REVIEW PLAN

Dade County – Florida
Beach Erosion Control and Hurricane Protection (BEC&HP) Project
Limited Reevaluation Report

Jacksonville District

MSC Approval Date: 2/28/13
Last Revision Date: none

US Army Corps
of Engineers ®

REVIEW PLAN

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1. PURPOSE AND REQUIREMENTS

a. Purpose. This Review Plan defines the scope and level of peer review for the Dade County – Florida Beach Erosion Control and Hurricane Protection (BEC&HP) Project, Limited Reevaluation Report (LRR).

b. References

(1) Engineering Circular (EC) 1165-2-209, Civil Works Review Policy, 31 Jan 2010
(2) EC 1105-2-412, Assuring Quality of Planning Models, 31 Mar 2011
(3) Engineering Regulation (ER) 1110-1-12, Quality Management, 21 Jul 2006
(4) ER 1105-2-100, Planning Guidance Notebook, Appendix H, Policy Compliance Review and Approval of Decision Documents, Amendment #1, 20 Nov 2007
(5) Jacksonville District and South Atlantic Division Quality Management Plans
(6) Memo, CECW-SAD, Subject: Martin County, FL, draft Limited Reevaluation Report (LRR): Request for exclusion from Type I Independent External Peer Review (IEPR), 15 Feb 2011

c. Requirements. This review plan was developed in accordance with EC 1165-2-209, which establishes an accountable, comprehensive, life-cycle review strategy for Civil Works products by providing a seamless process for review of all Civil Works projects from initial planning through design, construction, and operation, maintenance, repair, replacement and rehabilitation (OMRR&R). The EC outlines four general levels of review: District Quality Control/Quality Assurance (DQC), Agency Technical Review (ATR), Independent External Peer Review (IEPR), and Policy and Legal Compliance Review. In addition to these levels of review, decision documents are subject to cost engineering review and certification (per EC 1165-2-209) and planning model certification/approval (per EC 1105-2-412).

2. REVIEW MANAGEMENT ORGANIZATION (RMO) COORDINATION

The RMO is responsible for managing the overall peer review effort described in this Review Plan. The RMO for decision documents is typically either a Planning Center of Expertise (PCX) or the Risk Management Center (RMC), depending on the primary purpose of the decision document. The RMO for the peer review effort described in this Review Plan is the Coastal Storm Damage Reduction National Planning Center of Expertise (PCX-CSDR).

The RMO will coordinate with the Cost Engineering Directory of Expertise (DX) to ensure the appropriate expertise is included on the review teams to assess the adequacy of cost estimates, construction schedules and contingencies

3. STUDY INFORMATION

a. Decision Document.

The decision document is the Dade County – Florida Beach Erosion Control and Hurricane Protection (BEC&HP) Project, Limited Reevaluation Report (LRR). The LRR purpose is to verify the economics of the remaining periodic nourishments for the BEC&HP project with the use of a new offshore borrow area. The document is to be approved at the MSC (Division) level, and Congressional Authorization is not required. A separate Environmental Assessment (EA) for the new borrow area is the NEPA document being prepared along with the decision document to confirm that the project remains

environmentally acceptable. The EA will be approved at the Division level. The FONSI (Finding Of No Significant Impact) will be signed at the District level following Division approval.

b. Study/Project Description.

The non-Federal sponsor for the project is Miami-Dade County. The original Beach Erosion Control and Hurricane Protection Report for Miami-Dade County, Florida was authorized by the Rivers and Harbors Act of July 3, 1930. A restudy, to include all of Miami-Dade County north of Government Cut, was approved by the Chief of Engineers on January 13, 1961. As a result, the Beach Erosion Control and Hurricane Protection (BEC&HP) Project for Dade County, Florida was authorized by the Flood Control Act of 1968. In addition, Section 69 of the 1974 Water Resources Development Act (Public Law 93-251) included the authorization for initial construction by non-Federal interests of the 0.85-mile segment along Bal Harbour Village, immediately south of Bakers Haulover Inlet. The authorized project, as described in House Document 335/90/2, provided for the construction of a protective and recreational beach and a protective dune for 9.3 miles of shoreline between Government Cut and Bakers Haulover Inlet (encompassing Miami Beach, Surfside, and Bal Harbour) and for the construction of a protective and recreational beach along 1.4 miles of shoreline at Haulover Beach Park (**Figure 1**).

