



JAXSTRONG®

IN THIS ISSUE

- CONCRETE WORK COMPLETED ON PORTUGUES DAM
- MILESTONE REACHED AT TAMAMI TRAIL
- CHECK US OUT ON PINTEREST!

...AND MORE



JAXSTRONG

jacksonville

OUR WORK • OUR PEOPLE • OUR DISTRICT

AUGUST 2012 | Volume 4 Issue 5



COMMANDER'S CORNER

MESSAGE FROM COL. ALAN DODD

ALL EYES ON JACKSONVILLE DISTRICT PLANNING MODERNIZATION.

Delivering a product faster and with less cost is a common business practice that keeps a business or an organization relevant to its customers and viable for its employees. Businesses either transform their processes to do this or go out of business. The U.S. Army Corps of Engineers (USACE) has continually reinvented itself for more than 200 years, and we must do so again to meet current and future challenges and address the water resources and infrastructure needs of our nation. USACE is committed to a sustainable 21st century infrastructure that strengthens the nation's economy, creates jobs, reduces risks and bolsters long-term global competitiveness.

All eyes are on the Jacksonville District as we assume a leadership role in transforming our planning processes with a goal of delivering a quality product in three years or less as opposed to the seven to nine years currently required by some pre-authorization packages. We have the largest planning division and the most planning professionals in all of USACE and currently have two "planning modernization" pilot projects that will provide lessons learned for the entire Corps. We must do everything in our power to meet our milestones and show how our processes can be streamlined.

Transformation is more critical than ever in successfully meeting the administration's goals to expedite critical infrastructure projects. On July 19, President Obama announced that seven nationally and regionally significant infrastructure projects will be expedited to help modernize and expand five major ports in the United States as part of the administration's "We Can't Wait" initiative. The U.S. Army Corps of Engineers is designated as the coordinating agency for deepening projects at the five ports, which include Jacksonville, Miami, Savannah, New York and New Jersey and Charleston.

USACE looks forward to successfully meeting the administration's goals with respect to expediting these critical infrastructure projects. Their completions will help to ensure the United States continues to be a world leader among maritime nations in the post-Panamax era, and will provide significant economic and employment benefits to the nation far into the future.

One of our pilot projects is the Central Everglades Planning Project (CEPP), part of the Comprehensive Everglades Restoration Plan (CERP). The CEPP team set a goal to deliver within two years a final Project Implementation Report, which will recommend for congressional authorization a suite of components for restoring the central Everglades. CEPP will identify and plan for features on land already in public ownership, to allow more water to be directed south to the central Everglades, Everglades National Park and Florida Bay while protecting coastal estuaries. This project is currently in the plan formulation phase.

The Lake Worth Inlet Feasibility Study is the second pilot project. This study is examining improvements to the federal navigation project at Palm Beach Harbor, which has not seen any improvements in more than 40 years. The existing channel is 33 feet deep and 300 feet wide – too shallow and narrow for modern-sized vessels. The team is formulating plans to widen and deepen the channel to allow for more efficient movement of vessels.

The pilot program requires a significant investment in time and resources and a commitment from everyone involved. Six in-progress reviews and four Decision Point meetings with the vertical team will confirm study assumptions and scope, communicate status, resolve issues and document approval at critical points in the study process. This will simplify draft and final feasibility report reviews and approval and should reduce study schedules by a year over the previous schedule.

This new planning paradigm uses a risk-based approach to define the levels of risk associated with planning and engineering tasks, modeling and evaluation work, and agency and stakeholder support. Our scientists and engineers are invaluable to this process in identifying innovative options and elevating technical and policy issues quickly to obtain agreement. Risk is also reduced when our process is as collaborative as possible and when we engage stakeholders early and often. Along with our leaders, we must assume the risk and accountability for recommendations that have to be made when evaluating tradeoffs of competing interests in the intricate water resources tapestry comprised of social, biological, engineering and physical threads.

Our pilot planning modernization projects will emphasize execution, instill accountability and improve the organizational and operational model regionally and nationally to ensure

(CONTINUES ON PAGE 11)

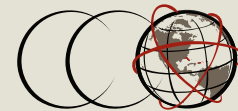
DISTRICT COMMANDER
COL. ALAN DODD

CHIEF, CORPORATE COMMUNICATIONS
TERRY HINES SMITH, APR

MANAGING EDITOR
NANCY J. STICHT

DESIGN AND LAYOUT ARTIST
LINDA TORRES

JaxStrong is a monthly electronic publication of the U.S. Army Corps of Engineers, Jacksonville District providing information about the people, activities and projects of the district. *JaxStrong* is distributed in accordance with Army Regulation 360-1. Questions about, or submissions to, *JaxStrong* should be directed to the Corporate Communications Office. The editor can be contacted by telephone at 904-232-1667 or by email to JaxStrongEditor@usace.army.mil. Content in this publication does not necessarily reflect the official view of the U.S. Army Corps of Engineers, the Department of the Army or the Department of Defense.



