

The New York District Times



Summer 2003 Vol. 28, No. 4&5

U.S. Army Corps of Engineers, New York District

District volunteers join FFE team abroad

By Vince Elias

On the other side of the world, Corps of Engineers field force engineering teams continue to spend long days and arduous hours supporting military forward deployed units engaged in operations in Iraq.

New York District continues to provide significant support to our troops overseas through providing volunteers for FFE teams deployed in support of the Army at critical locations throughout the world. Currently New York District has deployed five individuals to the Middle East and Asia Minor in support of these critical missions.

During Operation Iraqi Freedom, the Corps had FFE teams deployed to Turkey, Kuwait, and Iraq. The 18th Engineer Brigade (Theater Army) deployed to Turkey as part of the Army Forces Turkey team. The brigade provided critical direct engineer support to ARFOR-T to facilitate the crucial movement of American combined forces land component command forces and supplies through Turkey into Iraq.

“The Corps trains FFE teams to provide technical engineering expertise and oversight of construction contract administration during wartime,



Photo: USACE CENAU, TUSEG Area Office

The U.S. Army Corps of Engineers provided oversight of the construction of a bridge bypass in south-central Turkey. The bypass was emplaced to accommodate the flow of heavy military equipment.

contingency operations, and disaster relief missions,” said Maj. Don Pincus, Project Management team leader. He served in Turkey as part of a USACE FFE team comprised of volunteers from various Corps districts. New York District volunteers were Maj. Dave Chestnut, Maj. Don Pincus, Mark Kucera, Andrew Smith, William Mathias, and John Kenney. Four volunteers from Philadelphia District were also part of the FFE team assigned to the 18th Engineer Brigade — part of the Construction Management Section without the organization.

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In memoriam

The passing of a Corps Icon



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New York District Times

Newsletter of the
U.S. Army Corps of Engineers,
New York District

Summer 2003

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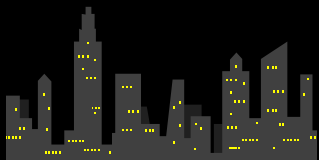
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**US Army Corps
of Engineers®
New York District**

In memoriam



Photo: Vince Elias

John R. Hartmann, Jr.

New York District lost one of its most experienced engineers with the passing of John Hartmann, Operations Chief on the evening of Aug. 6.

“Throughout his long career with the New York District John Hartmann served his nation, the U.S. Army and the U.S. Army Corps of Engineers with distinction,” said Col. John B. O’Dowd, District Engineer.

“His experience and expertise will be sorely missed,” O’Dowd added.

“I will also personally miss his positive attitude and sense of humor. Our thoughts and prayers are with his wife Toba, and his family and friends.”

“As chief of the Operations Division, John’s leadership helped shape the development of our region’s waterfront and maintain the Port of New York and New Jersey’s waterways,” said Stu Piken, chief, Programs and Project Management Division. “But more important for us was the leadership, mentoring and caring he provided to all of us in the New York District.”

(Clockwise) John Hartmann was involved in Corps operations such as debris removal at Ground Zero, overseeing projects in the field, operations of the fleet of Corps vessels at Caven Point, N.J., and WTC debris operations at the Staten Island landfill with N.Y. Gov. George Pataki.



Photos provided by: Randall Hintz

FFE team (cont'd. from page 1)

The duties of the CMS included on-site design, reach-back engineering, CAD, master planning, project management, project schedule development, government cost estimate preparation, project status reporting, administering the Kellogg Brown Root construction contract and various other contracts including job orders, and multiple award task order contracts.

To enable CFLCC force flow, the U.S. government contracted KBR to serve as general contractor for the construction of numerous facilities across a 700-mile stretch of rugged terrain in southern Turkey.

“The work included building projects at command posts, seaports, airports, and convoy support centers along roads and railways, and facilities for theater support logistics centers, and tactical assembly areas,” said Pincus.

FFE members from the Corps' Europe District performed command and control duties for USACE assets supporting the 18th Engineer Brigade, contract construction management such as job order contracts and multiple award task order contracts, A/E contract administration, environmental compliance, and quality assurance.

According to Pincus, the mission was extremely difficult. However, the cohesiveness and expertise of the FFE team, coupled with their diligence and determination ensured successful mission accomplishment.

“There were obstacles such as the dangers and uncertainties associated with war and combat, time constraints, restrictions imposed by the host government, and putting together a team to meet the demands of deployment,” said Pincus. “FFE members and the 18th Engineer Brigade staff demonstrated expertise, professionalism, and commitment to duty throughout the operation. This enabled ARFOR-T to

successfully establish the initial operating conditions necessary for military forces to successfully move through Turkey.”

“I am extremely proud of all who volunteered to support this important mission,” said Col. John B. O'Dowd, New York District Engineer. “Their accomplishments once again demonstrate how the conduct of our civil, military and environmental programs enable us to support our troops when they are ordered into harm's way.”



Photo: USACE CENAU, TUSEG Area Office

Elements of ARFOR-T forces traveling to eastern Turkey (Mardin) to establish a forward headquarters.



