

# Yankee Engineer

U.S. Army Corps of Engineers, New England District, Volume 52, No. 2 November 2018

*Building Strong*

®



Meetings on Cape Cod Canal Bridge MRER  
Study set for December  
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# Yankee Voices



Scott Accone (left) and Greg Lantz

## Combined Federal Campaign 2018

Our annual Combined Federal Campaign (CFC) is currently underway and ends on Jan. 12, 2019.

The CFC raises millions of dollars each year to support the life-enhancing and life-saving work of more than 300,000 charities.

Although the process has changed significantly -- everything is managed through the Office of Personnel Management--giving is still easy.

You still have the option of giving conveniently online or by completing the paper pledge form. Search for charities at <https://www.newenglandcfc.org/> then donate by check, credit card, or payroll deduction.

If you are utilizing the paper pledge form, please return it to Jackie DiDomenico, EEO Manager or if you have any questions, please call her at 978-318-8448.

Thank you for your selfless support.

## Inclement Weather/Contingency Program is up and running for 2018-2019 winter season

The winter months are upon us, and with them come the ever-present chance of inclement weather. During periods of extreme weather that may impact on operations, District employees are reminded that the District's Inclement Weather/Contingency alerts and announcement hotline is up and running.



During those periods, beginning at 5:30 a.m., affected personnel should call 978-318-8888 for the latest NAE advisory information.

Additionally, the inclement weather alerts and announcements regarding closings or delays will appear on the New England District's Facebook page, the NAE Facebook Internal News Site (employees only), and as Twitter "tweets." If you are a Facebook member, District employees are invited to become a "fan" of the NAE Facebook Internal News Site, a closed page that employees must request membership to be included. Subscribers to Twitter must "follow" the CorpsNewEngland to receive tweets.

Those links are (please view in HTML for clickability):

- NAE Facebook Internal News Site: <https://www.facebook.com/groups/1422189451329983/>
- Facebook: <http://www.facebook.com/CorpsNewEngland>
- Twitter: <http://twitter.com/CorpsNewEngland>

Lastly, it should also be noted that Inclement Weather and Contingency announcements DO NOT affect essential and emergency personnel and those scheduled to work at home on days where weather events impact NAE operations. Furthermore, all closing or delay announcements pertain to Concord Park Headquarters ONLY... those at field locations should speak with their supervisors directly for guidance.





Maj. Gen. Jeffrey Milhorn, North Atlantic Division Commander, (second from right) tours New England District projects at Hanscom Air Force Base.

## NAD Commander visits District, regional stakeholders

Maj. Gen. Jeffrey Milhorn, North Atlantic Division Commander, went on site visits and met with federal and local partners during his trip to the New England District Oct. 23 and 24. The general stated in his Oct. 11 virtual town meeting that he had planned on traveling to many of the NAD Districts.

Maj. Gen. Milhorn's two-day trip to the District was packed from start to finish with site visits and meetings all over the District. He spent the morning of Oct. 23 at Concord Park, where he met with office chiefs and reviewed the District's community of practice.

The NAD Commander presented the New England District's CRREL RI/FS Project Delivery team, NAE with the U.S. Army Corps of Engineers' Innovation of the Year Award. Maj. Gen. Milhorn also presented commander's coins to the individuals who served on the team – Darrell Moore, Daniel Groher, Lawrence Cain, Katherine Malinowski and Steven Potts. The team received the award for their work in identifying potential health threats due to underlying intrusion of trichloroethene (TCE) vapors at CRREL and the solution to reduce those health risks challenged them to find a tool and protocol to respond as quickly and cost effectively as possible.

The North Atlantic Division Commander ended his morning at District headquarters by meeting with the Leadership Development Program team.

Maj. Gen. Milhorn left the District Headquarters to meet with Paul Ford, FEMA Region 1 Administrator and other FEMA personnel to include Mark Gallagher and Scott Smith.

After lunch, Maj. Gen. Milhorn met with Brig. Gen. Vincent Malone, Senior Commander of the Natick Soldier Systems Center in Natick, Massachusetts. While there, Maj. Gen. Milhorn received a tour of the Systems Center before leaving for Hanscom Air Force Base. Col. William Conde, District Commander, New England District, Lt. Col. Sonny Avichal, Deputy District Commander, Scott Acone, Deputy District Engineer for Programs and Project Management, and Mark Anderson, Chief, Military Construction accompanied Maj. Gen. Milhorn on all the projects he would see that day.

Maj. Gen. Milhorn and the New England District team visited projects that New England District is completing for Hanscom Air Force Base. After the tours, Maj. Gen. Milhorn met with Scott Anderson, Assistant Director, MIT-Lincoln Labs.