Corporate Communications Office
U.S. Army Corps of Engineers, Jacksonville District

GET JACKSONVILLE DISTRICT NEWS AND INFORMATION AT:

www.sqj.usace.army.mil

OR VISIT OUR SOCIAL MEDIA SITES:

FACEBOOK

www.facebook.com/JacksonvilleDistrict

YOUTUBE

www.youtube.com/JaxStrong

TWITTER

www.twitter.com/JaxStrong

FLICKR

www.flickr.com/photos/JaxStrong

PINTEREST

www.pinterest.com/USACEJax

ON THE COVER

CONTAINER SHIPS UNLOAD CARGO AT PORT OF MIAMI. READ MORE ON PAGE 3.

(USACE PHOTO)



JAXSTRONG
OUR WORK • OUR PEOPLE • OUR COUNTRY

Obama shines national spotlight on two Jacksonville District projects

BY AMANDA ELLISON



An aerial view of the port of Miami, site of the upcoming Miami Harbor Deepening project. (USACE PHOTO)

As part of the “We Can’t Wait” initiative, President Barack Obama identified seven nationally and regionally significant infrastructure projects to be expedited to help modernize and expand five major ports in the United States, including the port of Jacksonville and the port of Miami.

The Office of Management and Budget is charged with overseeing a government-wide effort to make the permitting and review process for infrastructure projects more efficient and effective, saving time while driving better outcomes for local communities.

“One way to help American businesses grow and hire is to modernize infrastructure,” said Obama.

The seven named significant projects were selected to test, evaluate, and demonstrate innovations and best practices, and all federal permit decision-making and review processes will benefit from the results. In order to qualify, a project must:

- Have an interstate component, provide regional economic benefits, or be directly linked to other nationally or regionally significant projects (i.e. rail to port);
- Involve multiple federal agencies and/or have multiple Tribal, state, or local government permit decision-making or review actions associated with development;
- Provide opportunities to demonstrate best practices and/or test new innovations for reducing the amount of time required to reach federal permit or review decisions and for improving outcomes for local communities and the environment;
- Be technically feasible and financially viable.

The Jacksonville Harbor Deepening Study is currently under way, with a feasibility study scheduled to be completed by 2014. Under the new executive order, the feasibility study will be completed and finalized by April 2013, 14 months ahead of schedule. The study is examining the benefits and costs of deepening the federal navigation channel from its existing authorized project depth of 40 feet to a maximum project depth of 50 feet.

The Miami Harbor project is well under way and is moving full steam ahead. A permit for the project has been issued and contract bids will begin in August, with a construction contract award date of January 2013. Jacksonville District will work with the port of Miami to deepen the federal channel from its current depth of 42 feet to a depth of 50 feet.

Both of these navigation improvement projects will maintain navigational safety requirements and allow for continued economic growth of containerized cargo.

The other port projects listed under the “We Can’t Wait” campaign are located in Savannah, New York and New Jersey, and Charleston.

The Obama administration also announced the establishment of a White House-led Task Force that will consist of senior officials from various organizations, including the U.S. Army Corps of Engineers. The Task Force will develop a federal strategy and coordinated decision-making principles that will focus on the economic return of investments into coastal ports and related infrastructure to support the movement of commerce throughout the United States. ♦



The feasibility study is under way to deepen Jacksonville Harbor. The report is expected to be completed 14 months ahead of schedule. (USACE PHOTO)

Corps updates Culebra RAB on investigations

BY NANCY J. STICHT



The eastern portion of Flamenco Beach, a popular tourist destination on the island of Culebra. Surface munitions were removed from an adjacent campground. (PHOTO BY NANCY J. STICHT)

Members of the Restoration Advisory Board (RAB) for the Culebra Formerly Used Defense Site (FUDS) project received an update from the U.S. Army Corps of Engineers (USACE) at a June 28 meeting held on the island. Jacksonville District is making steady progress in investigating what remains from past Department of Defense activities on Culebra, an island that lies approximately 17 miles from the coast of Puerto Rico. The island was used by the U.S. Navy for military maneuvers and live-fire training between 1903 and 1975.

"Significant and steady progress is being made," Tom Freeman, project manager, told the RAB members and about 30 members of the public in attendance. Accomplishments to date include:

- Completion of Site Inspections at 13 Munitions Response Site (MRS) areas, resulting in recommendations for 12 Remedial Investigation/Feasibility Studies (RI/FS) – ten for land MRS areas and two for underwater MRS areas. The purpose of a RI/FS is to identify the

nature and extent of any munitions or contamination present, specifying the types and estimating the amount of munitions and other contaminants, if any, found on each site. USACE recommended that no Department of Defense action was needed on the thirteenth MRS.