The project length was extended with authorization of the Beach Erosion Control and Hurricane Protection Project for Dade County, Florida, North of Haulover Beach Park by the Supplemental Appropriations Act of 1985 and the Water Resources Development Act (Public Law 99-662) of 1986. However, only the authority of the Supplemental Appropriations Act of 1985 has been implemented through the execution of a local cost sharing agreement. This authorization provides for modification of the authorized 1968 Beach Erosion Control and Hurricane Protection Project for Dade County, Florida, to provide for the following:

a) The construction of a protective beach along a reach of shore extending 2.4 miles through Sunny Isles, and for periodic nourishment of this area.
b) The extension of the period of Federal participation in the cost of nourishing the existing Dade County Beach Erosion Control and Hurricane Protection Project from 10 years to the life of the project.

Work on the project (as originally authorized) was begun in 1975 and completed in January 1982 at a total contract cost of about $48 million. Due to the length of shoreline involved, the project was constructed in several phases, with each phase being administered under a separate contract. The 2.4 mile length of Sunny Isles was added to the project in 1985 under a separate authorization. Construction of Sunny Isles took place between 1987 and 1988. In addition, other project related construction has occurred such as modifications to the adjacent navigation jetties at Bakers Haulover Inlet and Government Cut, construction of a series of detached breakwaters at Sunny Isles and shore connected breakwaters at Miami Beach. Thirteen years of Federal participation remain in the majority of the project (10.7 miles), and twenty-five years remain in the Sunny Isles segment (2.4 miles).

With the upcoming construction of two scheduled, small volume, renourishments in 2012 and 2013, Miami-Dade County's offshore borrow areas will be depleted. Sand sources used to nourish the project have typically been located from one to nine miles from the project site. These sources are located within the boundary shown in **Figure 1**. Upland sand quarries, sand dredged for navigation purposes, and sand backpassed from accretional beaches have also supplied a limited amount of material. Alternative sand sources have been investigated for the past ten years, including upland, nondomestic, sources offshore of other counties, and deepwater sources. The most viable sand source is located offshore of St. Lucie County, approximately 110 miles to the north of the project area (**Figure 1**).

The purpose of the proposed LRR is to evaluate potential sand sources for future renourishments throughout the remaining period of Federal participation and to confirm economic justification and environmental acceptability.