Following the meeting, Maj. Gen. Milhorn left for New Bedford, Massachusetts where he visited the New Bedford Superfund Site and the New Bedford Hurricane Barrier. While in New Bedford, the North Atlantic Division Commander also met with Bob Cianciarulo of the EPA Regional Administrator's staff.

Following his visits in New Bedford, Maj. Gen. Milhorn traveled to Boston where he received a project overview and tour of the Muddy River project. He also met with the Massachusetts Department of Transportation Secretary Stephanie Pollack to discuss the Cape Cod Canal bridges.

Before leaving to return to Fort Hamilton, Maj. Gen. Milhorn ended his visit to New England District with a tour of the Boston Harbor Improvement Dredging Project.



New Haven Harbor in Connecticut.

Photo by Geoffrey Steadman

## District team listens to comments on New Haven Harbor Report

New England District team members traveled to Connecticut to listen to public testimony on the Draft Integrated Feasibility Report (DIFR) and Environmental Impact Statement (EIS) for the New Haven Harbor Navigation Improvement Project.

All testimony, whether given at the meetings or written and submitted, are all taken into consideration and given equal weight.

The team held two public hearings. The first was held on Oct. 23 at the Bailey Middle School in West Haven and the second on Oct. 24 at the city of New Haven Hall of Records in New Haven.

Assembling to give overviews of the proposed project and to listen to the comments and concerns of the public were John Kennelly, Chief, Planning Division, Mark Habel, Chief Navigation and Environmental Studies Section, Planning Division, Barbara Blumeris, Project Manager, and Todd Randall, Marine Ecologist. Erika Mark, Project Management, Lisa Winter, Engineering Division

and Caitlyn Bryant of Jacksonville District were also in attendance.

The New England team was joined by project partners Judi Sheffele, Executive Director, New Haven Port Authority and Evan Matthews, Executive Director, Connecticut Port Authority.

The Oct. 23 hearing had 22 people attend with five people electing to speak. The Oct. 24 hearing had 23 attendees with six people getting up to speak.

The proposed project consists of deepening the main ship channel, maneuvering area and turning basin to -40 feet mean low low water (MLLW) and widening the main ship channel and turning basin to allow larger vessels to efficiently access the port of New Haven's terminals, according to a New England District fact sheet. The proposed improvement would remove about 4.28 million cubic yards of predominantly glacial deposited silts from the federal channel. Additionally, approximately 43,500 cubic yards of rock would be blasted and removed from the channel.

In her remarks, Sheffele said that the partners have been working on the DIFR/EIS for the past three years. "We look forward to the end of this phase and looking on to what will probably be a more challenging phase – trying to get reauthorization and funding," she said.

Matthews said the project is entirely consistent with the Port Authority's overall goals. "We look forward to hearing the public input in person at these hearings and online, and I'm confident you will take these public comments into account as you finalize your plans."

Kennelly served as Hearing Officer for the public hearings. He thanked the audience for coming out to participate. "By conducting these public hearings, we, the Corps of Engineers, continue to fulfill our requirement to seek public comment and input relative to the New Haven Harbor Navigation Impact study," he said. "While no decision will be made tonight, we welcome your comments."

Following Kennelly's remarks Blumeris and Randall provided a complete and detailed overview of the

project. Mark Habel, hearing moderator, reviewed the hearing procedures before opening up the hearing to comments.

Five people made remarks at the Oct. 23 hearing. Michael Pimer was one of the speakers and suggested locating some of the blasted material to the breakwater at Sandy Point and made other recommendations he would like to see in the project.

Joe Gilbert of Empire Fisheries, spoke on behalf of Briar Patch Enterprises. He agreed that the project was important for New Haven, but his company had concerns about impacts the project could have outside the navigational channel.

Kathy Hebert, representing the West River Watershed Coalition and the West Haven Watershed Restoration Committee, had concerns about an oyster bed and the Sandy Point Bird Sanctuary.

On Oct. 24, speakers included Allison Dodge of Congresswoman Rosa DeLauro's Office, who read a statement on the Congresswoman's behalf. In her remarks, she thanked the District for completing the DIFR/EIS and after reading the report, she said she supported the project overall but had some concerns she planned on submitting to the District before the comment deadline.

"I have long advocated for this infrastructure upgrade, and look forward to working with the Corps, the New Haven Port Authority and the Connecticut Port Authority to move this project forward."

Resident John Cox said he was pleased with the report. "I applaud this move on the part of the Corps, and support your initiative," he said. "I think this project is good for New Haven's economy, and it's also good for the environment in Morris Cove. So thank you very much."

