig. Gen. Kent Savre on March 26, during a ceremony at Fort Hamilton, New York. Brig. Gen. Savre commanded the Division since July 2012.

Prior to becoming the Commander and Division Engineer of the North Atlantic Division, Col. Graham served as Chief of Staff for the U.S. Army Corps of Engineers in Washington, D.C. Before that he served as the Engineer Director for the NATO Training Mission-Afghanistan/Combined Security Transition Command-Afghanistan, Commander of the U.S. Army Corps of Engineers Pittsburgh District, Division Engineer for the 1st Armored Division and Multi National Division-North during Operation Iraqi Freedom.

Col. Graham also commanded the 40th Engineer Battalion in Kuwait and Iraq, served as battalion engineer officer with the 4th Infantry Division (Mech) in Iraq, and served as a Combat Engineer platoon leader in the 3rd Armored Division during Operation Desert Shield/Desert Storm.

Col. Graham is a native of Western Pennsylvania. He holds a Bachelor of Science in Mechanical Engineering from the University of Pittsburgh and a Master of Science in Environmental Engineering from the University of Kansas.

He is a graduate of the U.S. Army Command and General Staff College in Fort Leavenworth, Kansas, and was an

Army War College Fellow at the Massachusetts Institute of Technology's Security Studies Program.

Col. Graham's awards include the Bronze Star Medal, Meritorious Service Medal, Army Commendation Medal, Army Achievement Medal, National Defense Service Medal, Southwest Asia Service Medal, Iraqi Campaign Medal, Global War on Terror Expeditionary and Service Medals, Overseas Service Medal, Saudi Arabia Defense and Kuwait Liberation Medals, Valorous Unit Award and Combat Action Badge.

The North Atlantic Division is one of nine regions providing engineering and construction services to the nation. It is the Corps' headquarters for the Northeastern United States, Europe, and Africa, with offices in Concord, Massachusetts, New York City, Philadelphia, Baltimore, Norfolk and Wiesbaden, Germany. As Division Commander, Col. Graham oversees an annual program of more than \$5 billion to plan, design and construct projects to support the military, protect America's water resources, mitigate risk from disasters, and restore and enhance the environment. He also is responsible for a variety of Division engineering and construction activities for international, federal, state and local governments and agencies in more than a dozen Northeastern states as well as overseas.

Brig. Gen. Savre has taken command of United States Army Maneuver Support Center of Excellence, Fort Leonard Wood, Missouri, from Major General Leslie Smith.



Contractor Walsh Construction removes and sorts bridge debris with barges and excavators

Photos by Walsh Construction

Long Island Bridge demolition expedited under Regulatory permit

The closed Long Island Bridge located in Boston Harbor in Quincy and Boston, Massachusetts is no more. After intense coordination and cooperation from other state and federal agencies, the New England District's Regulatory Division expedited a permit that allowed the city of Boston to temporarily drop bridge spans into Boston Harbor as part of a controlled demolition project.

The Long Island Bridge opened in August 1951 and connected the islands of Long Island and Moon Island in Boston Harbor. The city of Boston conducted regular inspections of the Long Island Bridge. During a recent inspection, C&C Consulting Engineers, LCC, the company that performed the inspection determined that many of the vertical members of the trusses were found to be rusted through and several floor beams were no longer supporting the deck above. The city of Boston closed the bridge for safety reasons October 8, 2014.

Concerns soon arose that portions of the bridge could fall off and impact boats traveling under the bridge. There

is a nonfederal navigation channel under a section of the bridge, which is used by the MBTA ferries. The decision was made that the bridge had to go.

In January, the city of Boston filed a permit application with the New England District under Section 404 of the Clean Water Act to temporarily drop pieces of the Long Island Bridge into Boston Harbor as part of the controlled demolition. Section 404 regulates the discharge of fill material in U.S. waters including wetlands. The pieces of the demolished bridge sitting on the Boston Harbor substrate would have the effect of fill.

Paul Sneeringer is the New England District's permit manager for the project. The city of Boston requested an expedited permit not only because of the safety issues with the bridge, but also because they were interested in reopening activities at the homeless shelter, other social service facilities and Camp Harbor View on Long Island. The year round social service facilities were closed in October 2014 when the Long Island Bridge was closed. The city is considering providing ferry access

to Long Island to allow Camp Harbor View to operate this summer.

