



CONSTELLATION

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Cabin John Bridge to undergo major repairs

Well-traveled sandstone journeys cross country for use on historic bridge

by Mary Beth Thompson

The Baltimore District's Washington Aqueduct team went to great lengths to find the right red sandstone for repair work that the historic Cabin John Bridge will undergo this year. They went all the way to Kanab, Utah.

David MacGregor, chief of Planning and Engineering at the Aqueduct, and Aqueduct engineers Nathan Cole and Harish Patel, along with Engineering Division geologist Mike Saint-Clair crossed the continent last fall to select the rock to be quarried for the Cabin John Bridge Repair project.

"Our replacement stone needs to be as close as possible to the original color and strength," MacGregor said. That match will maintain the structural integrity and appearance of the remarkable single-arch bridge that stands as a significant engineering achievement of its day.

Logic dictates that the quarry that supplied the original sandstone for the bridge's parapet walls would be the best source to obtain a match. That Seneca, Md., quarry is no longer working, so the Aqueduct team looked all across the country to find a close match.



Photo by Nathan Cole

Sandstone for Cabin John Bridge repairs being quarried in Kanab, Utah.



Photo by Nathan Cole

Dressed sandstone wall and capstone pieces await shipment at the Quarra Stone fabrication plant in Madison, Wis.

They found it in Utah.

After the selection was made, Quarra Stone, the supplier, shipped the sandstone to its Madison, Wis., plant to be cut and shaped into the sizes needed. The bridge's parapet

requires coffin-sized pieces that run about 6 feet long, 3 to 4 feet high and 18 inches deep.

The contract calls for the stone to be on site by May. The Aqueduct will pay Quarra Stone about \$1 million for providing it.

A separate contract to accomplish the repairs is being advertised, MacGregor said. He plans to have that contract awarded by April.

The repair work will require the closure of MacArthur Boulevard, which passes over the bridge. Vehicle and pedestrian traffic will be rerouted about four of the estimated six months needed to complete the project, he said.

"Our objective is to minimize delays in school bus routes and to close the bridge for the shortest period we can,"

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U.S. Army Corps
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District Engineer
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Commander's Comment

From the Chief

by Col. Charles J. Fiala, Jr.
Commander & District Engineer

The last week in January I spent a few days at HQUSACE attending a new commander's conference. All the new district engineers had the opportunity to brief the Chief of Engineers on our individual districts and hear his thoughts on a number of issues. I'd like to share some of those with you.

The first thing he talked about was the recent Army Inspector General report that concluded that Corps of Engineers officials prepared studies justifying \$1 billion in unqualified construction projects in the Mississippi River Basin. You know the story—this is the one the *Washington Post* and other media wrote about last year where a whistleblower claimed the Corps was "cooking the books."

The result of that story was the IG report that supported the Corps employee's assertions. I'm not going to refute the report, but I can tell you that the Chief felt very strongly that Corps employees—military and civilian—were doing their job in the best way they possibly could.

What is important to know is that we all have a job to do to change the minds of some of our detractors. We have to convince the public that we do good

things in support of this nation. We have done those things in the past, we are doing them now, and we will continue to do them in the future.

You don't ever have to be ashamed that you work for the Corps of Engineers; rather, you should be very proud that you work for an organization that helps with the defense of this nation and other nations around the world. And here at home, Corps civil works projects over the years have prevented great flood tragedies, saving millions of lives and protecting property.

Our work at military installations around the world remains vital to the success of our military readiness and operations, whether it is building new training facilities or constructing a new health care center. Providing quality technical services to America's Army will be our highest priority.

He talked about the importance of training—a subject I mentioned here last month. I've asked Human Resources to convene a committee of District-wide representatives to discuss this issue and provide recommendations on how to improve employee training.

He also talked about the need to expedite personnel actions—to make hiring practices move quicker. By the time you read this, the temporary hiring freeze should be lifted,

and we should be proceeding with getting people in place.

HQUSACE staff is revising the Corps vision, which should be coming out soon. The emphasis will be on people, process and strategic communication so expect to hear lots more about these in the future.

They are also putting together a strategic communication plan, which we will follow here. We've already begun to be more proactive in talking about our successful projects, and will do more in the future with news stories, ceremonies and publicizing some of the good things we do for others, such as our Harvest for the Hungry program, for example.