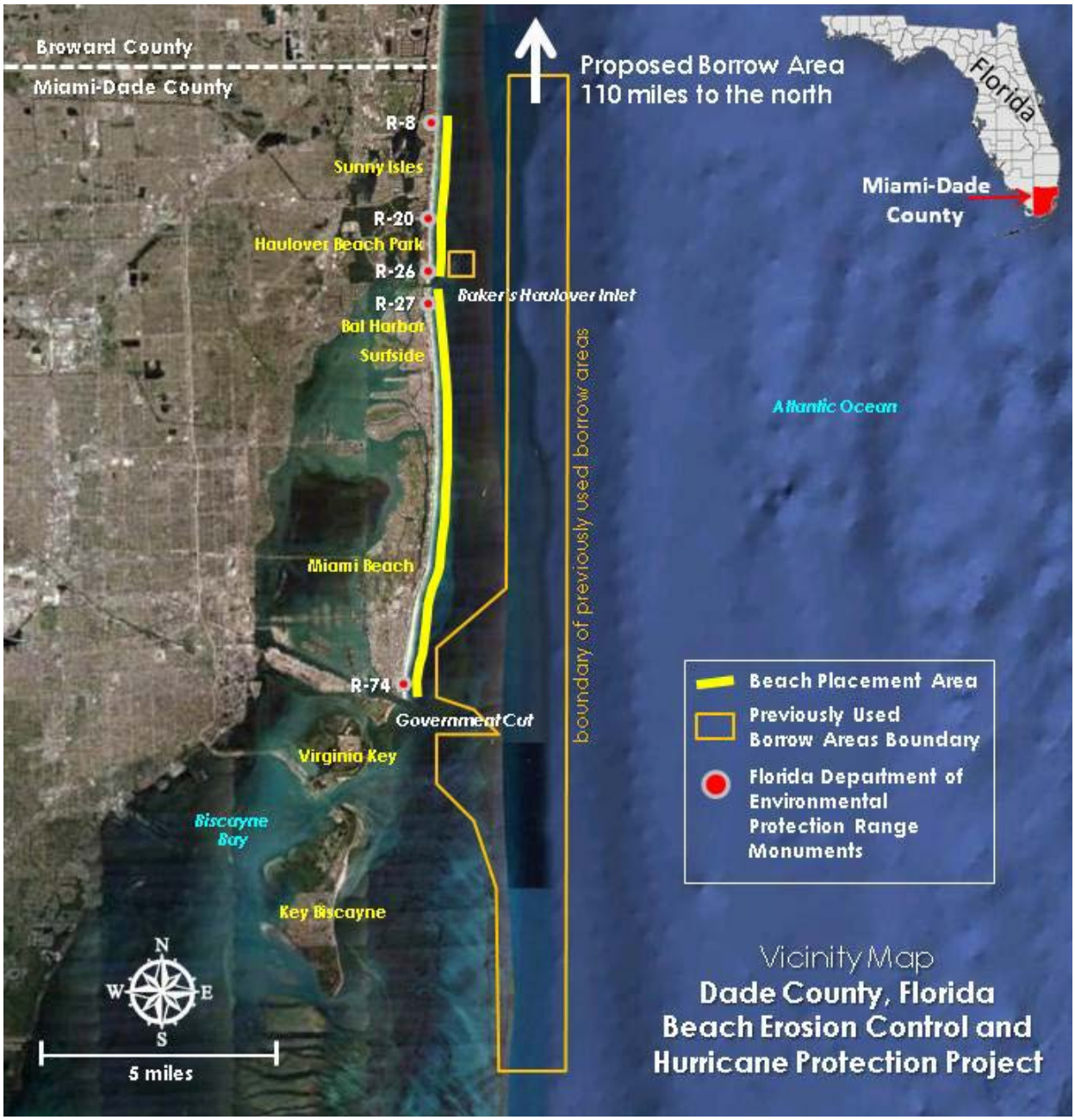

Figure 1: Dade County, Florida – Beach Erosion Control and Hurricane Protection Project vicinity

c. Factors Affecting the Scope and Level of Review.

This section discusses the factors affecting the risk informed decisions on the appropriate scope and level of review. The discussion is intended to be detailed enough to assess the level and focus of review and support the PDT, PCX, and vertical team decisions on the appropriate level of review and

types of expertise represented on the various review teams. Factors affecting the risk informed decisions on the appropriate scope and level of review include the following:

- *If parts of the study will likely be challenging (with some discussion as to why or why not and, if so, in what ways – consider technical, institutional, and social challenges, etc.);*
- This project has been successfully constructed, has undergone multiple renourishments, and has provided significant hurricane and storm damage reduction benefits to Miami-Dade County and the Nation. Construction of the project remains the same as the authorized project with the exception of the proposed use of a new borrow area (to be evaluated in the LRR) due to depletion of borrow sources offshore of Maimi-Dade County. The purpose of the LRR is to demonstrate that the project remains justified using the new borrow area for remaining periodic nourishment. Social challenges are expected due to the proposed use of sand sources offshore of another county. Past investigations of sand sources offshore, in state and federal waters, of other counties for the project resulted in significant social opposition. Since that time sand "sharing" across perceived county lines has become more common and fewer challenges are expected with the State of Florida's significant backing of this current effort.

- *A preliminary assessment of where the project risks are likely to occur and what the magnitude of those risks might be (e.g., what are the uncertainties and how might they affect the success of the project);*
- The only proposed project change is a new borrow area. Sand dredged from the borrow area would be required to be compatible with sand native to the project area in order to receive a state permit for renourishment. There is risk associated with costs associated with dredging and transportation of sand from the proposed borrow area due to its distance from the project area which is approximately 110 miles. Fuel prices and other variables that fluctuate with transportation distance have the potential to affect costs. There are no changes to the construction template for the beach placement that would add risk to project performance.

- *If the project will likely be justified by life safety or if the project likely involves significant threat to human life/safety assurance (with some discussion as to why or why not and, if so, in what ways – consider at minimum the safety assurance factors described in EC 1165-2-209 including, but not necessarily limited to, the consequences of non-performance on project economics, the environmental and social well-being [public safety and social justice]; residual risk; uncertainty due to climate variability, etc.) – the discussion of life safety should include the assessment of the home District Chief of Engineering on whether there is a significant threat to human life associated with the project (per EC 1165-2-209 Frequently Ask Question 3.j.);*
- The project will not be justified by life safety. The project modification proposed in the LRR, to use a new borrow area would not add significant threat to human life/safety assurance. Uncertainty due to factors such as climate change variability is limited due to the limited remaining period of Federal participation in the project (13 years for the majority of the project and 25 years for Sunny Isles.)

- *If there is a request by the Governor of an affected state for a peer review by independent experts;*
  The Governor of Florida has not requested a peer review by independent experts.

- *If the project/study is likely to involve significant public dispute as to the size, nature, or effects of the project (with some discussion as to why or why not and, if so, in what ways);*
- There is a possibility of public dispute to the transport of sand to Miami-Dade County beaches from offshore of other counties. However, steps are being taken to properly coordinate the plan with all stakeholders. The State of Florida is taking a significant role in coordinating a state-led approach to Regional Sediment Management. The project has been implemented successfully in the past and the changes in scope to be documented will not change the size, nature or effect of the project.