Demolishing a bridge in Boston Harbor is not an easy task. Many state and federal agencies had to weigh in on the application. The U.S. Coast Guard issues permits for bridges over navigable water of the United States. Because the debris from the detonation would fall into Boston Harbor impacting aquatic plant and animal life, the National Marine Fishery Service and the Massachusetts Division of Marine Fisheries were involved. The Massachusetts Department of Environmental Protection issued a water quality certification under Section 404 of the Clean Water Act and the Massachusetts Office of Coastal Zone Management was involved with the federal coastal zone management consistency review. "The permit was very complex because of the multiple jurisdictions," said Sneeringer. "There were also concerns along the lines that this is one of the first major bridge detonation projects in Massachusetts."

Restoration of the sea bottom after the bridge came down was the major

concern. Sneeringer coordinated with the other state and federal agencies to come up with a restoration plan. Prior to any demolition, the city was required to perform a pre survey video of the ocean bottom to document what it looked like. Once a section of the bridge was detonated, the large pieces would be removed by a barge mounted excavator. Then side sonar scanners would be used to find smaller pieces of debris that would be removed by divers. Once cleanup was completed on this section of the bridge, another section of the bridge could be detonated. The sea bottom will be monitored for at least a year to ensure restoration is complete.

According to Sneeringer, coordination efforts on the permit that usually took months were completed in days and weeks. "Everyone was very helpful trying to make the time line," he said. "People put a huge effort in working with the city to make this happen."

The permit for the demolition was issued on March 10. Demolition of the bridge included detonating four 750-foot-long sections of the bridge at a time. The first detonation phase occurred on March 23. Due to stability concerns the final two phases were detonated on April 23.

In addition to the demolition permit, the city of Boston applied for two other permits in relation to the Long Island Bridge. The first was to temporarily retain the 12 existing in-water bridge piers which retain could be used as part of a possible construction for a new bridge. The other is to install a water main, an electrical submarine cable and a telecom submarine cable from Moon Island to Long Island. The utilities, which once hung off the Long Island Bridge, provided service to the Long Island facilities and some services to the nearby Spectacle Island. The comment periods on both permits are over and the Regulatory Division is working to complete its review of these projects.

District proposes permitting compensatory mitigation guidance revisions for impacts to aquatic resources

By Timothy Dugan
Public Affairs

The New England District is proposing compensatory mitigation guidance revisions for impacts to aquatic resources associated with Department of Army permits in New England. Both the Corps of Engineers and the U.S. Environmental Protection Agency have a national goal of no overall net loss of wetland functions.

This goal is achieved through mitigation of aquatic resource impacts. Mitigation includes a sequence of avoidance, minimization, and finally



Structures impacting the aquatic environment may require mitigation.

compensation. This proposal does not alter that sequencing in any way; however, the terms "mitigation" and "compensation" are used interchangeably to refer to compensatory mitigation.

The Corps in New England has periodically revised and updated its compensatory mitigation guidance, most recently on July 20, 2010. These revisions are generally for a variety of reasons, including incorporating new national guidance and directives, improved methodologies, and updated technical information. A combination of these has prompted this current revision.

There are several notable changes in the proposed guidance. It has been restructured so the overall compensatory mitigation

guidance is the primary portion of the document and the mitigation plan checklist and checklist directions for each resource-specific modules are included in their own appendix.

The resource modules for vernal pools and streams have been improved and extended. Detailed methods for calculating appropriate compensatory mitigation for impacts to these resources are included.

Some of the existing compensation ratios are proposed for change, particularly where only a range of ratios had been present. In ad-

dition, a number of smaller, mostly editorial changes have been made.

Preliminary review of the proposed compensatory mitigation guidance revisions indicates that: 1) no environmental impact statement will be required; 2) implementation will not affect any species listed as threatened or endangered under the Endangered Species Act of 1973; and 3) no cultural or historic resources considered eligible or potentially eligible for listing on the National Register of Historic Places will be affected. The Corps public notice, with more detailed information, is available for review at: <http://www.nae.usace.army.mil/Missions/Regulatory/PublicNotices.aspx>. Public comments were accepted through May 4.



Aerial view of ice in the canal.

Cape Cod Canal lifts ice restrictions after a brutal winter

New England endured one of the snowiest and coldest winters on record in 2015. Residents and businesses had trouble finding places to dispose of snow, and waves of icy sea slush lapped onto the sand at local beaches. The Cape Cod Canal had its share of winter troubles. As temperatures stayed below freezing for days and weeks at a time, the Canal's Marine Traffic Controllers (MTC) began to closely monitor the canal waters and areas adjacent, for dangerous conditions.

"We have MTC on duty 24 hours a day, seven days a week and they continually monitor the conditions in the Canal along with watching the extended weather forecasts," said Brian Mulvey, a Marine Traffic Controller at the canal.