- Completion of field work in support of the RI/FSs for the ten land MRS areas.
- Removal of surface munitions (unexploded ordnance, or UXO) encountered during USACE response actions from the Flamenco Beach campground, in the Cerro Balcon area and on Cayo Lobo.
- Completion of a congressionally-mandated study, submitted to the Office of the Secretary of the Army in January 2012, of the former bombardment area on Culebra's Northwest Peninsula, near Flamenco Beach. The 408-acre parcel was transferred to the Commonwealth of Puerto Rico and at that time was excluded by law from federal environmental response actions.
- Completion of the Site Inspection report for the former Navy/Marine Corps administrative and encampment area, a 40,000-square-foot area that was contaminated with petroleum hydrocarbons and several metals.

Ongoing and upcoming work includes:

- Preparation of RI/FS reports for the ten land MRS areas, based on data collected during the field work. Munitions debris was found in nine of the 10 MRS areas, and two flares were found in one MRS area. Alternatives to be considered may include signage, fencing, educational awareness, surface and subsurface removal actions and land use controls.
- Development of standard operating procedures to help conserve and protect endangered species and their habitat in the water areas of the Culebra response actions, in collaboration with U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration's National Marine Fisheries Service, Puerto Rico Department of Natural and Environmental Resources and Environmental Quality Board.
- Conducting investigations of the water around Culebra, Culebrita and the smaller surrounding cayos, in addition to the RI/FS reports



Foreground, clockwise from left, Dr. L. Michael Szendrey, RAB community co-chair (back to camera); Donna West-Barnhill, Corps contractor; Jose Mendez, Antilles forward project manager; Dr. Ethel Rios-Orlandi, RAB member; Wilmarie Rivera, Puerto Rico Environmental Quality Board and Judith Romero Sanes, RAB member discuss the Corps' work on Culebra while in the background Tom Freeman, project manager, talks with RAB member Mary Ann Lucking. (PHOTO BY NANCY J. STICHT)

Major construction milestone achieved at Tamiami Trail BY JENN MILLER



A major milestone for the Tamiami Trail Modifications project was reached shortly after midnight July 13 as the first concrete pour on the bridge deck was completed. (PHOTO BY RORY HIGHSTONE, KIEWIT CONSTRUCTION)

A major milestone for the Tamiami Trail Modifications project was reached shortly after midnight July 13 as the first concrete pour on the bridge deck was completed.

"This is a major milestone for the team as it signifies the start toward the end of the project's bridge construction," said Tim Brown, project manager.

The completion of the first concrete pour signifies the first piece of the road base being filled in on the one-mile bridge. Once completed, the bridge will allow increased water flows into Everglades National Park.

"This is indeed a major milestone," said Dave Sikkema, Everglades National Park project manager. "Everglades National Park appreciates all of the effort that has been made to reach this point."

Construction of the \$81 million Tamiami Trail project, a key component of the Modified Water Deliveries to Everglades National Park, began in 2010. The project includes constructing a one-mile bridge and raising and reinforcing an additional 9.7 miles of road, allowing increased water flows that are essential to the health and viability of the Everglades.

"As we applaud this milestone, it is clear that we've come a long way since November 2009," said Brown. "However, there is still more

work to do and it is our collective discipline that will ensure our project's success." ♦



Jacksonville District employees and contractor, Kiewit Construction, work through the night to complete the first concrete pour on the bridge deck for the Tamiami Trail Modifications project. (PHOTO BY RORY HIGHSTONE, KIEWIT CONSTRUCTION)



A diver uses an underwater digital geophysical magnetometer to locate potential munitions. (PHOTO COURTESY USA ENVIRONMENTAL)

CORPS UPDATES (continued from PAGE 4)

for the Flamenco Bay and Luis Pena Channel areas. This will include using an underwater metal detector to locate buried metallic objects. If munitions are found, they will be identified and addressed according to protocols established in the standard operating procedures. Reports are expected to be completed in 2014.

- Preparation of a RI/FS report for the former Navy/Marine Corps camp area.

The next meeting of the Culebra RAB is tentatively scheduled for February 2013, after the RI/FS reports for the ten land MRS areas have been finalized and Proposed Plans have been released for public review and comment. ♦

Higher and higher: Portugues Dam moves closer to completion

BY JOHN H. CAMPBELL



March 2012 aerial shot of Portugues Dam, with concrete construction still under way. (USACE PHOTO)

For much of the past 18 months, construction crews working on Portugues Dam in southern Puerto Rico have toiled around the clock, laying and compacting concrete as they slowly raised the wall of the structure, one foot at a time.