- *If the project/study is likely to involve significant public dispute as to the economic or environmental cost or benefit of the project (with some discussion as to why or why not and, if so, in what ways);*
- The project is not likely to involve significant dispute as to the economic or environmental cost or benefit. The project provides significant national and regional economic development benefits which are well documented. A preliminary field visit, review of aerial photographs, past reports, and parcel information indicate that the damage element inventory has significantly increased, thereby increasing damageable infrastructure. Project benefits are expected to significantly increase due to protection of this increased infrastructure. The project costs will likely increase due to the use of a new borrow area.

- *If the information in the decision document or anticipated project design is likely to be based on novel methods, involve the use of innovative materials or techniques, present complex challenges for interpretation, contain precedent-setting methods or models, or present conclusions that are likely to change prevailing practices (with some discussion as to why or why not and, if so, in what ways); and*
- The information in the decision document or project design is not likely to be based on novel methods, involve the use of innovative materials or techniques, present complex challenges for interpretation, contain precedent-setting methods or models, or present conclusions that are likely to change prevailing practices. The project will use the same design and construction techniques that have been used in the past on this project and similar projects throughout the region.

- *If the project design is anticipated to require redundancy, resiliency, and/or robustness, unique construction sequencing, or a reduced or overlapping design construction schedule (with some discussion as to why or why not and, if so, in what ways).*
- The proposed project design does not require any additional redundancy, resilience, or robustness. Beach fill projects for HSDR purposes such as this one are redundant in that periodic renourishments are included as part of the project plan when the beach requires sand to increase reliability. The project is resilient in that the beach naturally recovers to some extent after storms, and emergency nourishment may be implemented to restore projects should a natural disaster adversely impact the project. HSDR projects such as this one are robust by adding sand to the natural system and reducing damages in a way that allows the naturally dynamic beach to adjust to the ever-changing coastal environment. The construction sequencing for this project is unique only in that there may be certain time periods when construction cannot take place during environmental windows when turtles or birds use the beach for nesting.

- **In-Kind Contributions.** *Products and analyses provided by non-Federal sponsors as in-kind services are subject to DQC, ATR, and IEPR.*
  There are no anticipated in-kind contributions to be provided by the sponsor for the preparation of the subject LRR.

4. DISTRICT QUALITY CONTROL (DQC)

All decision documents (including supporting data, analyses, environmental compliance documents, etc.) shall undergo DQC. DQC is an internal review process of basic science and engineering work products focused on fulfilling the project quality requirements defined in the Project Management Plan (PMP). The home district shall manage DQC. Documentation of DQC activities is required and should be in accordance with the Quality Manual of the District and the home MSC.

a. Documentation of DQC.

District Quality Control will be conducted at the district level where each of the DQC team members will review the documents for accuracy of content related to their field. DQC will be conducted on the draft and final documents prior to submittal to ATR. The DQC team will be composed of persons independent of the PDT compiling the LRR and shall consist of at a minimum of engineering, plan formulation, environmental, economics and legal disciplines. A certification sheet will be provided to the ATR team to reflect that the district is satisfied with the quality of the document. The certification shall include a statement from each reviewer confirming they have reviewed the document, provided comments and comments were satisfactorily resolved, and shall be signed by each reviewer.

b. Products to Undergo DQC.

The draft and final versions of the subject LRR and associated EA will undergo DQC.

5. AGENCY TECHNICAL REVIEW (ATR)

ATR is mandatory for all decision documents (including supporting data, analyses, environmental compliance documents, etc.). The objective of ATR is to ensure consistency with established criteria, guidance, procedures, and policy. The ATR will assess whether the analyses presented are technically correct and comply with published USACE guidance, and that the document explains the analyses and results in a reasonably clear manner for the public and decision makers. ATR is managed within USACE by the designated RMO and is conducted by a qualified team from outside the home district that is not involved in the day-to-day production of the project/product. ATR teams will be comprised of senior USACE personnel and may be supplemented by outside experts as appropriate. The ATR team lead will be from outside the home MSC.

a. Products to Undergo ATR.

The Draft LRR will undergo ATR. The Final LRR will undergo an ATR consisting of backchecks to previous comments received to ensure appropriate revisions have been made to the report. The cost estimate associated with the LRR will undergo ATR through the Cost DX. The draft EA for the new borrow area will also go to ATR with the LRR.

b. Required ATR Team Expertise.

The ATR team will be made up of personnel determined by the PCX-CSDR. The expertise represented on the ATR team should reflect the significant expertise involved in the work effort and

will generally mirror the expertise on the PDT. Based on the factors affecting the scope and level of review outlined in Section 3 it is suggested that the review team include the disciplines listed in the below table.