Monitoring includes water temperatures and the area bays and harbors, which Mulvey says develop ice first. "We started to see significant ice forming in the Canal approach channels and based on water temperature, weather forecast and wind direction we knew we had to put some restrictions in place," said Mulvey.

After notifying the U.S. Coast Guard, the Canal initiated restrictions on Feb. 17. Vessels smaller than 65 feet long, vessels with fiberglass or wood hulls were not allowed to

travel through the canal.

"In addition, anchorages C&D were closed because those are closer to shore and vessels could have been in danger due to ice floes," said Mulvey.

The restrictions stayed unchanged until February 25 when monitoring showed that the ice had become more significant and colder temperatures were forecasted to continue for some time. "We added more restrictions that were necessary to assure safe navigation of vessels transiting into the Canal," said Mulvey.

The added restrictions included daylight only transits, one-way traffic and a minimum shaft horsepower requirement of 3900 HP. Knowing that vessels depend on the Canal to get to their destinations, Mulvey said that the MTC notified vessel operators using e-mail, phone, ice briefings and marine safety broadcasts by the U.S. Coast Guard so vessels that could not meet the restricted criteria would not leave port. If vessels that did not get the message arrived, the canal had two anchorages where they could wait until it was safe for them to transit.

Things got worse in the canal before they got better. Heavy ice packs moved in, the wind and the current fast and

hard enough to move some navigation buoys off station. The Canal's MTC requested assistance from the Coast Guard's ice breaking vessel CGC IDA Lewis, that was breaking ice in New Bedford Harbor, to come and free up the canal approach channel and to move buoys back to station. "They arrived that same afternoon and returned another time, both times breaking ice and replacing buoys," said Mulvey.

According to Mulvey, using the MTC system radars, the controllers could sometimes locate the buoys and report their position to the Coast Guard and vessels transiting the canal. "Using cameras, the MTC would also monitor and report ice floes locations to vessels," said Mulvey. "Large ice floes in the Canal can seriously impede vessel maneuverability and have the potential to cause damage to a vessel propulsion gear or breach a hull."

Warmer temperatures and changes in wind direction finally allowed the MTC to lift the restriction on March 16. Because of the constant coordination of commercial vessel arrivals and close monitoring of conditions, commercial navigation through the Canal was only minimally impacted.

"Smaller fiberglass vessels and some low-powered fishing vessels were impacted more by the restrictions," said Mulvey. "However, they kept in contact with the MTC to seek favorable and safe conditions to transit."

Although not a yearly occurrence, the MTC has dealt



Large chunks of ice crowd the Cape Cod Canal, making it dangerous for smaller vessels to pass through.

with heavy ice conditions in the canal in the past. In 2004 the MTC initiated restrictions that required the Corps Tug MANAMET and assisting Coast Guard vessels to break ice ahead of vessels going through the canal. "2004 warranted more restrictions and included daylight only one-way escorted convoys," said Mulvey.

Future winters will bring future potential for more ice in the canal. When that happens, the MTC will be there to monitor conditions and keep all transiting vessels safe.



Vessel traffic travels cautiously through the Cape Cod Canal.

Corps awards \$8.2 million contract for Newburyport Harbor jetties repair in Newburyport, Salisbury

By Timothy Dugan
Public Affairs Office

The Newburyport Harbor north jetty in Salisbury, Massachusetts, and the south jetty in Newburyport, will be repaired under the terms of a \$8,276,236 contract issued recently by the U.S. Army Corps of Engineers, New England District. Work will be accomplished by Cashman Equipment Corp., of Braintree, Massachusetts. The contract was awarded on April 2. Construction is scheduled to start in late April 2015 and take about 12 months to complete.

“Work consists of repairing the 3,100-foot-long north jetty in Salisbury and completing repairs to the remaining most seaward 140 feet of the 1,500-foot long south jetty in Newburyport that were damaged during Hurricane Sandy,” said Project Manager Jack Karalius, Programs/Project Management Division. “Approximately 30,000 tons of armor stone will be required, including approximately 5,000 tons of 14-to-19-ton armor stone.”

Newburyport Harbor is about 2.5 miles long and stretches from the mouth of the Merrimack River to the U.S. Route 1 Bridge. It is four miles south of the Massachusetts/New Hampshire state line. The harbor is home base for charter excursion and sport fishing boats, as well as many recreational craft. Crest width varies from 5 to 15 feet. Crest

elevation at the most seaward end is +12.3 feet mean lower low water (MLLW) and +17.3 MLLW at the landward end. Work includes replacing displaced core and armor stone to fill in existing gaps in the jetty.