Finally, he emphasized his "Just Do It" card, which all of you should have. I urge you to refer to it frequently and heed the advice on it. And, don't forget about your 30-second commercial. Your commercial should identify yourself, where you work and what you do in the Baltimore District to support our customers, both external and internal.

The chief has already called three District employees at random to ask for theirs. I've quizzed folks in the elevator, too. If he or I ask you, we will expect to hear what you do working in the Corps. Don't disappoint us...and enjoy your discussion with the chief.

Essays!

Historic Washington Aqueduct bridge to be refurbished, improved

(Continued from page 1)

MacGregor said. He's coordinated with Montgomery County and the Maryland State Highway Administration along with the Maryland Historic Trust. He is targeting summer, when schools are out, for most of the work that will require closure.

"The decision (about when to close the bridge) will be made with public participation and involvement," he said. The Aqueduct is preparing an environmental assessment and is holding community meetings.

"No matter how we do it, we'll have a tight time window," MacGregor said. "That's why we are getting all the stone on site before we go forward with construction."

The Cabin John Bridge, part of the original Aqueduct construction, was completed in 1863. For 40 years, it remained the longest single-arch masonry span in the world at 220 feet. It is listed on the Registry of National Historic Landmarks.

The bridge carries the nine-foot diameter aqueduct, or water conduit, that runs from Great Falls in the Potomac River to the Dalecarlia Reservoir. That conduit supplied the name by which the Washington Aqueduct water utility is still called.

Historical records credit Montgomery C. Meigs, then an Army captain and the first chief engineer of the Aqueduct, with the Cabin John Bridge's concept and design. In 1856, Meigs sketched a plan for the bridge into his journal. The sketch shows the bridge as it was later built.

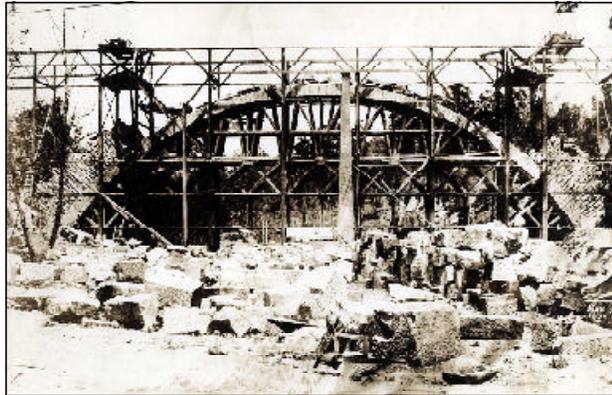
"This would make a magnificent bridge, a striking example

of the arch, and yet one which is certain of success," Meigs wrote.

The repair contractor will resurface the old bridge's roadway, remove and replace the stone parapet walls, clean the stonework and repoint the mortar joints. It will add drainage improvements for the road and

approaches, access doors and a stairway for use by bridge inspectors, and safety barriers to protect pedestrians from traffic.

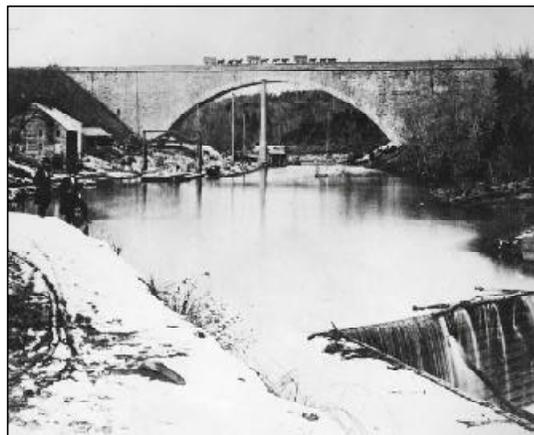
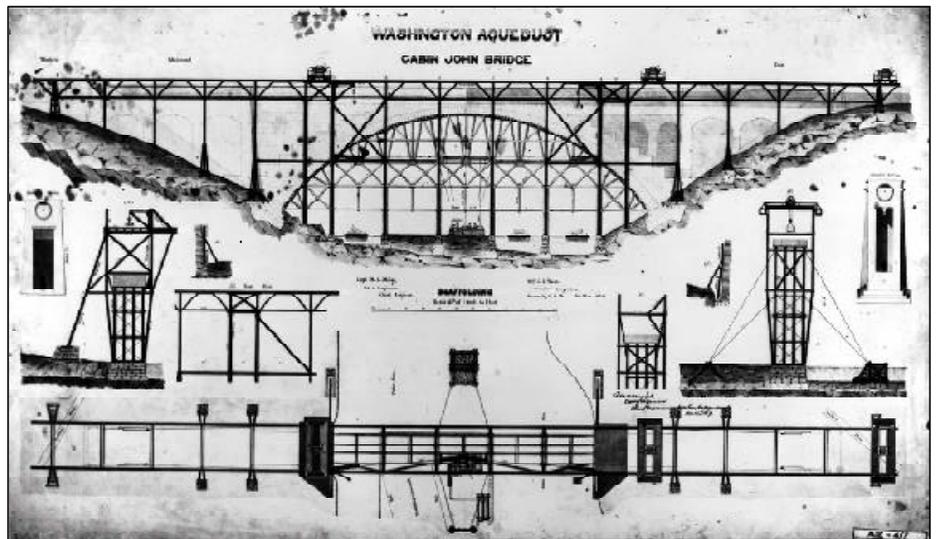
With these repairs and changes, the venerable Cabin John Bridge will continue serving the Aqueduct and the community well into the future.