ATR Team Members/Disciplines	Expertise Required
Plan Formulator / ATR Lead	The ATR lead should be a senior professional with extensive experience in preparing Civil Works decision documents and conducting ATR. The lead should also have the necessary skills and experience to lead a virtual team through the ATR process. The ATR lead will also serve as the plan formulation reviewer. They should be a senior water resources planner with experience in HSDR projects and associated planning reports and documents.
Economics	The economics reviewer will be an expert in the field of economics and have a thorough understanding of HSDR projects with periodic renourishment, BCR updates, and 902 limit. analyses.
Environmental Resources	The environmental reviewer will be an expert in the field of environmental resources and have a thorough understanding of NEPA, coastal ecosystems, and HSDR projects.
Coastal Engineering	The coastal engineering reviewer will be an expert in the field of coastal engineering and have a thorough understanding of HSDR projects, beach nourishment, and offshore borrow areas.
Cost Engineering	The cost engineering reviewer will be an expert in the field of cost engineering and have a thorough understanding of HSDR projects and dredging costs estimates. The cost engineer should be Walla Wall Cost DX approved cost reviewer as the cost estimate for this document is anticipated to need CSRA and Cost DX review and Certification.

c. Documentation of ATR. DrChecks review software will be used to document all ATR comments, responses and associated resolutions accomplished throughout the review process. Comments should be limited to those that are required to ensure adequacy of the product. The four key parts of a quality review comment will normally include:

(1) The review concern – identify the product's information deficiency or incorrect application of policy, guidance, or procedures;
(2) The basis for the concern – cite the appropriate law, policy, guidance, or procedure that has not be properly followed;
(3) The significance of the concern – indicate the importance of the concern with regard to its potential impact on the plan selection, recommended plan components, efficiency (cost), effectiveness (function/outputs), implementation responsibilities, safety, Federal interest, or public acceptability; and
(4) The probable specific action needed to resolve the concern – identify the action(s) that the reporting officers must take to resolve the concern.

In some situations, especially addressing incomplete or unclear information, comments may seek clarification in order to then assess whether further specific concerns may exist.

The ATR documentation in DrChecks will include the text of each ATR concern, the PDT response, a brief summary of the pertinent points in any discussion, including any vertical team coordination (the vertical team includes the district, RMO, MSC, and HQUSACE), and the agreed upon resolution. If an ATR concern cannot be satisfactorily resolved between the ATR team and the PDT, it will be elevated to the vertical team for further resolution in accordance with the policy issue resolution process described in either ER 1110-1-12 or ER 1105-2-100, Appendix H, as appropriate. Unresolved concerns can be closed in DrChecks with a notation that the concern has been elevated to the vertical team for resolution.

At the conclusion of each ATR effort, the ATR team will prepare a Review Report summarizing the review. Review Reports will be considered an integral part of the ATR documentation and shall:

- Identify the document(s) reviewed and the purpose of the review;
- Disclose the names of the reviewers, their organizational affiliations, and include a short paragraph on both the credentials and relevant experiences of each reviewer;
- Include the charge to the reviewers;
- Describe the nature of their review and their findings and conclusions;
- Identify and summarize each unresolved issue (if any); and
- Include a verbatim copy of each reviewer's comments (either with or without specific attributions), or represent the views of the group as a whole, including any disparate and dissenting views.

ATR may be certified when all ATR concerns are either resolved or referred to the vertical team for resolution and the ATR documentation is complete. The ATR Lead will prepare a Statement of Technical Review certifying that the issues raised by the ATR team have been resolved (or elevated to the vertical team). A Statement of Technical Review should be completed, based on work reviewed to date, for the AFB, draft report, and final report. A sample Statement of Technical Review is included in Attachment 2.

6. INDEPENDENT EXTERNAL PEER REVIEW (IEPR)

IEPR may be required for decision documents under certain circumstances. IEPR is the most independent level of review, and is applied in cases that meet certain criteria where the risk and magnitude of the proposed project are such that a critical examination by a qualified team outside of USACE is warranted. A risk-informed decision, as described in EC 1165-2-209, is made as to whether IEPR is appropriate. IEPR panels will consist of independent, recognized experts from outside of the USACE in the appropriate disciplines, representing a balance of areas of expertise suitable for the review being conducted. There are two types of IEPR:

- Type I IEPR. Type I IEPR reviews are managed outside the USACE and are conducted on project studies. Type I IEPR panels assess the adequacy and acceptability of the economic and environmental assumptions and projections, project evaluation data, economic analysis, environmental analyses, engineering analyses, formulation of alternative plans, methods for integrating risk and uncertainty, models used in the evaluation of environmental impacts of proposed projects, and biological opinions of the project study. Type I IEPR will cover the entire decision document or action and will address all underlying engineering, economics, and environmental work, not just one aspect of the study. For decision documents where a Type II

IEPR (Safety Assurance Review) is anticipated during project implementation, safety assurance shall also be addressed during the Type I IEPR per EC 1165-2-209.