Repairs will require substantial moving and rehandling of existing stones to obtain the required interlocking placement. Work also includes repair of a 190-foot long stone spur off the north jetty, approximately 600 feet seaward from the beginning of the jetty, and removal of two navigation aids from the north jetty and installation of new concrete bases.

Funding is provided by the Disaster Relief Appropriations Act of 2013. The project will be managed by the Corps under the supervision of a Corps’ Quality Assurance Representative to assure compliance with contract requirements. For information on the Newburyport Harbor federal project visit the website at: <http://www.nae.usace.army.mil/Missions/CivilWorks/Navigation/Massachusetts/NewburyportHarbor.aspx>. A map is available at: <http://www.nae.usace.army.mil/Portals/74/docs/Navigation/MA/NEB/NEBmap.pdf>.

For contract information visit: <http://www.nae.usace.army.mil/BusinessWithUs/Contracting.aspx>. For general information visit: <http://www.nae.usace.army.mil/>. For Small Business information visit: <http://www.nae.usace.army.mil/BusinessWithUs/SmallBusiness.aspx>.



Aerial view of Newburyport Harbor, Mass.



Birch Hill Dam and Tully Lake Dam provide water releases to paddlers along Millers River.

Corps of Engineers photo

New England federal recreation areas to open

By Timothy Dugan
Public Affairs Office

Most recreation areas at the 31 federal flood risk management reservoirs in New England operated by the U.S. Army Corps of Engineers, New England District will open to the public in mid-to-late May. Some recreation areas in Connecticut will open in late April.

The Corps of Engineers recreation program provides quality outdoor public recreation experiences to serve the needs of present and future generations and contributes to the quality of American life, while managing and conserving natural resources consistent with ecosystem management principles.

“Most areas offer a wide-range of recreational opportunities, including picnicking, swimming, boating, fishing and hunting, while a few also provide facilities for overnight camping,” said Frank Fedele, chief of the Operations

Division.

Fishing is permitted at all federal flood risk management reservoirs in Connecticut, Massachusetts, New Hampshire and Vermont. The only requirement to fish the lakes is a state license and adherence to state regulations. Trout, bass, pickerel, hornpout and perch inhabit most reservoirs, while a few areas have their own specialties. Many of the areas are stocked by state fish and game agencies to provide some of the finest fishing in the region.

Developed facilities, including beaches, picnic areas, athletic fields and campgrounds, are available at some locations.

Many are open to individuals or small groups free of charge on a first come, first serve basis.

A nominal fee is charged to reserve covered picnic shelters. Large groups may be required to obtain user permits

for a small fee. Some areas collect a user fee from the weekend before Memorial Day to the weekend after Labor Day.

For a free brochure about 2015 Corps recreational opportunities in New England, including directions to each site, write to the New England District, U.S. Army Corps of Engineers, ATTN: Public Affairs Office, 696 Virginia Road, Concord, MA 01742-2751. For more information about Corps of Engineers recreation and activities in New England visit the website at: www.nae.usace.army.mil/Missions/Recreation.aspx.

The Corps of Engineers nationwide manages 12 million acres of recreation lands and waters in 43 states and hosts 370 million visitors a year. For more information on Corps recreation nationwide visit the website at www.CorpsLakes.us.



Randy Sujat shows off one of many gifts he received during his retirement lunch.



Lt. Col. Charles Gray presents Randy Sujat with a Commander's Award for Civilian Service.



Randy Sujat with members of his family at his retirement lunch.

Construction's Randy Sujat retires with 30 years of service

After 30 years of service to the Corps and the nation, Randy Sujat, a Construction Control Representative for Construction Division has joined the District's retirement community.

A retirement lunch in his honor was held on March 24 at the Cavalier Restaurant in Chicopee, Massachusetts. About 35 family members, friends, and coworkers joined in celebrating his distinguished career. Ray Goff, Western Resident Office's Resident Engineer, served as Master of Ceremonies. Lt. Col. Charles Gray, Deputy District Engineer, presented Sujat with a commander's Award for Civilian Service for his hard work and dedication over the years.

Sue Loubier, Western Resident Office, presented Sujat with a gift card to Dick's Sporting Goods, a chocolate toolkit, a retirement sticker for his car, reflective shoelaces, grill master apron, golf ball marker, visor clip and money.

Loubier presented Sujat's wife, Gail, with Bath & Body Works Stress Relief Body Wash and Lotion and ear plugs in preparation for her husband's retirement.