FFE Team Turkey with Hodja Statue in background. “One Team, One Fight,” as Corps employees and military members work side by side. (l-r) Andrew Smith, N.Y.; Philip Breen, Philadelphia; Maj. Don Pincus, N.Y.; Lanier Drake, Philadelphia; William Matias, N.Y.; John Kenney, N.Y.; Emiliano Cruz, Philadelphia; Mark Kucera, N.Y., and Maj. Dave Chestnut, N.Y.

Army divers keep boat terminal shipshape

By Vince Elias

Behind Liberty Island and in the shadow of the Statue of Liberty, 1st Lt. Chris Hurst and a consolidated team of 20 Army divers from Fort Eustis, Va., were busy in late spring making underwater inspections and necessary repairs at New York District's Caven Point, N.J., terminal.

Caven Point serves as the New York District's operating base for its fleet of vessels. The duties of the vessels vary with the primary mission to keep the maritime navigation lanes free from obstructions in one of the world's busiest ports.

New York District tapped into the expertise of the U.S. Army divers after it was determined that the piers were in need of refurbishment and repairs to the quay wall were necessary. The divers also completed underwater sediment jetting in order to free obstructions from a boat inlet, as well as boat lift repair and construction. The dive team spent three weeks from mid-May to mid-June performing the crucial underwater patching, welding, pier removal, and refurbishment—at times during inclement weather conditions.

Few people in the military and even fewer in the civilian community are aware that Army divers exist and what their mission entails. The training mission at Caven Point involves just a few of those tasks. Port opening and clearance (salvage and lift), river and beach reconnaissance, search and recovery, ships husbandry, underwater obstacle emplacement and removal, demolitions, and surveying all fall under the diver's capabilities.

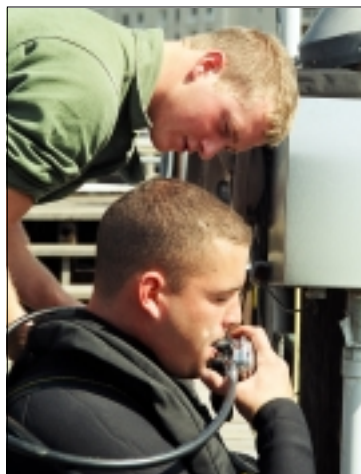
Col. John B. O'Dowd, District Engineer, welcomed the divers. He also donned a wetsuit and made a dive during the inspection. He then took advantage of a long-standing tradition of promoting four soldiers from the dive team: Pfc. Sean Rowley, Robert Parmenter, William Hicken, and Bobby Strother were all promoted by O'Dowd to specialist.

The divers began their workday very early, with work ending at times at midnight, or even going round the clock, depending on the requirements.

(Continued on page 5)



Photos: Vince Elias



The divers have the capability of SCUBA and surface-supplied diving, with depths up to 190 feet. Equipped with hydraulic tools and 600 feet of hose, the diver units are highly deployable and agile enough to complete a broad array of underwater work.

A team of Army divers spent 3 weeks performing underwater patching, welding, pier removal and refurbishment, underwater jetting, and boat lift repairs at New York District's Caven Point, N.J. terminal.



Divers (cont'd. from page 4)

Headed by Hurst, members from the 86th, 569th and 511th engineer dive platoons made up the consolidated team for the mission.

“Army divers and the Corps, especially the New York District, have had a longstanding mutually-supportive relationship. At Caven Point, we have an awesome opportunity to train on a wide variety of tasks and in the process, provide the Corps of Engineers with a high-quality product,” said Hurst. “Army divers are always eager to dive and enjoy this type of tough, realistic training.”

The divers began their four-week-long mission by splitting their team into two sub-teams:

a jetting team using “surface-supplied” sets and a pier deconstruction team using hydraulic tools. Soldiers rotated through both sub-teams to ensure maximum possibility of seeing all the aspects of the mission. Afterward, the team consolidated to begin the quay wall repair. The metal wall, built decades ago, has recently developed severe rust spots and the divers welded new patches to keep the wall intact.

After making 25 patches, the divers again split into two sub-teams. One team rebuilt the boat lift while the other inspected the cross bracing of the pier and replaced much of the dilapidated beams and hardware. Throughout the mission, boat captains also sought the divers’ expertise to correct fouled lines on the boat propellers and assist in performing maintenance of the shafts.

“One of our unique capabilities,” said Hurst “is the flexibility to respond quickly to new missions on site.”

The work was accomplished without disruption to the Corps’ mission at Caven Point.



Photo: Vince Elias

(Above) Quay wall and parking lot at Caven Point. The divers fortified the area which began to lose its fill and integrity due to years of wave action in the tidal zone.



(Left) Divers use a high-pressure water blaster at 40,000 psi to refurbish a boat lift. They replaced the decking, removed rust, painted and made repairs to the structural bracing.



Photos: Pun Tung Siu

Col. O’Dowd, District Engineer, donned a wetsuit and made a dive during the inspection.

Corps and Park Service shore up the shore

New York District teamed with the National Park Service and went on a planting spree along the pristine Staten Island shoreline in the early summer. Their mission: To use nature to combat the force of nature to shore up the sand dunes with plants.

They spent midday walking alongside a truck whose bed was filled with beautiful green plants. The plants were placed in the sand along the shoreline of the Great Kills Harbor at the eastern shore of Staten Island. A variety of coastal specimens were planted along the dunes. The plants were placed to restore the natural plant life along the beach. The beach at Great Kills is part of the Gateway National Park area.