In May, all the work paid off as crews finally built their way to the top of the 220-foot structure, marking another major milestone in the project. The work means Portugues Dam is another step closer to helping reduce impacts from flooding in the city of Ponce, located just four miles south of the site.

Although construction continues on the structure, the concrete job was completed not a moment too soon. The properties of the roller-compacted concrete (RCC) being used at the dam are such that crews can't lay the mixture during the hot summer months. Thus, getting the concrete in place before summer was a high priority.

"It was very important to get the work done during this window so we don't lose another year on this project," said Alberto Gonzalez, chief of the flood control section and Portugues Dam project manager.

Crews have now turned their focus toward installing a "grout curtain" to prevent seepage beneath the dam. This requires the drilling of 233 holes. Gonzalez estimates it will take eight to 10 months to complete this process.

"They have to drill down 150 feet to pump the grouting through the holes," said Gonzalez. "It's a time-consuming process."

Portugues Dam is the final piece of the Portugues and Bucana flood risk management project, which authorized the construction of structures to reduce the impacts from flooding in Ponce. For Gonzalez, who hails from Ponce, the project is an opportunity to make a difference in his hometown.

"My first year in college, the city of Ponce flooded," said Gonzalez. "I never dreamed I would be working on such a big project that has the potential to reduce the impact of heavy rain events."

Jacksonville District engineers have been working with the Puerto Rico Department of Natural and Environmental Resources since the

(CONTINUES ON PAGE 7)



Left - Tons of sand and other aggregates are used in the construction of Portugues Dam. Crews constructed a complex mixing system on site to place the concrete into the dam. Right - Portugues Dam, June 2012. Pouring of the roller-compacted concrete (RCC) has been completed. Crews continue finishing work on the dam, to include placement of a "grout curtain" to prevent seepage beneath the dam. (PHOTOS BY JOHN CAMPBELL)

HIGHER (continued from PAGE 6)



A view from the top of Portugues Dam looking at the valve house currently under construction. The dam is expected to be operational in the fall of 2013. (PHOTO BY JOHN CAMPBELL)

1970s to find and implement solutions to the flooding problem. In 1992, the Corps completed construction on Cerillos Dam, a flood control and water supply structure northeast of Ponce. However, unique geological challenges at the Portugues site continued to cause delays.

One of the biggest setbacks occurred in 2000, when the Corps put its design for a traditional-concrete, thin-arch dam on the street for bids, and only received one proposal that cost three times what engineers estimated. That sent designers back to the drawing board, and, after five years of work, the thick-arch, RCC design emerged.

"It's a big project," said Gonzalez. "To see it come together after all this time is exciting."

Additionally, construction at the dam has resulted in numerous learning opportunities for a younger generation of engineers with the Corps.

"It's been a good educational tool," said Gonzalez. "A lot of young engineers have worked on this project as designers and inspectors. They are going to be able to look back in 20 years, and tell the new generation 'I was involved with this project' and be able to do it with pride because they were involved with something special."

Additional work remains to be completed on construction of a valve house, intake structures and an access road. It is currently estimated the project will be operational in the fall of 2013, and the dam should be turned over to authorities in Puerto Rico by the end of 2014. ♦



A view of Cerillos Dam, located a few miles away from the Portugues site. This dam, completed by Jacksonville District in 1992, provides flood protection and a water source for Ponce. (PHOTO BY JOHN CAMPBELL)

We've been pinned! BY ANNIE CHAMBERS

With four million active users and more traffic than Google+, YouTube and LinkedIn combined, Pinterest has cracked the Top 10 social media sites and is now the No. 5 referral site.

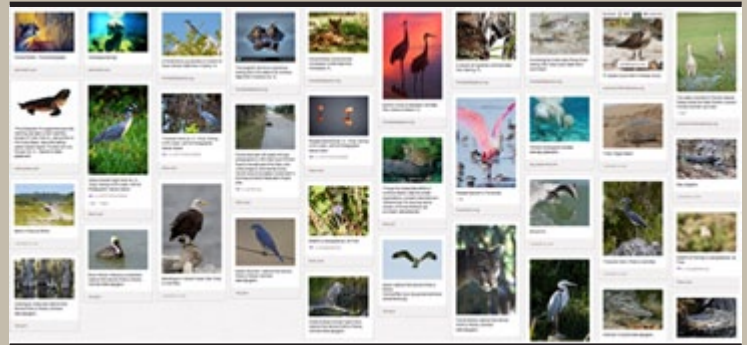
According to the Online and Social Media Division of the Office of the Chief of Public Affairs for the U.S. Army, Pinterest users are predominately females ages 25 to 34. As with social media sites like Facebook, Pinterest users log on regularly and spend an average of 15 minutes or more there. With nearly 1.5 million unique users visiting daily, Pinterest is the fastest growing social media platform.