The New England District team accepted comments on the report through Nov. 15.

## Construction scheduled to start in mid-December 2018: Corps awards contract to dredge portions of Saco River Federal navigation project

by **Timothy Dugan**  
**Public Affairs Office**

Maintenance dredging of a portion of the Saco River Federal navigation project (FNP) in Biddeford and Saco, Maine, will be completed under the terms of a \$3,930,700 contract issued recently by the U.S. Army Corps of Engineers, New England District. Work will be accomplished by H&L Contracting, Inc. LLC, of Bay Shores, New York. Work is scheduled to start in mid-December 2018 and take about three months to complete. The contract was awarded on Sept. 28, 2018.

"The project consists of hydraulically dredging a portion of the Federal navigation channel at the mouth of the Saco River which includes an 8-foot deep entrance channel and three 6-foot deep anchorages," said Project Manager Craig Martin, of the Corps' New England District, Programs/Project Management Division in Concord, Massachusetts. Approximately 41,000 cubic yards of required dredging, with another 36,000 cubic yards of 1-foot allowable over depth dredging would bring these areas back to their authorized dimensions. Sandy shoal material dredged from the mouth of the river will be pumped approximately 8,000 feet north to Camp Ellis Beach.

Additionally, a contract option to mechanically dredge a portion of the FNP's 8-foot deep channel and 6-foot deep maneuvering basin at the city center in Saco is included. Approximately 22,000 cubic yards of required, and another 13,000 cubic yards of 1-foot allowable over

depth dredging of predominantly fine grain sand and silty shoal material will be completed by mechanical dredge and hauled 1.25 miles south to a previously used in-river placement site for disposal. Dredging and disposal operations will be performed between Nov. 15, 2018 and March 15, 2019 to meet environmental time of year restrictions.

The Saco River originates in New Hampshire's White Mountains and flows southeasterly through Maine for about 105 miles, emptying into Saco Bay at a point about 16 miles south of Portland Harbor. The river's last six miles, which flow between the coastal cities of Biddeford and Saco, represent the area where the Corps has made several navigational improvements. Most of the fishing fleet in the area is based at Camp Ellis Harbor in Saco, about one mile upstream of the river entrance, and most of the recreational fleet is based upstream in Biddeford and Saco.

The project will be managed by the Corps under the supervision of a Corps' Quality Assurance Representative to assure compliance with contract requirements. For details on Saco River FNP visit: <http://www.nae.usace.army.mil/Missions/Civil-Works/Navigation/Maine/Saco-River/>.

A map is available at: <http://www.nae.usace.army.mil/Missions/Navigation/Maine-Projects/>. Select Saco River. For general information visit: <http://www.nae.usace.army.mil/>.

# Corps of Engineers to hold five public information meetings in December on Cape Cod Canal Bridge MRER Study

by Timothy Dugan  
Public Affairs Office

The New England District will hold five public information meetings in early to mid-December 2018 in and around Cape Cod to discuss the future of the Cape Cod Canal highway bridges spanning the Cape Cod Canal in Bourne, Massachusetts.

Corps public information meetings are scheduled for Dec. 4 in Bourne, Dec. 5 in Plymouth, Dec. 6 in Nantucket, Dec. 11 in Martha's Vineyard and Dec. 12 in Hyannis.

The Corps is conducting a multiyear Major Rehabilitation Evaluation study of the Bourne and Sagamore highway bridges to determine whether major rehabilitation or replacement of either or both bridges will provide the most reliable, fiscally responsible solution for the future.

The existing bridges were constructed 83 years ago and require increasingly more frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal.

The study will result in a Major Rehabilitation Evaluation Report (MRER) evaluating the risk and reliability of the structures as well as the economic impacts/benefits of a number of alternatives including continuation of routine maintenance, major rehabilitation, and bridge replacement. The MRER is comprised of four elements: 1) structural engineering analysis of the bridges; 2) cost estimates for rehabilitation and/or replacement alternatives; 3) economic benefits of the alternatives; and 4) environmental effects of the alternatives.

As part of National Environmental Policy Act (NEPA) compliance, the Corps is seeking public input and will



Workers prepare the Sagamore Bridge for painting in 2012.



Repair work on the Bourne Bridge in 2010.

coordinate with appropriate state and Federal agencies and federally recognized Tribes to fully evaluate the alternatives.

During the public information meetings, the Corps will provide an overview of the MRER study, and the public and other stakeholders will have an opportunity to provide comments related to the study.

Registration will start at 6 p.m. There will be an open house from 6 – 6:30 p.m. with information posters and Corps staff on hand to answer questions about the MRER. A project overview presentation will begin at 6:30 p.m., followed by the opportunity for public comment concluding with all comments provided, or building closure, whichever comes first.