- Type II IEPR. Type II IEPR, or Safety Assurance Review (SAR), are managed outside the USACE and are conducted on design and construction activities for hurricane, storm, and flood risk management projects or other projects where existing and potential hazards pose a significant threat to human life. Type II IEPR panels will conduct reviews of the design and construction activities prior to initiation of physical construction and, until construction activities are completed, periodically thereafter on a regular schedule. The reviews shall consider the adequacy, appropriateness, and acceptability of the design and construction activities in assuring public health safety and welfare.

a. Decision on IEPR.

The Jacksonville District concludes that the changes to the authorized project recommended by the Dade County – Florida Beach Erosion Control and Hurricane Protection (BEC&HP) Project, LRR are so limited in scope and impact that the project would not significantly benefit from an independent external peer review. Since the Jacksonville District is verifying the continued economic justification and environmental acceptability for the remaining periodic nourishments in light of a new offshore borrow area, consideration of the requirement for IEPR is premature. If verification of the project economics or NEPA update ultimately result in the need to reformulate the project such that modification of the authority is required, a risk-informed decision regarding the conduct of IEPR or possibility of an exclusion from IEPR will be evaluated. The Jacksonville District conclusion is the same as the conclusion that Headquarters reached for an analoguous project in Martin County (see reference 6) . Therefore, Type I IEPR is not proposed for this project. On a risk-informed basis, Type II IEPR is not currently contemplated. However, the decision as to whether or not to perform Type II IEPR will be revisited in a follow-on implementation phase review plan.

b. Products to Undergo Type I IEPR. Not-Applicable

c. Required Type I IEPR Panel Expertise. Not-Applicable

d. Documentation of Type I IEPR. Not-Applicable

7. POLICY AND LEGAL COMPLIANCE REVIEW

All decision documents will be reviewed throughout the study process for their compliance with law and policy. Guidance for policy and legal compliance reviews is addressed in Appendix H, ER 1105-2-100. These reviews culminate in determinations that the recommendations in the reports and the supporting analyses and coordination comply with law and policy, and warrant approval or further recommendation to higher authority by the home MSC Commander. DQC and ATR augment and complement the policy review processes by addressing compliance with pertinent published Army policies, particularly policies on analytical methods and the presentation of findings in decision documents.

8. COST ENGINEERING DIRECTORY OF EXPERTISE (DX) REVIEW AND CERTIFICATION

All decision documents shall be coordinated with the Cost Engineering DX, located in the Walla Walla

District. The DX will assist in determining the expertise needed on the ATR team and Type I IEPR team (if required) and in the development of the review charge(s). The DX will also provide the Cost Engineering DX certification. The RMO is responsible for coordination with the Cost Engineering DX.

9. MODEL CERTIFICATION AND APPROVAL

EC 1105-2-412 mandates the use of certified or approved models for all planning activities to ensure the models are technically and theoretically sound, compliant with USACE policy, computationally accurate, and based on reasonable assumptions. Planning models, for the purposes of the EC, are defined as any models and analytical tools that planners use to define water resources management problems and opportunities, to formulate potential alternatives to address the problems and take advantage of the opportunities, to evaluate potential effects of alternatives and to support decision making. The use of a certified/approved planning model does not constitute technical review of the planning product. The selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

EC 1105-2-412 does not cover engineering models used in planning. The responsible use of well-known and proven USACE developed and commercial engineering software will continue and the professional practice of documenting the application of the software and modeling results will be followed. As part of the USACE Scientific and Engineering Technology (SET) Initiative, many engineering models have been identified as preferred or acceptable for use on Corps studies and these models should be used whenever appropriate. The selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

a. Planning Models.

There are no planning models anticipated to be used for the development of the subject decision document. There are no significant changes to the authorized plan. Currently Beach-fx is the only certified model for determining damages and benefits for HSDR projects. However, for this LRR there are no significant changes to the project design or function. The benefits used for the last authorizing document will be used along with a new cost estimate to determine the remaining benefit to remaining cost ratio over the remaining period of Federal participation in the authorized project. Due to the fact that the majority of the project has only 13 years remaining in its period of Federal participation, the time and costs associated with running Beach-fx would far outweigh any possible added quality to the decision document that would result from using the model.

b. Engineering Models.

There are no engineering models anticipated to be used in the development of the decision document.

10. REVIEW SCHEDULES AND COSTS

a. ATR Schedule and Cost.