A newspaper reporter tagged along with the group asking questions about the important environmental project.



Photo: Peter Shugert

Corps and Park Service personnel planting coastal specimens in the sand dunes along the eastern shoreline of Staten Island. Planted were seaside goldenrod, native bay grass, and bayberry bushes.

Col. John B. O'Dowd, District Engineer explained that the plants help the sand dunes prevent erosion from the pounding ocean surf.

"The plants can stabilize the dunes and stop them from eroding," O'Dowd said. "Dunes provide protection from storms, and can provide wildlife habitat."

EEO Update

Special Emphasis Program Managers

Victoria Gross
Black Employment Program Manager
People with Disabilities Employment
Program Manager

Sandra Montagne
Co-Chair Black Employment Program Manager

Cliff Jones
Co-Chair Black Employment Program Manager

Joyce Woodard
Federal Women's Employment Program Manager

Johnny Martinez
Hispanic Employment Program Manager

Isabelita Huerto
Asian Pacific Islander Employment Program Manager

Marty Goff
Native American Employment Program Manager



Significant signing



Photo: Peter Shugert

In June, Col. John B. O'Dowd, District Engineer signed the agreement under section 111 of the Matituck feasibility study as members of the project team look on. The study area is Matituck Inlet, NY and adjacent shores.

Major renovations take off at air force base

By Ken Wells

McGuire Air Force Base in New Jersey is part of the Air Mobility Command whose mission is to provide rapid, global mobility and sustainment for America's armed forces. The C-17 program at McGuire is shaping up to be one of New York District's crowning achievements, with 11 projects under design and construction totaling \$85 million.

The project began when Congress approved the purchase of 14 new C-17 Globemaster III aircraft which would be assigned to McGuire. The C-17 would replace McGuire's current contingent of 10 C-141 Starlifters, some of which date back to 1960. Following Congress' decision, Air Mobility Command approached New York District about developing select concepts for the C-17 project and to verify their program budgets.

The execution of the C-17 program fully utilizes the Project Management Business Process with an assigned project manager and a fully integrated project delivery team.

"With the new PMBP in effect, I feel the re-energized enthusiasm, pride, and project ownership of the PDT members to see the program executed efficiently and effectively to support our Air Force community in their mission," said Stella Marco, the C-17 bed down project manager.

The project delivery team determined that some of the facilities to house and maintain the C-17 would have to be built from scratch. In order to accomplish this, engineers from New York District traveled to Charleston Air Force Base in South Carolina as well as McChord Air Force Base in Seattle. Both bases are home to extensive C-17 programs, which provided New York District with working models for McGuire. While there, the engineers carefully studied the facilities, spoke with base personnel, and got a feel for the



The Corps' C-17 project includes building a new hangar and renovating and altering existing hangars for the Air Force's C-17 aircraft. The aircraft is capable of rapid strategic delivery of troops and cargo.

operational and functional needs of the Air Force.

Additional topics of discussion included number of personnel, equipment specifications, space allocation and lessons learned. From those meetings it was determined that New York District would need to build one new maintenance hangar, an interim fuel cell, aircraft maintenance shop, communications support center and a flight simulator.

"McGuire Air Force Base is a major hub for cargo and troop transport on the east coast," Lt. Col. Rich Keyes, deputy director for the C-17 program pointed out in his interview with New York District. "Once we have access to the C-17 we'll be even more effective."

The C-17 made its debut in 1991 and is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in a deployment area. It requires a crew of three but can carry as many as six flight officers who work in alternate shifts. The C-17 is able to deliver twice as much cargo as the C-141 at similar operating cost. It has enough room to transport up to 170,900 pounds of cargo, as well as the ability to take off and land on runways as short as 3,500 feet and as narrow as 90 feet. The C-17 is also a 'low-floor' aircraft meaning vehicles such as tanks, jeeps and armored personnel carriers can be driven directly into the cargo hold and secured for transport.

By comparison the C-141 has been the workhorse of the Air Mobility Command for more than 20 years and a stalwart of McGuire's fleet. It requires a larger flight crew of five but can transport combat forces and equipment for long distances as well. However, the C-141 can only transport 68,725 pounds of cargo and it requires longer runways for landing and takeoff.

(Continued on page 8)

C-17 (cont'd from page 7)

When the C-17 project is completed, the Corps will have built one new hangar and renovated or altered three existing hangars at a total cost of \$38 million. Robert Philbrick, an engineer for New York District is working on the project's design phase. "The work on hangars is necessary because a C-17's wingspan is about 10 feet longer than a C-141 and its Tri-tail assembly makes it impossible to use most of McGuire's existing hangars in their current condition," said Philbrick. Philbrick also stated that each hangar's fire protection system has to be configured to accommodate the aircraft's physical dimensions. "This means that in the event of an emergency the entire aircraft can be addressed by the fire protection system—something that can't happen if half the aircraft is outside the hangar."

The hangar bay facility will be used for aircraft maintenance, individually unique aircraft tests and evaluation of aircraft systems, weapons systems, and high-priority test programs. It will also provide indoor aircraft jacking so maintenance crews can lift the plane off the ground for heavy maintenance such as flight control placement and rigging. Maintenance shops will also be provided for manufacturing, inspection, repair and recovery of the aircraft. Additional capabilities will include metal technology and structural maintenance to ensure the planes stay in peak condition.