Jacksonville District recently plunged into social media's most popular visual world by launching a Pinterest page at <http://pinterest.com/usacejax>. Here's a quick orientation:

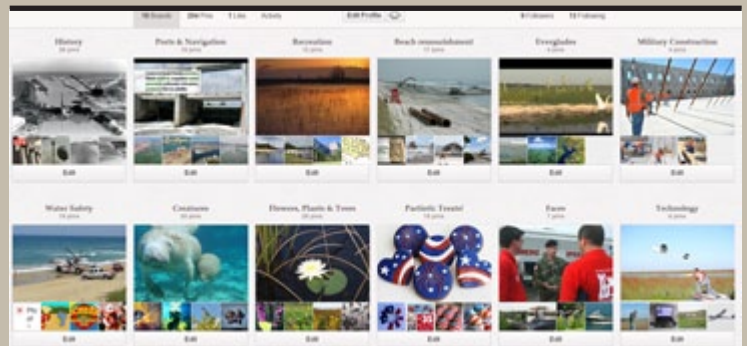
Pinterest is a "virtual pinboard" that allows users to organize and share content they find on the Web, including ideas and images that they find interesting or inspiring. Images can be uploaded from the user's computer or pinned from a website by using the "Pin It" button. The pinned image links back to the site that it originally came from.

Each user creates their own individualized sets of images called "boards," which organize images into topics. From planning a wedding to decorating a home to sharing favorite books and recipes, boards are only as limited as users' imaginations. As with other social media sites, users follow boards of other users, which is how the information spreads virally.

For example, Jacksonville District's Pinterest page features a board called "Creatures," which includes images of animals found in Florida, Puerto Rico and the U.S. Virgin Islands:



Boards can be created on any topic, and unlimited pins may be added to each board. Here are a few of the boards you'll see on our Pinterest page:



We also have Safety Tips, Disaster Preparedness, Travel, Partners and Response and Hooah! Boards.

As you browse the Jacksonville District Pinterest site, consider sharing your ideas for boards or pins by sending suggestions to CESAJ-CC.socialmedia@usace.army.mil. And we hope you will become a follower and share with your friends by repinning what you like – happy pinning! ♦

Fourth Biennial Review of CERP released

BY JENN MILLER



Sawgrass-covered ridges and sloughs once covered about 1.5 million acres and helped sustain fish, alligators and wading birds in the Everglades. According to the National Research Council's fourth biennial review, to reverse ongoing ecosystem declines, it will be necessary to expedite restoration projects that target the central Everglades, and to improve both the quality and quantity of the water in the ecosystem. (USACE PHOTO)

The National Research Council released "Progress Toward Restoring the Everglades: The Fourth Biennial Review, 2012" June 21. The report is the NRC's fourth biennial evaluation of progress being made in the Comprehensive Everglades Restoration Plan (CERP).

The U.S. Army Corps of Engineers, South Florida Water Management District, and U.S. Department of the Interior sponsored the report, which was authorized in the Water Resources Development Act of 2000.

According to the report, twelve years into CERP shows little progress made in restoring the core of the remaining Everglades ecosystem; instead, most project construction so far has occurred along its periphery. To reverse ongoing ecosystem declines, it will be necessary to expedite restoration projects that target the central Everglades, and to improve both the quality and quantity of the water in the ecosystem.

"With the continued financial support of the administration and the state of Florida, progress continues to be made with Everglades restoration," said Howie Gonzales, Ecosystem Branch chief. "In partnership with the South Florida Water Management District, we are currently planning, designing and constructing multiple components of CERP, with more planned for the future."

The committee also found that the new Central Everglades Planning Project (CEPP) offers an innovative approach to this challenge, although additional analyses are needed at the interface of water quality and water quantity to maximize restoration benefits within existing legal constraints.

"The heart of the Everglades restoration effort is restoring a more natural quantity, quality, timing and distribution of water to the remaining portions of the 'River of Grass' and [CEPP] is the next phase in the planning and project implementation for Everglades restoration," said Gonzales.

A joint statement was released by the Florida Department of Environmental Protection and the South Florida Water Management District June 21 in response to the NRC's report.

"Our joint restoration efforts are truly historic," the statement said. "As called for in the review, we will continue to work with our federal partners to fast-track project planning in the central Everglades, better integrate water quality and water quantity components and construct projects that will return the flow of cleaner water to this national treasure."