ATR will take place after Jacksonville District has completed the Draft and Final LRR and Draft and Final EA, and the documents have undergone DQC. ATR of the draft documents is scheduled to begin in April 2013, and ATR of the final documents is scheduled for September 2013. The ATR of the draft document, including cost certification, will cost approximately $30,000 and take approximately 6 weeks (2 weeks for the ATR team to provide comments, 2 weeks for the PDT to coordinate and provide responses, and 2 weeks for back check and close-out of the ATR). The ATR

of the final document will be a shorter review since it will be a backcheck to ensure that resolution of previous coments has been reflected in the document. The ATR of the final document will cost approximately $10,000 and take approximately 2 weeks.

b. Type I IEPR Schedule and Cost. Not-Applicable

c. Model Certification/Approval Schedule and Cost.
Not-Applicable. No models are anticipated to need certification or approval for the development of this decision document.

d. Forecast Schedule.

Dade County BEC&HP Project LRR Schedule			
Task Descriptions	**Duration (Calendar Days)**	**Start**	**End**
Complete Review Plan		December 1, 2011	February 8, 2012
Review Plan to SAD/PCX for Review and Approval	2	February 8, 2012	February 10, 2012
Review Plan Approved	25	February 10, 2012	March 6, 2012
Southeast FL RSM analysis (state-led joint effort)	378	December 15, 2011	December 27, 2012
Draft LRR & EA Preparation (relies on RSM analysis)	483	December 1, 2011	March 28, 2013
Geotech appendix (begin 1/2-way through RSM analysis)	180	June 30, 2012	December 27, 2012
Coastal Engineering appendix	181	December 16, 2011	June 14, 2012
Economics appendix	181	December 16, 2011	June 14, 2012
Cost appendix (relies on geotech)	101	October 28, 2012	February 6, 2013
Environmental appendix (relies on geotech)	90	October 28, 2012	January 26, 2013
District Quality Control of Draft LRR/EA	14	March 28, 2013	April 11, 2013
Draft LRR/EA Complete	7	April 11, 2013	April 18, 2013
ATR of Draft LRR/EA & CSRA/Walla Walla Cost Certification	60	April 18, 2013	June 17, 2013
Print & Mail Draft LRR to SAD	9	June 17, 2013	June 26, 2013
Submit Draft LRR/EA to SAD	1	June 26, 2013	June 27, 2013
SAD Review Draft LRR/EA	60	June 27, 2013	August 26, 2013
Respond to Coments from SAD	32	August 26, 2013	September 27, 2013
Final LRR/EA Complete (includes DQC)	14	September 27, 2013	October 11, 2013
ATR of Final LRR/EA	11	October 11, 2013	October 22, 2013
Respond to Coments from Final ATR	4	October 22, 2013	October 26, 2013
Revise and Print Final LRR/EA with FONSI	4	October 26, 2013	October 30, 2013
Route for Signatures & Submit Final LRR/EA with FONSI to SAD	11	October 30, 2013	November 10, 2013
Final LRR Report Approval at SAD incorporating signed FONSI	50	October 30, 2013	December 19, 2013
EA Schedule:			
Initial draft EA preparation (significant portion of EA will rely on finalization of the RSM analysis)	60+	July 1, 2012	August 29, 2012
Draft EA: in-depth prep. (begin 4 months prior to end of RSM analysis, end 2 months after NEPA scoping)	125+	August 29, 2012	March 28, 2013
NEPA scoping letter sent (can not begin prior to end of RSM analysis)	1	December 28, 2012	December 28, 2012
NEPA scoping (can not begin prior to end of RSM analysis)	30	December 28, 2012	January 27, 2013
District Quality Control of Draft LRR/EA	14	March 28, 2013	April 11, 2013
ATR of Draft LRR/EA	60	April 18, 2013	June 17, 2013
Public Review of EA*	60	August 26, 2013	October 25, 2013
Incorporation of public comments	28	October 25, 2013	November 22, 2013
Signature Routing	24	November 22, 2013	December 16, 2013
FONSI Signed	0	December 16, 2013	December 16, 2013

* public review of draft EA will occur after SAD review of EA and approval to release to the public

11. PUBLIC PARTICIPATION

The NEPA scoping period is scheduled for 30 November 2012 through 13 January 2013. There are not anticipated to be any significant changes to the scope of the authorized project which has been successfully implemented since 1975 that would warrant public input. However, public interest in the proposed borrow source offshore of St. Lucie County is anticipated. A state led sand study is on the critical path for the LRR/EA schedule. A previous study, Southeast Atlantic Regional Sediment Management Plan for Florida (USACE 2009), has indicated that the southeast Florida region has adequate beach compatible offshore sand sources to meet its beach nourishment needs over a 50 year period. The state led will refine the the 2009 analysis and present findings to stakeholders. Once the findings have been coordinated, NEPA scoping will begin. The EA for the new proposed borrow area will be made available to the public in accordance with NEPA and the Coastal Zone Management program. The public review and comment period for the Draft EA will occur after ATR and SAD review.