Sujat began his career with the Corps in New England on Nov. 9, 1987 as a Construction Inspector and through a series of promotions became a Construction Control Representative. Prior to working for the District, Sujat worked

at Westover Air Force Base. He is also a Vietnam Veteran who faithfully served his country in the U.S. Marine Corps.

Sujat has an impressive list of projects he worked on while at the District to include numerous Westover Military Projects, CRREL, and O&M work at Flood Control Dams throughout New England. Sujat worked on a number of EPA environmental projects such as the Raymark Site in Stratford, Connecticut, Pownal Tannery Site in Pownal, Vermont, and the GE Housatonic River Project in Pittsfield, Massachusetts.

Besides his wife, Gail, other family members that attended Sujat's retirement were his daughter Stephanie and her husband Pietro, his daughter Emily, her husband Andrew and Sujat's first grandchild Allison, his twin sister Donna Kuszewski and her daughter Meghan.

Distinguished Civilian Gallery Member Jim Leonard attended the lunch. Other retirees that attended to wish Sujat well were Andre Janet, Charlie Miller, Pat Allen and Jeff Perchak.

No moss will be growing on Sujat's feet – he plans to run a mini marathon in all 50 states. To date he has finished races in 16 states. When he's not running in marathons, Sujat plans on fishing, golfing, woodworking, gardening, cooking out, and being Dziadzia (Grandpa in Polish) to Allison.



Photos by Brian Murphy

Jim Morocco cuts his retirement cake. Scott Acone presents Morocco with some cigars. Christine Johnson-Battista presents Morocco and his daughter, Lauren, with his retirement certificate.

Jim Morocco retires with 37 years of service

Jim Morocco wanted to just slip out the door quietly when he made his decision to retire. No fuss, no big send off – just a clean get away. But when family and friends heard the news, they held a surprise retirement lunch for him on March 23 at the Devens Common Center, Devens, Massachusetts. About 90 people kept the secret, to include Col. Christopher Barron, New England District Commander, and attended the event that celebrated Morocco's distinguished 37-year career.

Christine Johnson-Battista, Deputy Chief of Construction, hosted the event. She presented Morocco with a gift card for a family dinner to the Sole Proprietor and some cigars. Joke gifts included stress balls for his family in anticipation of his retirement and a construction cone of wisdom paperweight that read, "Save Time – See Things My Way."

Johnson-Battista also presented Morocco with his retirement certificate and pin. Morocco joined the Corps in New England in 1979 after working for the city of Worcester. His entire federal

career has been spent with the District.

Over his career, Morocco was involved with many projects at Fort Devens before it closed. These projects included heated dog kennels, the Officer's Club, the Child Development Center and new Commissary. When Devens closed, he was involved with all the cleanup of environmental hazards and numerous sites to include pesticide in the soil under all the housing and the cleanup of six sites. Morocco was involved with the transportation of waste into the Devens Consolidated Landfill which cost \$25 million. Other work included Hodges Village and West Hill Dam. Morocco was the area construction officer for the Customs and Border Patrol in Northern Maine and three new administration buildings. The buildings were built for the agents who patrol the Northern Maine of area Calais, Jackman and Van Buren that border Canada.

Morocco was involved in major rehabilitations of Army Reserve Centers in Cranston, Rhode Island and Brockton, Massachusetts. He worked on some of

the Environmental Protection Agency's most high profile Superfund Sites in New England to include Charles George Landfill in Tyngsboro, Massachusetts; Silresim in Lowell, Massachusetts; Elizabeth Mines in Vermont and the Eastland Woolen Mills in Corinna, Maine.

Morocco's wife Joanne and daughter Lauren attended the surprise lunch. Distinguished Civilian Gallery Members Moe Beaudoin and Bobby Byrne were in the audience.

Other retirees who attended included Joe Colucci, Greg Buteau, Conrad Menard, Les Jacobs, Paul Duffy, Bill Haynes, Rick Cassano, Mike Curran, Joan Gardner, Joe Faloretti, Paul Cooper, Jeff Perchak, Paul Battista, Gladys Leone, Brenda Faragi and Sheila Coulter. Former District employee Tony Riccio was also on hand to wish Morocco well.

As far as retirement goes, Morocco plans on enjoying some of those cigars and whiling away the summer months relaxing before looking for something to keep him occupied in the fall.

Dredging up the past



Photo by Brian Murphy

Park Rangers Delia Vogel and Viola Bramel with children at the Peaslee School in Northborough, Massachusetts after giving the Lewis and Clark Presentation in this April 17, 2009 photo.

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