The National Research Council is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering. These organizations, part of the National Academies, are private, nonprofit institutions that provide science and technology policy advice under congressional charter.

The NRC's biennial report provides an independent analysis to assist in monitoring program progress, identifying programmatic and methodological deficiencies, and suggesting improvements to strategies and processes to further the goals of Everglades restoration.

"Progress Toward Restoring the Everglades: The Fourth Biennial Review, 2012" is available at: www.nap.edu/catalog.php?record_id=13422. ♦



Restoring the central Everglades is key to sustaining wildlife like these baby alligators. (PHOTO COURTESY CAROLYN DELONG)

Historic ship finds new life as memorial reef BY NANCY J. STICHT



The U.S. Coast Guard Cutter *Mohawk* as it looked in service during World War II. (PHOTO COURTESY U.S. COAST GUARD WEBSITE).

Members of the Fort Myers Regulatory team were among those who witnessed the July 2 scuttling of the U.S. Coast Guard Cutter *Mohawk*, about 30 miles off the coast of Florida near Fort Myers. The historic vessel now rests 90 feet deep in the Gulf of Mexico, where it will find new life as the USS *Mohawk* Coast Guard Cutter Veterans Memorial Reef.

The cutter was the fifth vessel to share the *Mohawk* name, and was nicknamed "Mighty Mo," earning her place in the history books during World War II. Built in Wilmington, Del. in 1934, the *Mohawk* was commissioned a year later and served as a patrol and ice-breaking vessel on the Hudson and Delaware Rivers. In 1941, the *Mohawk* became part of the U.S. Naval Forces assigned to North Atlantic escort operations in Greenland, where she served for the entire war. She is credited with launching 14 attacks against submarine contacts and saving more than 300 merchant seamen from torpedoed ships, thus earning her nickname. Most notably, the *Mohawk* was the last ship to radio General Dwight D. Eisenhower the day before the D-Day invasion at Normandy, confirming that weather conditions would allow the mission to proceed.

The *Mohawk* was decommissioned in 1948 and was used as a pilot boat on the Delaware River for more than 30 years, until being converted to a floating museum in Key West, Fla. In mid-May 2012, the *Mohawk* arrived in Fort Myers for preparation for its final voyage. The vessel was restored to appear historically accurate, and to ensure environmental safety, chemicals and other materials and pieces that could have broken free and created hazards were removed.

"Mighty Mo" was towed into position and anchored July 2. Demolitions experts attached detonators to explosive charges and then boarded a service tug before the series of detonations began. The vessel was completely submerged in a matter of minutes. "It was exciting to watch

and almost sad when she sank, but 'Mighty Mo' will now serve the environment by providing new habitat for many marine species while offering recreational opportunities such as diving and sport fishing," said Cynthia Ovdenk, project manager.

The U.S. Army Corps of Engineers has regulatory responsibility for proposed artificial reefs placed in federal waters, and shares the responsibility with the Florida Department of Environmental Protection for those placed in state waters. The Corps issues artificial reef permits under Section 10 of the Rivers and Harbor Act of 1899. Permit conditions ensure the reef materials are suitable and clean, especially when sinking a vessel, which must be stripped of all oils, fuels, PCBs, asbestos and any parts that contain such chemicals and can't be cleaned. In addition, the Corps' permit conditions are specific for siting and deploying vessels to ensure protection of aquatic resources, including endangered species, and to ensure no hazards to navigation. A pre-deployment inspection of the USS *Mohawk* was conducted by Regulatory Division's enforcement section and the U.S. Coast Guard just days before the sinking, to verify compliance with all permit requirements.

The Florida Fish and Wildlife Commission states that Florida's Gulf Coast has more permitted artificial reef areas than the Atlantic coast, and that in more than 150 statewide fish censuses at depths from 10-150 feet since 1992, 220 species of fish have been identified on artificial reefs.

Artificial reefs attract algae, barnacles and coral that provide shelter and food for many aquatic species. The top five fish species most likely to be seen on artificial reefs are grunt and white grunt, grouper, gray snapper and gray triggerfish. It is anticipated that the USS *Mohawk* Coast Guard Cutter Veterans Memorial Reef, which is dedicated to America's Veterans, will become a prime diving and fishing destination. ♦



The *Mohawk* is escorted by a U.S. Coast Guard tugboat on its final voyage.



The first in a series of explosions begins the process to scuttle the *Mohawk*.



The smokestack of the *Mohawk* is all that is visible as the vessel sinks in the Gulf of Mexico about 30 miles offshore of Fort Myers, Fla.