Photos from Washington Aqueduct archives

Left - While the bridge was under construction in 1858-61, a wooden structure supports the stone arch.

Below - Original plans for Cabin John Bridge show the single arch design along with the centering, trestle and hoisting mechanisms.



Left - After the bridge was completed, a Civil War wagon train crosses the finished Cabin John Bridge over Cabin John Creek.

Below - A 20th century view of the bridge.



Smiles shine through, characterize courtesy

by Mary Beth Thompson

When you leave a message on S. Earlene Thomas's voice mail, you can be certain of three things. One, she'll return your call promptly. Two, she'll find out what she can about your concern. And three, she'll respond with a smile.

"I used to teach a class on correspondence and phone etiquette," Thomas said. "I told my students to always smile when they talk on the phone. If you smile, it comes across on the other end."

Thomas, a management analyst with Resource Management Office, was selected as the District's Courteous Employee of the Month for March. In addition to her Baltimore District duties, she serves as the military personnel specialist for North Atlantic Division. In that capacity, she works with about 30 officers throughout the division.



Photo by Tex Jobe

S. Earlene Thomas

"She is constantly sought after for advice and guidance within the NAD military community," said James L. Eberhardt, chief of Resource Management.

Thomas has worked in the field of military personnel for seven years. She backs that up with a lifetime of experience in that arena. Her husband, Jim, retired after 30 years in the Army. When one of the Division's military officers has

a problem, she can easily empathize.

"I say, 'I'll find out what I can,'" she said. Then she checks into the matter quickly.

"A fast response is important. I like using all of today's technology to customer service advantage," Thomas added.

Her efforts are noticed.

"Her services are recognized with constant positive feedback and kudos from the military officers she serves," Eberhardt said. "Ms. Thomas continuously sets the example for courteous service that results in satisfied customers."

"Being courteous," Thomas said, "means doing everything you possibly can to make everybody else's job easier."

Her philosophy of life reflects her courteous ways.

"Always do your best," she said when asked what words she lives by. "Never mistreat others. And, keep a smile."

District to resurrect underground Anacostia streams

The Baltimore District plans to restore two tributaries of the Anacostia River in Washington, D.C. Both streams are severely degraded and have segments that run in pipes beneath Anacostia Park. Other improvements will also be made.

Planning Division began a feasibility study in late January to determine the best method to bring the two tributaries to the surface. When they are restored, the streams will return fish habitat to an area that has almost none in its present condition.

The study is also looking at other means to restore the D.C. portion of the Anacostia water-

shed, continuing ongoing efforts of the Baltimore District and the D.C. government. Planners are exploring the creation of wetlands, stabilizing riverbanks and reforesting sections of the park.

The goal is to improve the critical green space the park provides to the community. The D.C. Department of Health, the Metropolitan Washington Council of Governments, the Anacostia Watershed Restoration Commission and the U.S. Geological Survey are also involved.

Ninth-grade students from Anacostia Senior High School assisted District employees with

some of the fieldwork for the first step in the process, the preliminary restoration plan.

The feasibility study should be completed by spring 2002, followed by design of the project. Construction should begin in 2003.