The air freight terminal/base supply complex is a separate military construction project that is also being built. The complex, when completed will help support the C-17 program's mission. The one-story warehouse is slated to cost \$22 million with an additional \$5 million for equipment. Its purpose will be two-fold. The elevated finished floor portion of the building will consist of ramps, truck docks, pallet pits and cargo staging areas for air freight operations. Another portion of the warehouse will handle base

supply functions such as bulk storage, high-density shelving, parts pick up and delivery. Both sections of the warehouse will contain offices for administrative support.

Two paved parking areas are also under construction with enough space for approximately 130 vehicles. The District will also renovate two existing facilities displaced by the new airfreight terminal/base supply complex. One will house classrooms for training while the other will serve as a new in-flight kitchen facility that provides meals for crew and passengers while in flight.

Construction of the training simulator, whose cost is set at \$4.3 million required the Corps to meet with Boeing Company, the C-17 aircraft manufacturer. Boeing developed the C-17 simulator program under contract to the Air Force and possesses an extensive knowledge of precisely what is needed to ensure the flight crews are properly trained. Pilots of the C-17 spend most of their time training in simulators because it's cost-effective and highly efficient. The average simulator operates round-the-clock at 16-hour shifts with 8 hours dedicated to maintenance. In building the structure where the simulator will be housed, the District needed to make special considerations in the building design for the sophisticated computer equipment and hydraulic equipment that control the simulator.

(Continued on page 9)



CENAN Photo

Construction projects abound at McGuire Air Force Base. Facilities for the C-17 program are scheduled to begin opening this Autumn.

C-17 (cont'd from page 8)

Additional projects in the C-17 program include a \$1.7 million communications support center that will act as the nerve center for the C-17 project, tying all the buildings into McGuire's existing communication network. There will also be a \$6 million maintenance training device facility for training mechanics and technicians who will be responsible for maintaining the aircraft. This building will serve as a maintenance-training site for C-17 personnel to hone their skills on landing gear, cockpits, tail assemblies and other vital portions of the aircraft.

To support the C-17 flight crews, the District is also developing plans for a new \$15 million consolidated flight line operations facility. The CFOF will be home to McGuire's C-17 squadrons and their support staff. "Right now the pilots are living out of a hangar but recently lived in trailers," said Keyes. "We're trying to give them a permanent home."

The CFOF will also be home to squadron operations, aircraft maintenance units, life support areas and survival equipment storage. Aircraft

maintenance will occupy approximately half the first floor and consist of administrative services, training, tool storage and small component repair. The remainder of the first floor will be occupied by life support and survival equipment storage. Items such as parachutes, life vests, life rafts and bio-chemical warfare equipment will be found here. Flight crew equipment will be stored and maintained in this portion of the facility. Squadron operations will be located on the second floor that will handle mission planning, crew scheduling, briefings, training and administrative support.

Some of the buildings at the base date back to the 1950s and can no longer keep up with the demands of modern technology. Engineering challenges included removing asbestos and PCBs from older structures during demolition. Other challenges included relocating utilities and water mains, upgrading communications and digging new storm drains.

Facilities for the C-17 program are scheduled to begin opening in the Fall with aircraft slated for arrival in August of 2004.

Flood control project bridge opens at Green Brook

By JoAnne Castagna

Col. John O'Dowd and members of the Green Brook Project Delivery Team attended the Green Brook Bridge ceremonial ribbon cutting in Bound Brook, NJ. in July.

The celebration marked the completion of the restored and elevated Green Brook Bridge, a major milestone of the District's Green Brook Flood Control Project that is expected to take over 10 years to complete and will cost in excess of \$400 million.

All gathered under a canopy, not far from the bridge, "where 10-feet of standing rain water was during Tropical Storm Floyd in 1999," remembered Peter Palmer of the Somerset County Board of Chosen Freeholders. O'Dowd, state politicians, the New Jersey Department of Environmental Protection commissioner, and members of the Green Brook Flood Control Commission spoke of the bridge's importance to the region's economic future and the teamwork that made the day a reality.

"This bridge is more than just concrete. It brings two communities together, Bound Brook and Middlesex Borough. It's a bridge to the future," said Bruce Sadowski, president, Middlesex Borough Council.



Photo: Linda Van Zandt

Cutting the ceremonial ribbon symbolizing the opening of the new bridge. (r-l) Col. John B. O'Dowd, District Engineer; Peter Palmer, director, Somerset County Freeholders; David Crabiel, director, Middlesex County Freeholders; Vernon Noble, chairman, Green Brook Flood Control Commission; Bradley Campbell, N.J. Department of Environmental Protection; Bruce Sadowski, president, Middlesex Borough Council, and Rep. Mike Ferguson (R-N.J. 7th Dist).

Leach named Corps Employee of the Year

Meet David Leach, of Construction Division who was named U.S. Army Corps of Engineers employee of the year.

Leach was selected from hundreds of nominees from Districts and Divisions worldwide, and becomes the second recipient to be chosen back-to-back from New York District. Joseph J. Seebode was the previous winner from New York District.

Leach received the award for fostering teamwork and creating synergistic relationships, and is credited with making vitally important work projects move smoothly and expeditiously.