The *Mohawk* is just barely visible above the surface of the water, taking only several minutes to fully submerge. (PHOTOS BY CYNTHIA OVDENK)

Corps shores up Fort San Geronimo's foundation BY JEAN PAVLOV



The excellent condition of a similar scour apron design constructed by the Corps in the late 1970s at the Devil's Sentry Box and La Perla was proof it should be used at Fort San Cristobal. (PHOTO BY JAIME CRUZ)

When the Institute of Puerto Rican Culture (IPRC) determined that a valuable landmark of Spanish military architecture was becoming structurally unstable, they requested federal participation assistance under the Continuing Authorities Program, Section 103 to protect the structures foundation.

Fort San Geronimo was constructed by the Spanish during the 16th century to protect the back entrance to the San Juan Harbor. In 1983, the fort was added to the National Register of Historic Places. The fort is currently structurally unstable and is closed to visitors. The property owner, IPRC, plans to repair the interior of the fort and use it as a naval museum after repairs to the foundation are complete.

Projects implemented under the Continuing Authorities Program, Section 103 have the same cost sharing requirements as hurricane and storm damage reduction (HSDR) projects implemented under specific congressional authorization. As the non-federal partner, IPRC is responsible for 35 percent of total project costs of HSDR, plus 50 percent of total project costs assigned to recreation. The statutory federal participation limit for the Section 103 authority is \$3 million.

"Prior to the start of the Hurricane and Storm Damage Reduction Project, we had environmental mitigation work to do in order to avoid and minimize impacts to marine benthic communities," said Wilberto Cubero, environmental scientist. "Coral colonies existed along the edge of the stone revetment that had to be relocated to an identified recipient site located on the other side of the bay entrance."

This mitigation work was done prior to initiation of construction activities and in accordance with the coordinated Coral Colonies Mitigation Plan. Corals are protected by Commonwealth of Puerto Rico and federal law. During the coral/hardbottom community assessment, approximately 100 individual coral colonies were identified and six species of coral were documented within this area. No endangered or threatened coral species were present within the project area.

The foundation of Fort San Geronimo was damaged due to chemical/biological corrosion, wave action and significant current velocities. The south wall, in particular, had been subject to high waves and sand abrasion along the length of the wall, as well as chemical and biological degradation.

"Basically, the job is storm damage reduction," said Coraggio Maglio, design engineer. "There has been chemical and physical damage to

the foundation of the fort. You can see foundation blocks completely undermined. If a hurricane hit, serious damage could occur. The structure needs to be shored up now."

That shoring up will consist of a properly constructed concrete structure called a scour apron, which will provide adequate long-term protection by forming a physical and chemical barrier between the fort and the surrounding seawater. Wave action will be reduced by the creation of a revetment to dissipate the water's energy.

The \$2.1 million project should be completed by November 2012. When completed, the Corps will ensure that Fort San Geronimo is protected from further degradation and the naval museum can then be built. ♦



Armor stone is delivered to construct the revetment at Fort San Geronimo. (PHOTO BY JAIME CRUZ)

Okeechobee Waterway locks reopen

STORY AND PHOTO BY JOHN H. CAMPBELL



A contractor calibrates equipment for the Manatee Protection System, which was installed recently at the Moore Haven Lock. The lock resumed operations on July 14, about three weeks ahead of schedule. (USACE PHOTO)

Operations are much closer to normal on the Okeechobee Waterway in south Florida after two sets of locks were closed for repairs and upgrades earlier in the summer.

The Moore Haven Lock and St. Lucie Lock were closed for portions of June and July. In Moore Haven, the closure had been carefully planned for months so a Manatee Protection System (MPS) could be installed. At the St. Lucie Lock, the closure was more sudden after it was determined the gates weren't closing completely due to a faulty seal. However, workers at the South Florida Operations Office (SFOO) in Clewiston quickly formulated a plan of action to deal with the issue.

"We wanted to do it all at the same time," said Ed Mottley, supervisory facility management specialist with the SFOO. "We didn't want to do one repair and then the other. We wanted to minimize the impact to the boaters. The response from our managers and workers was outstanding."

Work in Moore Haven was initially scheduled to begin May 14, but was postponed in response to concerns expressed by boaters and business owners. Work began June 11 and the locks reopened July 14, about three weeks ahead of schedule. The primary goal of the MPS is to safeguard endangered manatees at water control structures and

locks, using a set of acoustic transmitters and receivers that detect the presence of the mammal and prevent the gates from closing.

Although the locks have reopened, Mottley says boaters still need to be aware of other navigation challenges.

First, construction continues with a culvert-replacement project on the Herbert Hoover Dike between Clewiston and Moore Haven. The project has significantly narrowed the navigation channel in the area. A no wake zone has been established and boaters are urged to exercise extra caution when traveling through the area.