Photo by Eric Good

Anacostia Senior High School students work with Planning's Steve Kopecky gathering data in the field.

District uses real estate, archeological skills to relocate remains from

Abbey Mausoleum

by Mary Beth Thompson

On the list of arcane jobs the Corps of Engineers is asked to perform, the sensitive task of removing and reburial human remains must rank near the top. Baltimore District's most recent experience in this endeavor centered on the severely deteriorated and defaced Abbey Mausoleum in Arlington, Va.

Built in the 1920s of white marble, granite and stained glass, the mausoleum was the resting place of notable Washingtonians. The corporation that owned it sold most of its surrounding land to the Marine Corps. In the 1950s, the company declared bankruptcy. Since then, lack of funds and frequent vandalism have left the mausoleum in lamentable condition.

A federal court awarded ownership of the land under the mausoleum to the federal government last year. The property is adjacent to the Navy Annex.

"The Navy came to us because we have some expertise with relocation of cemeteries," said Jerry Bresee, Real Estate project manager. Real Estate handled the condemnation action to acquire the property and the contract for removing the over 280 sets of remains. National Memorial Park, near Falls Church, Va., was selected as the new burial site.

Archeologist Scott Watson, Planning, led the team that located living relatives of the deceased, most of whom were buried more than 60 years ago.

The mausoleum's poor and out-of-date records and the damaged condition of the caskets and facilities made the job difficult.

Using obituaries, reference books like Who's Who, telephone directories and the Internet, Watson and his helpers started the task in 1997. They succeeded in tracking down family members for 109 remains. Four families made private arrangements to remove and reburial their relatives. The other remains were moved to National Memorial Park in January.

"We also assisted the mortuary contractor with the actual disinterment process," Watson said. At times, he had to literally crawl into the crypts to ensure that remains were properly identified and separated.

"Sometimes caskets were in very bad shape," Watson said. "Then my training as an archeologist came into play to make sure all the remains were retrieved and to make sure we didn't make any mistakes."

The District team assigned to this project worked with the next of kin to explore alternatives. They helped patiently when families changed their minds about arrangements, which hap-

pened frequently. The team tried to anticipate details that might cause a surprise that could upset the relatives during the move. They had the mausoleum cleaned before disinterment, and they arranged for clergy and pallbearers to be present.

"Most of the families were grateful that something was done about relocating their relatives because of the condition of the mausoleum," Watson said. "It really was deplorable. It was falling apart and had been vandalized repeatedly. It was a bad situation that had gone on for over 30 years. Those that knew the history were thankful that the federal government did something to move their family members out of there."

The Navy has plans to demolish Abbey Mausoleum and eventually use the property.



The mausoleum's interior shows evidence of neglect and vandalism.

Photos by Scott Watson



Abbey Mausoleum, in poor condition and greatly reduced from its former glory, awaits the wrecking ball.

District employees speak, help in local communities

Day With an Engineer activities involved District employees Feb. 21. **Anthony Vidal** and **Charlie Eckert**, Engineering, presented a design project to Baltimore Polytechnic Institute students. Following the presentation, the students visited a construction site at Fort Meade, where **Paul Merski**, Bay Area Office, led the group.

John Tesner, Engineering, served as the DWAE coordinator for the Baltimore Post of the Society of Military Engineers, which sponsors this event as part of National Engineers' Week activities.

The Baltimore District Speakers' Bureau again provided judges to the annual science fair at MacArthur Middle School, Fort Meade, Feb. 5-6. **Alan Adrysiak**, Bay Area Office; and Planning's **Michelle Bistany**, **Steve Kopecky** and **Mark Mendelsohn** evaluated the students' science projects.

Gloria Markovci, Engineering, spoke before the Kent County Forestry Board Feb. 28. Markovci lent her expertise to the board's discussion of the use of poplar trees to remediate for trichloroethylene groundwater contamination.

Steve Kopecky and **Steve Pugh**, Planning, and **Eric Goods**, Operations, taught a hands-on science lab for 9th graders at Anacostia Senior High School in November, in connection with GIS (Geographic Information Systems) Day. The students went out on a boat and waded into the water to collect data, new experiences for most of them. They made computer maps and learned about watersheds and marshes. Later, they created a poster about the project and presented it during GIS Day at the University of the District of Columbia.

Corps begins Solomon Creek study in Pa.