12. REVIEW PLAN APPROVAL AND UPDATES

The South Atlantic Division Commander is responsible for approving this Review Plan. The Commander's approval reflects vertical team input (involving district, MSC, RMO, and HQUSACE members) as to the appropriate scope and level of review for the decision document. Like the PMP, the Review Plan is a living document and may change as the study progresses. The home district is responsible for keeping the Review Plan up-to-date. Significant changes to the Review Plan (such as changes to the scope and/or level of review) should be re-approved by the MSC Commander following the process used for initially approving the plan. The latest version of the Review Plan, along with the Commander's approval memorandum, should be posted on the home district's webpage. The latest Review Plan should also be provided to the RMO and home MSC.

13. REVIEW PLAN POINTS OF CONTACT

Public questions and/or comments on this review plan can be directed to the following points of contact:

Jacksonville District Project Manager (904) 232-1381
Jacksonville District Planning Technical Lead (904)232-2043
Jacksonville District Review Coordinator (904)232-2698
RMO, CSDR-PCX POC (347)370-4571
South Atlantic Division POC (404)562-5228

ATTACHMENT 1: TEAM ROSTERS Intentionally Removed

ATTACHMENT 2: SAMPLE STATEMENT OF TECHNICAL REVIEW FOR DECISION DOCUMENTS

COMPLETION OF AGENCY TECHNICAL REVIEW

The Agency Technical Review (ATR) has been completed for the *<type of product>* for *<project name and location>*. The ATR was conducted as defined in the project's Review Plan to comply with the requirements of EC 1165-2-209. During the ATR, compliance with established policy principles and procedures, utilizing justified and valid assumptions, was verified. This included review of: assumptions, methods, procedures, and material used in analyses, alternatives evaluated, the appropriateness of data used and level obtained, and reasonableness of the results, including whether the product meets the customer's needs consistent with law and existing US Army Corps of Engineers policy. The ATR also assessed the District Quality Control (DQC) documentation and made the determination that the DQC activities employed appear to be appropriate and effective. All comments resulting from the ATR have been resolved and the comments have been closed in DrChecks[sm].

SIGNATURE _____ Date _____
Name
ATR Team Leader
Office Symbol/Company

SIGNATURE _____ Date _____
Name
Project Manager
Office Symbol

SIGNATURE _____ Date _____
Name
Architect Engineer Project Manager[1]
Company, location

SIGNATURE _____ Date _____
Name
Review Management Office Representative
Office Symbol

CERTIFICATION OF AGENCY TECHNICAL REVIEW

Significant concerns and the explanation of the resolution are as follows: *Describe the major technical concerns and their resolution.*

As noted above, all concerns resulting from the ATR of the project have been fully resolved.

SIGNATURE _____ Date _____
Name
Chief, Engineering Division
Office Symbol

SIGNATURE _____ Date _____
Name
Chief, Planning Division
Office Symbol

[1] Only needed if some portion of the ATR was contracted

ATTACHMENT 3: REVIEW PLAN REVISIONS

Revision Date	Description of Change	Page / Paragraph Number

ATTACHMENT 4: ACRONYMS AND ABBREVIATIONS

Term	Definition	Term	Definition
AFB	Alternative Formulation Briefing	NED	National Economic Development
ASA(CW)	Assistant Secretary of the Army for Civil Works	NER	National Ecosystem Restoration
ATR	Agency Technical Review	NEPA	National Environmental Policy Act
CSDR	Coastal Storm Damage Reduction	O&M	Operation and maintenance
DPR	Detailed Project Report	OMB	Office of Management and Budget
DQC	District Quality Control/Quality Assurance	OMRR&R	Operation, Maintenance, Repair, Replacement and Rehabilitation
DX	Directory of Expertise	OEO	Outside Eligible Organization
EA	Environmental Assessment	OSE	Other Social Effects
EC	Engineer Circular	PCX	Planning Center of Expertise
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EO	Executive Order	PAC	Post Authorization Change
ER	Ecosystem Restoration	PMP	Project Management Plan
FDR	Flood Damage Reduction	PL	Public Law
FEMA	Federal Emergency Management Agency	QMP	Quality Management Plan
FRM	Flood Risk Management	QA	Quality Assurance
FSM	Feasibility Scoping Meeting	QC	Quality Control
GRR	General Reevaluation Report	RED	Regional Economic Development
Home District/MSC	The District or MSC responsible for the preparation of the decision document	RMC	Risk Management Center
HQUSACE	Headquarters, U.S. Army Corps of Engineers	RMO	Review Management Organization
IEPR	Independent External Peer Review	RTS	Regional Technical Specialist
ITR	Independent Technical Review	SAR	Safety Assurance Review
LRR	Limited Reevaluation Report	USACE	U.S. Army Corps of Engineers
MSC	Major Subordinate Command	WRDA	Water Resources Development Act