Leach is remembered for being one of several Corps employees working on the response to the attacks against America in September 2001. In just one month it will be two years since the Corps was called in to assist the Federal Emergency Management Agency and the City of New York. Survey and debris



David Leach

boats ferried victims away and structural engineers advised and assisted.

FEMA assigned the debris mission to the Corps at the Staten Island landfill and Leach was assigned as area engineer, overseeing work by the Corps' pre-placed debris management contractor, Phillips & Jordan of Nashville, Tenn.

There they executed the mission and set up and operated the equivalent of a base camp on the hill of the landfill. Over one million tons of debris, ranging in size from massive pillars of steel to wallet-sized photographs, were taken to the landfill.

He was described by many as a brilliant manager, clearing up a work backlog in just four weeks.

The debris management mission was considerably more difficult because the landfill was also a crime scene, but David Leach had the unique ability that brought people together as a team.

Military Programs UPDATE



The battlefield simulation center at Fort Drum, N.Y. will be a state-of-the-art facility that will support both battle simulations for maneuver units and combat support simulations. The project will provide necessary training for Army division, Guard and Reserve units. The facility replaces an undersized and deteriorating complex, which is currently housed in eight separate buildings. (Look for an article on the BSC in the next issue of the District Times).

Army training facility takes shape



CENAN Photo



Around New York District

Employee uses martial arts as recovery mechanism

By JoAnne Castagna

Karate has helped New York District employee Diane Deptula, of Human Resources, get exercise, handle stress, get through illness, and bond with her children.

She became involved with Isshinryu Karate seven years ago when her daughter, then 9 years old, started classes. She immediately signed up and started the week after. "I like karate because of the overall exercise I get and because it is a great stress reliever. We start with a stretching routine, follow with calisthenics, that's followed with upper and lower body techniques, then we work on our Kata, which are a series of self defense or fighting techniques, then we typically end with Kumite, which is light sparring," she said.

The exercise she receives from karate enabled her to get through a physically challenging part of her life. Three years ago she was diagnosed with a benign brain tumor located on a nerve that controls hearing and balance. As a result she lost hearing in her right ear and balance on the right side of her body. "At the time of my diagnosis I was in the best physical shape of my life because of karate. Subsequently, karate helped me because it focuses on balance. This, in turn helped me with my diminished balance function," she said.

Three years later she continues to practice the art and in June 2003 she earned a 1st degree black belt. To earn the belt she had to be able to explain the lineage and terminology of Isshinryu Karate, demonstrate proficiency in performing the Katas, and, the "hardest part," sparring with a number of senior black belts, one after another. She plans on advancing to a 3rd degree black belt. This would enable her to be a sensei, or teacher, and educate young children about the art, which she enjoys.

The same day she received her black belt, her daughter received her brown belt. "I was able to give my daughter my brown belt. When you pass your belt down to another student it is said to mean that you are passing down the knowledge associated with that belt." She adds, "Passing the belt to my daughter was a very proud moment for me."



Lightning quick Deptula spars with another karate opponent.



A proud moment in Deptula's life was passing her brown belt to her daughter Kaitlin.

CAREER MILESTONE FOR EMPLOYEE DAUGHTER

Stella Lymberis, M.D., daughter of New York District employee Gus Lymberis, recently achieved a milestone when she was awarded a grant from the Radiological Society of North America Research and Education Foundation. The grant will be used in her studies at New York University Medical Center Institute. Dr. Lymberis is currently a resident physician in the Department of Radiation Oncology at NYU MCI.





Employees lauded at Engineer Day 2003

Hats off to the following employees who were recognized in July by Col. John O'Dowd, District Engineer for their performance and service to the government.

COMMANDER'S AWARDS

Robert Alpern
Supervisor of the Year

Lynn Rakos
Professional of the Year

Stuart Chase
Engineer of the Year

Stella Marco
Employee of the Year

Steven Nols
Outstanding Government Improvement

Thomas Rose
Health and Safety

Joseph Myers
Wage Grade Employee of the Year

Gail Cristie
Management Assistant of the Year

Andrea Shoulders
Leadership Award

Kill Van Kull Project Delivery Team
Project Delivery Team of the Year

Field Force Engineer Team (Turkey)
Forward Engineer Support Team

Albany Field Office Western Permits
Section Team
Teamwork Award

DISTRICT INCENTIVE AWARDS

Frank Mullin
Peers Outstanding Service Trophy

Marty Goff
Spotlight Award

John Downing
Special Thanks and Recognition Award

OUTSTANDING CONTRIBUTIONS

Rita Fisher
U.S. Savings Bonds

Liliana Correa
Red Cross Blood Drive

Gustavo Sierra-Gonzales
Combined Federal Campaign



Service Awards

40 Years

John Petrovich

35 Years

Stuart Chase
Arthur Connolly

30 Years

Jess Arrington
Gerald Byrne
Barbara Crawford
Joseph Chupa
Barbara Dinnigan
Perlita Dockett
Stanley George
Anthony Hans
Muriel Lambson
John Jackson
William Matias
William McDonald
Nicolasa Ruiz
Thomas Thompson