In January, the Corps and the city of Wilkes-Barre, Pa., signed a feasibility cost-sharing agreement, which allows the Corps to proceed with a comprehensive study of a flooding problem along the city's Solomon Creek.

Several times over the past few decades, local residents and businesses near the creek have experienced significant flooding. The study will focus on possible ways to reduce flooding along the creek.

A portion of the creek was channelized with concrete and stone walls in the 1930s; however, these structures are in poor condition today.

Specifically, the study will include hydrologic assessments of the floodplain, hydraulic modeling of the existing and proposed channel, geotechnical analyses, structural designs, real estate issues, and economic, environmental and cultural assessments.

It's anticipated the study will take about 18 months. Cost of the study is estimated at \$952,000. If the project is determined to be feasible, construction could begin in the fall of 2003.



Ravens' Pep Rally

Heather Sachs, Real Estate, and a key person on the Harvest for the Hungry team, rests from her task of accepting items for entrance to the Ravens Pep Rally Jan. 25. Several days later, the Baltimore Ravens won the Super Bowl, defeating the New York Giants.

The rally yielded 371 canned goods and \$113. Entry was four canned goods for one ticket, or \$2.

The District had collected 1,859 items and \$652 in cash by the end of February. The money will be used to purchase other non-perishable items.

Transit program begins in Baltimore

Representatives from U. S. Department of Transportation and Baltimore's Finance and Accounting Branch began distributing mass transit subsidy vouchers to 320 Baltimore District employees Jan. 25.

These subsidy vouchers, worth \$51,000, were for the months of February, March and April.

The Department of the Army, under Executive Order 13150, set up this transportation fringe benefit program for all qualified DA civilian and military personnel outside the National Capital Region.

Employees are entitled to their actual monthly mass transit commuting expense, not to exceed \$65 per month. Vouchers will be distributed quarterly. The next voucher distribution is scheduled for April 25 and 26 for the months of May, June and July.

Employees interested in this program need to complete the form by March 21 to be included in the next distribution. The application form is available on the District's Intranet site at [http://](http://nabinfo.nab.usace.army.mil/Programs/index.html)

nabinfo.nab.usace.army.mil/Programs/index.html or by contacting someone in the RMO. Completed forms should be faxed to (410) 385-5531. Questions regarding the voucher program can be directed to Joann Evans at (410) 962-4073.

To purchase monthly passes or tokens, employees take the transit vouchers to the Maryland Mass Transit Administration store located at 6 St. Paul Street near the intersection of Baltimore and St. Paul streets. MTA schedules and information can be found on their website at www.mtmaryland.com.

Baltimore District management and the National Federation of Federal Employees Union Local 639 officials worked together to implement this program. It is the policy of DOT and the Department of Defense to promote and encourage the use of mass transportation to commute to and from work to improve air quality and reduce traffic congestion.



Chris Anderson, RMO, (r) shows her Baltimore District ID card to the Department of Transportation representative who issued the transportation vouchers. JoAnne Evans, POC for the program, reviews her list of recipients.

News you can use

EAA

There will be a Book Fair April 20, from 10:30 a.m. to 2 p.m. in the 8th floor conference room. Call Angie Blizzard at 410-962-4649 for more information.

EAA is sponsoring a trip to see *Noah* in Lancaster, Pa., on Aug. 18. The bus will leave at 1:30 p.m. from the Parkville Park'n Ride. Cost is \$99 to include the bus trip, family-style meal in Hershey, and the production. For more information, visit www.bibleonstage.com/noah.html.

A \$25 per person deposit is due, balance in two payments. Call Paula Schultz at 410-962-4000 for reservations.

There is limited space available for the Las Vegas trip June 24-29. Price might be higher. Call Angie Blizzard for more information.

Harvest for the Hungry

The annual Baltimore District Harvest for the Hungry program will run through March 31, according to Harry Williams, Security Office chief.

Some of the most needed items are canned meats and chicken, nuts, milk, baby food, pasta, rice, vegetables, fruit and soup. Personal care products such as toothpaste, shampoo and soaps are also needed. No glass, expired or damaged containers will be accepted.

Employees should watch the bulletin boards for upcoming events where canned goods can be brought in lieu of purchasing a ticket.



Department of the Army
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Official Business

Mark your calendars:
The District golf tournament is scheduled for June 1.