Public comments will be taken throughout the study process and a project website and email address to submit comments will be provided at the meeting.

The Corps public information meetings are scheduled for the following dates and locations:

- Tuesday, Dec. 4, in the Bourne High School auditorium, 75 Waterhouse Road in Bourne, Massachusetts.
- Wednesday, Dec. 5, 2018 in the Plymouth South High School, Performing Arts Center, 490 Long Pond Road in Plymouth, Mass.
- Thursday, Dec. 6, in the Nantucket High School auditorium, 10 Surfside Road in Nantucket, Massachusetts.
- Tuesday, Dec. 11, in the Martha's Vineyard High School Performing Arts Center, 100 Edgartown-Vineyard Haven Road in Oak Bluffs, Martha's Vineyard, Massachusetts.
- Wednesday, Dec. 12, in the Barnstable High School Performing Arts Center, 744 West Main Street in Hyannis, Massachusetts.

# Haunted Dam tours a hit a Buffumville Dam

Story and photos by Park Ranger Nicole Giles

## Buffumville Lake/Hodges Village Dam

Haunted Dam tours at Buffumville Dam on Oct. 28 were a spooktacular event! Buffumville Dam was decorated with eerie decorations to transform the dam into a haunted house with a very creepy basement. The first floor was the dining area complete with two live actors having a romantic evening dining on brains and eyeballs with their skeleton children. The second floor was the bedroom and nursery with a scary projection of the host children inviting the visitors to the basement.

The next level was a dark maze that visitors had to navigate and walk through creepy sensory items hanging from the ceiling. The gallery and Limitorques were decorated with spidery webs, cockroaches, skeletons and skulls. An eerie ghost projection was playing above our heads which caught the attention of many and comments of "Oh wow that's so cool!" On the way back out, visitors visited the ball room and study and had an opportunity to dance with the Lady of the House and her ghost friends.

The haunt hosted three tours throughout the afternoon totaling 160 people and spooky volunteers. Visitors were given a dam history lesson outside before heading inside to be terrified. This event added the entertainment factor to the educational dam tour, attracting people who would not otherwise attend.

The haunt was advertised in the Last Green Valley's Walktober event schedule and on Facebook. Two posts from Buffumville Lake Facebook had over 18,000 views and 60 comments. People from all over the state were planning on coming to experience the thrill.

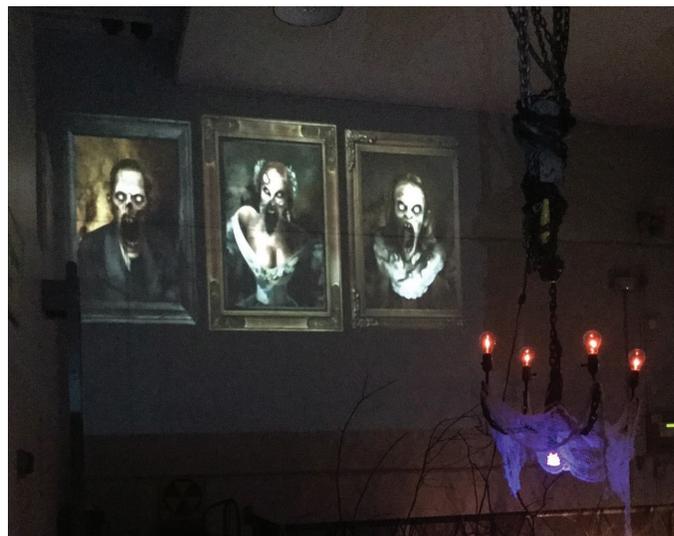
We hope the primary piece of information visitors took away from the tours is the extensive mission the Corps does at Buffumville Lake and how the work done here greatly benefits our downstream communities. Since then, page likes on the Facebook site have increased and we expect new visitors to come back to the project to recreate.

Haunted Dam tours was originally started in 1992 and had huge success rates until they were stopped in 2001 in response to 9/11. Dam tours were picked back up briefly in the late 2000's but were short lived due to the lack of interest from the public.

In 2016, Park Rangers wanted to try one more time to bring haunted tours back for the fun and thrill of trying. In 2017, tours were cancelled due to a solar carport installation in the parking lot for Buffumville Dam in October.



Visitors venture through the haunted maze inside Buffumville Dam.



Spooky decorations filled Buffumville Dam throughout the tour.

# Dredging up the past



Col. Charles Samaris, New England District Commander, shakes the hand of a Veteran after speaking at the Westford, Massachusetts, Veterans Day ceremony in this Nov. 11, 2013 photo.

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