25 Years

Brian Aballo
Robert Alpern
Lou Benard
David Brouwer
Honesto Castaneda
John Chew
Grace Collins
Alma Dabney
Lawrence Danner
Sandra Gaffney
Monte Greges
Ralph Karpel
Robert Kurtz
Nestor Lim
Richard Mandra
William Petronis

Steven Schumach
John Tavoraro
King Yee

20 Years

Milagros Alexoudis
Betzaida Andujar
Vincent Bertolino
Shewen Bian
Constance Black
Anesta Botros
Jannie Butler
Thomas Compitello
Sterret Daniels
Thomas Danneman
Stephen DeNardis
Franco DiCroce
Elaine Eubanks
Diane Evans
Paul Franco
Jacqueline Garcia
Gregory Goepfert
Robert Hass
Paula Higgins
Paul Jalowski
Teresa Johnson
Paul Kara
John Kirk
Anthony Lauria
William Lithgow
Adam Manzano
Stanley Michalowski
Jane Mordan
Sandra Montagne
Robin Owens
Arlene Petrosino
Robert Philbrick
Rick Racklin
Thomas Roche
Antonio Sian
Anne Spiegelberg
Michael Wojcicki
John Wong



New York City Federal Executive Board Awards 2003

Chairman's Award winners



Thomas Hodson
Distinguished Government Service



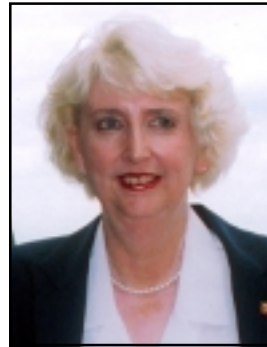
Randy Williams
Direct Service



Neal Kolb
Team Leader



Gustavo Sierra-Gonzalez
Combined Federal Campaign



Madona Camishion
Administrative Support



David Leach
Distinguished Service



Stars

Gold Coin recipients

Hall of Fame



Louis W. Pinata
Inducted July 2003



Ronald Brattain, project planner and Karl Ahlen of Planning Division received a USACE gold coin for their role in the Union Beach, N.J. shore protection project.



Retirements



Jerry Caspe

Engineering
41 years



Joe Ingiane

Logistics Management
20 years

Ellen Higgins

Operations
32 years



Making way for bigger ships

By Carolyn Vadino

History is being made right now in the Port of New York and New Jersey, which is the largest container port on the East Coast. Currently, there are approximately 80 pieces of dredging-related equipment in the harbor, including dredges, drill boats, survey boats, tugs and scows. It is arguably the largest concentration of equipment in one area in the entire 200-year history of the U.S. Army Corps of Engineers. Many pieces of equipment are working to deepen the three active contract areas in the Kill van Kull to 45 feet, which stretches eight miles from Upper New York Bay into Newark Bay. Eventually, using a creative “piggyback” contract by the Port Authority of New York and New Jersey, a portion of the KvK channel will be the first completed 50-foot channel in the port.

Years before the mobilization of the first dredge, before the first project area was awarded to a contractor, the KvK team worked together to produce a Project Management Plan during the planning and design phase. Now, the Project Delivery Team has executed an aggressive, accelerated schedule, which by 2004 will complete the deepening project ahead of schedule and under budget.



The Kill van Kill project area map. The Kill van Kull is a waterway that separates New Jersey and New York states between Bayonne, N.J. and Port Richmond, N.Y. The waterway is used primarily by container vessels laden with goods entering or exiting important ports in the metropolitan area.



Rock glacial till material being taken from the Kill van Kull. (Photo: Larry Baier, NJ DEP)



Photo: Peter Shugert

A dredge removes material during deepening operations.

“We worked closely with other agencies, including the Port Authority engineers, to identify and evaluate a number of opportunities to accelerate the schedule,” said Steve Weinberg, Engineering Team leader, New York District, who has worked on the project since its first phase in the early ‘90s. “We optimized the construction contract size and sequence, while simultaneously minimizing the impact on the environment through environmental windows. We also modified equipment and deployed innovative methods of disposal options that increased the project execution capabilities while maintaining navigation safety.”

The dedication and teamwork of all the members is credited for this huge accomplishment, logging countless hours to keep the project moving forward. The team includes Corps staff ranging from Contracting Division to Counsel; Engineering to Construction; and Real Estate to Logistics. Also it includes several outside agencies such as the project sponsors, the Port Authority of New York and New Jersey; the U.S. Coast Guard; Sandy Hook Pilots, and the New Jersey Department of Transportation.

The first phase of this project began in the mid 1980s and deepened the KvK to 40 feet. Now, because of the demand of the larger vessels calling at the port, contractors have been working to construct a 50-foot channel in certain areas.

(Continued on page 15)

KvK (cont'd. from page 14)

Post-Panamax vessels, which to the outside eye can appear no different from 10 years ago, actually will carry 8,000 containers, compared to 3,000 typically loaded on today's Panamax ships.

The Kill van Kull is one of the most heavily trafficked channels in the port, where dredging, drilling and blasting occurs daily. While the Corps and its contractors work to deepen the channel, it remains open to daily vessel traffic. In order to ensure safe vessel movement requires daily communication between the Coast Guard and the pilots navigating the port. It is a challenge that often goes unnoticed by those not directly involved in the deepening process.