"Boaters can use navigation channel 13 to have radio contact with the contractor in that area," said Mottley. "We had some trouble with boats running aground early in this project, but better navigational aids and the radio have made it much safer. Having said that, we still encourage boaters to exercise caution in the area."

Finally, lockages at the St. Lucie Lock and at the W.P. Franklin Lock near Fort Myers are only being done every two hours, due to lower than normal water levels on Lake Okeechobee. This policy will remain in effect until the lake level exceeds 12.5 feet. At that point, boats will be locked on request at those two locations. ♦

COMMANDER'S (continued from PAGE 2)

consistent quality. Some measures under the modernization efforts include the new "3x3x3" rule. Under this rule, feasibility studies will be scoped with a target goal of completion within three years at a cost of no more than \$3 million. We will work concurrently with all three levels of USACE (district, division and headquarters) to reduce staffing time and improve synchronization. For studies conducted under the 3x3x3 rule, schedule changes or budget increases exceeding guidelines will require HQUSACE approval.

USACE is currently engaged in approximately 253 pre-authorization planning studies nationwide. Twelve of those are in Jacksonville District. Since the passage of the Water Resources Development Act of 2007, 14 Chief of Engineers' Reports have been completed, seven right here in our district and five (C-43 Reservoir, C-111 Spreader Canal, Biscayne Coastal Wetlands, Jacksonville Mile Point, and Broward County Water Preserve Areas) in the last calendar year alone. But we still owe the taxpayers a substantial number of these reports still in the study phase, and our civil works transformation and planning modernization process will help to get us there. Embracing and implementing planning modernization principles is critical to our relevance, viability and

credibility. It is also critical for meeting our nation's infrastructure needs and is critical to the livelihoods of numerous Americans, both inside and outside of USACE.

Jacksonville District is at the tip of the spear for civil works transformation in USACE and, as a result, there are high expectations – nothing new for this high-performing district. This is so important to the nation, to USACE, to our district and to me that I'm devoting my next three columns to this very important but complex paradigm and cultural shift within our organization. This column deals primarily with the overview and the planning modernization component. In future columns, I will discuss equally important issues such as transforming the USACE civil works budget to better address America's water resources needs, modernizing the USACE water resources infrastructure portfolio, and enhancing product and service delivery methods.

Army Strong. BUILDING STRONG®. JaxStrong.
 Alan M. Dodd
 Colonel, U.S. Army
 District Commander

OVERSEAS CONTINGENCY OPERATIONS

WELCOME HOME

LINDA SOUZA-BARNEY
CLAURICE DINGLE

Bogina and Gysan honored by Society of American Military Engineers.

Congratulations to Viktoria Bogina and Tim Gysan, who were named the Society of American Military Engineers' 2012 Young Engineer of the Year and Engineer of the Year, respectively. The awards were announced at the Jacksonville Post's Change of Command ceremony July 10.



VIKTORIA BOGINA



TIM GYSAN

Keep them smiling. Keep them safe.

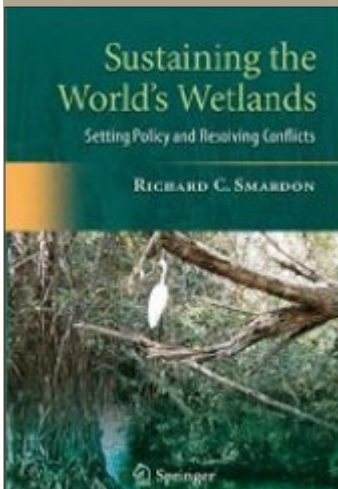


Kids wearing life jackets... a safe choice around water.



US Army Corps
of Engineers

<http://watersafety.usace.army.mil/>
WS-61



BOOKNOOK

SUSTAINING THE WORLD'S WETLANDS: SETTING POLICY AND RESOLVING CONFLICTS
BY RICHARD C. SMARDON. © 2009.

This text contains detailed case studies of wetland management worldwide. Examinations of international wetland policy in Europe, Africa, Asia, and North America generate a discussion of the differences between wetland management issues in developed and developing countries, and culminate in suggested strategies for the future of wetland management. Key themes addressed in the case studies include the tradeoffs between sustainable use of wetlands for food, fuel and fiber versus the protection of ecosystem diversity and stability, and the respective roles of international non-government officials, national and regional government, and local community-based organizations when faced with wetland management issues. With its global scope and its emphasis on policy and management analysis, *Sustaining the World's Wetlands* is a unique and valuable tool both for students and for practitioners. About the Author: Richard C. Smardon is professor of Environmental Studies at the State University of New York College of Environmental Science and Forestry in Syracuse, N.Y. He has held titles there as chair of the faculty and director of the graduate program, and is also the former director of the Randolph G. Pack Environmental Institute. ♦