"Joe Citizen may read in the paper or see the vessels within the channel moving back and forth or floating stationary, and to them, it looks pretty mun-

dane," said Tom Costanzo, a project manager with the Port Authority who has been working on the deepening project since the first phase in 1980. "The only reason it looks mundane is because the Coast Guard is doing one hell of a job to make sure channel closures and restricted channel passages are working to the optimal degree possible."

Additional challenges range from navigational and environmental impacts that could have halted the progress of the project, to quality-of-life impacts affecting surrounding communities as a result of continuous drilling and blasting. Team members credit the constant communication internally, as well as with the affected communities, as one of the key success factors of this project.

"There have been challenges because this project is highly visible in the public eye," said Harold Hawkins, of the Harbor Program Branch.

District to fortify seawall around Lady Liberty

By JoAnne Castagna

One of the nation's most popular symbols, the Statue of Liberty will be the focus of one of New York District's civil works projects. In October New York District will begin making repairs to the seawall that surrounds the national park of Liberty Island. The district was asked by the National Park Service to repair the Liberty Island seawall, "in the shadow of the great statue," said Anthony Ciorra, project manager, PPMD.

Liberty Island is where the national monument stands. The 12.7-acre island sits in the Upper Bay portion of New York Harbor. Over the centuries Liberty Island has been called different names including "Minnessais" by the Mohegan Indians, Great Oyster, Love Island, Bedloo's Island, and today Liberty Island, just to name a few. and has had various owners such as Amsterdam, England, France, and the United States.

The island has served different purposes – as a defense fortification to protect New York Harbor in the 19th century, as a temporary quarantine station during the smallpox epidemic, as a refuge for Tory sympathizers during England's occupation, and also as a summer home by a private owner.

In the late 19th century, the island was chosen to be the home for the Statue of Liberty, a gift of international friendship from the people of France.



The Statue of Liberty national monument, and the seawall surrounding Liberty Island.

Photos: Vince Elias

Corps and EPA remediate New Jersey site

By Joanne Castagna

In 1996, a tenant of a 27,000-square-foot residential building in Hoboken, N.J. observed droplets of an odd substance dripping from the ceiling onto the countertop of their apartment. State health officials were notified and responded. They discovered mercury, a human toxin, underneath the building's wooden floorboards, absorbed in the walls and mercury vapor in the air. Urinalysis testing was conducted for the residents. The results showed unacceptable levels of mercury in some children who were living in the building. The building was proclaimed an imminent public health hazard.

At the request of the EPA, New York District oversaw the clean up designed by a General Electric contractor, Blaslund, Bouck, and Lee, Inc., and carried out by BBL's contractor, Sabre Demolition, Inc.

Approximately 40,000 residents live within a one-mile radius of the building and a high school nearby. The structure includes a five-story building and an attached four-story brick townhouse.

From 1910 to 1965 the building served as a mercury manufacturing facility for General Electric Company. For 55 years the industrial building produced mercury vapor lamps and mercury connector switches.

In the early to mid '90s the five-story building was converted into 16 residential apartments and artist studios. After the mercury was discovered in the mid-'90s, the U.S. Environmental Protection Agency investigated and decided that the site needed to be remediated. This included demolition of the building, soil sampling, excavation, and off-site disposal of materials.

GE was required under administrative order to perform the remediation.

The Corps and EPA relocated 16 families and 20

businesses from the area. The government bought out their property and eventually provided alternate permanent residences.

"Remediation of the building involved disassembling it by hand and demolishing the brick walls using jack hammers. The building's windows were removed and the brick surfaces beneath them inspected for mercury contamination. The floor was removed one bay at a time and inspected for mercury. The concrete slab and subsurface piping was removed and mercury contamination was removed from the surrounding soil," said Neil Ravensbergen, project engineer.

(Continued on page 17)



Photos: Neil Ravensbergen



Scaffolding was installed around the structure and covered with shrink wrap to keep dust from migrating offsite.

Workers removed the flooring and inspected for mercury contamination.

Remediation

(cont'd from page 16)

While remediation was ongoing, measures were taken to protect the surrounding population from mercury contamination. Measures included setting up an air handling system to filter out mercury vapor; surrounding the building with scaffolding and covering it with shrink wrap to eliminate dust migration; placing sidewalk closings, a perimeter fence, and concrete barriers around the site; monitoring the air for contaminants and noise during the work day; and establishing a water treatment plant to process water that came in contact with mercury-contaminated materials.

The non-hazardous solid waste and asbestos-containing material that was removed during remediation was transported to waste management facilities in New Jersey and Pennsylvania and mercury-containing debris was shipped to hazardous waste landfills in New York and Alabama. Elemental mercury was recycled.

“So far the project has been successful. The residents are happy and we have made significant progress on the remediation of the site and restoration is imminent. We are continuing to sample and remediate the soil at the site and in neighboring yards.



Photo: Neil Ravensbergen

The building's windows were removed and the brick surfaces beneath inspected for mercury contamination.

The project is estimated to be completed by Spring 2004,” said Ravensbergen.

The project's success is a result of teamwork between the various agencies, “As a team we developed an understanding of each other's concerns and needs and worked together with the EPA and GE to resolve issues and manage the work and provide a safe work environment,” said Ravensbergen.

“Our working relationship has been excellent. The

Corps' staff, when reporting any problems, always suggests technically-feasible and sound solutions,” said Jon Gorin, remedial project manager, EPA Region II. “Also, over the years, I've found that the engineers from the Corps have a good sense of when an issue is important, and when it is something relatively minor. I've not always found that to be the case when working with oversight staff from private firms.”

“I have worked at several Superfund sites and this has been a real success in terms of removing a serious health hazard to the public,” added Ravensbergen. “Not only was this building not structurally sound, but the mercury contamination was overwhelming and truly a health hazard to anyone on or around it. It's a shame to lose a piece of history but it was a benefit to the overall environment.”



Tidbits

By Mary Stavina

Did you know?

Robert E. Lee was a U.S. Army engineer officer from 1829 to 1855. Born Jan. 19, 1807 in Stratford Hall, Westmoreland County, Va., Lee's father was Revolutionary War hero Henry “Light-Horse Harry” Lee. Home-schooled by his parents until he was 13, he then entered an academy in Alexandria, Va. After a year at a Quaker prep school, he entered the U.S. Military Academy, West Point, NY July 1, 1825. An excellent student, Lee graduated number two in the class of 1829 and entered the Corps of Engineers.

His first assignment was as assistant engineer of fortification work on Cockspur Island in the Savannah River. For a time he worked under the command of Lt. Joseph Mansfield, Corps of Engineers, who would be killed at Antietam leading a Union Army Corps.

In 1831 Lee went to Fort Monroe, Va., as assistant engineer responsible for the outworks and approaches to Fort Monroe and preparatory work for construction of Fort Calhoun, now Fort Wool, Va.



Source USACE History Office

Gen. Robert E. Lee

Group discussions a catalyst for program success

By JoAnne Castagna

New York District moved forward with the implementation of PMBP by training employees to be facilitators for the small group discussion portion of the PMBP employee training. "The PMBP is about people working together in teams including the customer and together creating plans to accomplish the goals of the project," said Col. O'Dowd. "The small group discussions are an invaluable way of learning about the PMBP."

Earlier this year, over 45 New York District employees received training to become PMBP small group discussion facilitators and found it to be useful. "I learned that you really have to plan, plan, plan your facilitated sessions, not monopolize the discussion, and try to get others to open up," said Gregory Goepfert, project manager PPMD, and facilitator. Monique Wiggins, an accountant in Resource Management and facilitator said that she did the training because she likes challenges. She learned the difference between facilitation, teaching and about various facilitation techniques.

John Chubb, Assistant Chief, PPMD, Baltimore District came to New York District to conduct the facilitation training with his partner, Alan Koppel, program manager. "Alan and I co-facilitated small group facilitation training at all six districts in the North Atlantic Division. I think the facilitators ensure that we have open and honest dialog as we discuss our respective and diverse views about teamwork." He adds, "The bottom line is we all need to be pulling together to ensure we remain truly the best. The world is more and more competitive and our customers have a choice."

The small group facilitated discussions began in early Spring and New York District employees were

organized into groups. They talked about the topics outlined in the inter-active, multi-media PMBP CD curriculum that employees reviewed prior to the meetings. Topics included "Why PMBP?" and "Teams and Me."

The small group discussion attendees had positive things to say as well. When asked if they are benefiting from these discussions, Robert Philbrick who just attended his first discussion answered, "A definite yes." Philbrick, a project engineer with Engi-



Photo: Vince Elias

In the spring of 2003, discussions began with employees organized into small groups.

neering Division added, "This process encourages employees to hear others' points of view on each topic and provides an excellent format for employees to define PMBP in their own words."

O'Dowd stated that in the near future the PMBP will be supported by P2, a new automated system for managing projects, and following the small group discussions employees will be able to obtain further PMBP mentoring and coaching from their managers and supervisors. He added, "When it comes to the small group discussions, there is something positive to be gained in taking a few hours to discuss where the Corps is going in the future and to improve what we are doing as a district, which in turn effects what we are doing for the nation."

District shots summer 2003





Farewell

Herman Wine, PPMD
Francis Delfino, PAO
David Seng, Ops

Be Safe

Where on the road in New York may a bicyclist drive?



The law requires that bicyclists drive with traffic (Sec. 1234(a)). Bicycling against traffic is a leading cause of bicycle accidents. Going with traffic makes bicyclists more visible, and their movements more predictable, to motorists. Pedestrians are required to use sidewalks when they are provided and safe to use. Where sidewalks are not provided, a pedestrian is required to walk on the left side of the roadway facing traffic (Sec. 1156). Source: N.Y. State Department of Transportation

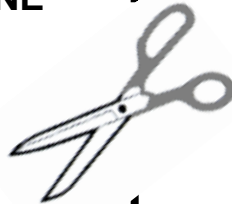
Welcome



Julie Ha, PPMD
Genaro Paulino Perez
Shawn Stumpf, PL
James Bennett, Ops

EMPLOYEE HOTLINE

Emergencies
Inclement Weather
Building closure
(888) 700-0029



Taps

New York District was informed by a letter from Mrs. Ruth Schwartz of the passing of her husband Max Schwartz.

Max Schwartz was a World War II veteran and was with the Corps of Engineers for 45 years prior to his retirement in 1985.

A Friendly Reminder from Your Security Office...

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Lest
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