

PALMETTO CASTLE



Winter 2017
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Charleston District



From the Commander

Greetings Partners and Stakeholders,

It says “winter” issue on the cover but it sure hasn’t felt like that in Charleston for most of this season. I hope you all have enjoyed this warmer than usual winter weather as much as I have. The “southern snow” or pollen is pretty much the only thing we have had to shovel off of our sidewalks and cars here in the Lowcountry.

We are about to begin renovating our headquarters building on Hagood Avenue in a few short weeks. This GSA Fit project is scheduled to be completed by December 2017 and the result will be an updated floor plan which meets our needs now and into the future. District employees will be relocated to either a swing space trailer in front of our building or to Joint Base Charleston during their department’s phase of the renovation. Please bear with us during this time if you plan to visit us, but rest assured your point of contact in the building will still be available to you just as they are before we begin this undertaking.

Although there is much uncertainty with the hiring freeze, we are making every effort to meet and exceed our customers’ expectations. Charleston has one of the smallest staffs among USACE districts but we continue to lead the region with respect to our ability to deliver many large programs with a relatively lean staff. Just last year, we had expenditures of \$350 million which ranks us 21st among all 45 USACE districts. This is a testament to the hard work and dedication of the 220 public servants who work for the Charleston District serving you each day (see page 8 for our accomplishments last year).

I would also like to take a moment to point out the progress we have made in a few areas lately. I am continually impressed

with the professional team here and all that they accomplish:

- **Charleston Harbor:** Our Post 45 deepening project was recently authorized by Congress and this led to many VIP visitors coming to town (see cover photo and page 4). Operations and maintenance dredging is currently going on in the upper and lower harbor, as well as the entrance channel, which is necessary to keep the federal channel in top shape so that ships may call on our port. It is very rare for all of this dredging to occur at once, so there is a lot of activity out in our harbor (see page 12).
- **Murrells Inlet Dredging:** A win-win for this area in our state as this is a navigation project which utilizes the least cost disposal methods and puts sand being dredged from the inlet directly onto area beaches (see page 8).
- **Jasper Ocean Terminal:** A public scoping meeting was held to receive comments from the public as we begin work on the draft Environmental Impact Statement for this proposed joint port terminal between the Georgia and South Carolina State Ports Authorities (see page 14).

This issue will also introduce our new contracting chief, Michael Dixon. I am confident he will have a lot to offer this District and I look forward to you getting to know him as he oversees the contracts we issue to you (see page 19).

I will see many of you in the upcoming months as I begin my last “rounds” before our change of command this summer. Please don’t hesitate to contact me if I can be of service to you in any way.



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Cover photo by Sara Corbett - Sen. Lindsey Graham stands with Lt. Col. Matthew Luzzatto while a container ship passes by. Graham recently met with the Corps to celebrate a "WIIN" for Post 45, which you can read more about on page 4.

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www.sac.usace.army.mil



/CharlestonCorps

A "WIIN" for

By Sara Corbett

The U.S. Army Corps of Engineers, Charleston District proudly leads the way for one of the Corps' largest navigation projects, the Charleston Harbor Post 45 Deepening Project, which will deepen the harbor to 52 feet and enable post-Panamax ships to call on the Port of Charleston 24 hours a day and increase transportation efficiency. The Post 45 Deepening Project has already hit several milestones, however the latest is a big "WIIN."

The project received authorization to proceed under the Water Infrastructure Improvements for the Nation Act. The WIIN Act was signed into law Dec. 16 by then-President Barack Obama.

"With the WIIN Act passing, we are now authorized to move forward with the final phase, the construction phase, of the project," said Lt. Col. Matthew Luzzatto, District Engineer. "Currently, we are 95 percent complete with our entrance channel design phase and plan to have a dredge in the water by December 2017 to start the construction phase."

To celebrate this historic bill passing, U.S. Senators and Congressmen along with business leaders from BMW, Volvo, Maersk and Michelin North America, to name a few, recently gathered by invitation from the South Carolina State Ports Authority. The Corps attended to give an update on how the project is moving forward.

"Today is a celebration of a collaborative effort," said Rep. Mark Sanford. "It's remarkable to think of the harbor and all that happens with it. It has been the lifeblood of the Charleston community going back to the 1600s. It's a reminder of how central the Port of Charleston is to all that happens in this community and



"The Corps of Engineers deserves probably the most recognition in government down about three times and you've never

Top Left: Sanford, Luzzatto and Maj. Gen. Ed Jackson pose with a container ship passing in the background

Bottom Left: Graham showing the WIIN bill

Center Left: The Post 45 team

Center Right: Luzzatto presenting Bottom Right: Jackson, Graham and Brig. Gen. C. David Turner listening during the round table.

Top Right: Jackson talking with Joseph Riley, former Charleston City Mayor.

Page 4



Post 45

throughout the state."

Like Sanford, the District recognizes the importance of Charleston Harbor and is committed to keeping the harbor safe and navigable, which includes deepening projects, as it has for more than 140 years. The Corps' dedication to this yearly maintenance dredging ensured approximately 1,800 container ships transported vehicles, merchandise and cargo smoothly and safely through the harbor in 2016.

"To the Corps of Engineers, you're the best of both worlds, you're the military and the civilian world coming together," said Sen. Lindsey Graham. "The Corps of Engineers deserves probably the most recognition because you got the 'yes' in spite of the Congress. We've shut the government down about three times and you've never lost sight of how important this project is."

As many business leaders and elected officials pointed out during this meeting, the Port of Charleston is an integral part of a prosperous economy for not only Charleston, but also South Carolina and the nation. The Corps' harbor deepening project will enable larger ships with more cargo to call on the port and, ultimately, strengthen the economy.

"Were it not for the Port of Charleston, Michelin would not have come to South Carolina," said Pete Selleck, chairman and president, Michelin North America. "It's just simply that important. Having those large post-Panamax vessels allows us to move our material in and out much more quickly and at lower cost. It's important that we have a port here that continues to be modern."

The Charleston District is excited about this "WIIN" and looks forward to starting the final phase of the deepening project.



ognition because you got the 'yes' in spite of the Congress. We've shut the lost sight of how important this project is."

~ Sen. Lindsey Graham



Winning the dredging lottery

By Glenn Jeffries

How often do we head to the beach and stop at a gas station on the way to buy a drink and a lottery ticket? If you are like me, probably pretty often. The folks in Georgetown County must feel like they did just that and their lottery ticket turned out to be a winner!

After the damage from Hurricane Matthew, the timing couldn't have been better for the U.S. Army Corps of Engineers, Charleston District and Georgetown County to partner and provide sand to be placed on one of the area's most popular beaches.

Very seldom does the material that is dredged from a navigation project meet the state's criteria of suitability for beach front placement. Luckily, the material from the federal channel in Murrells Inlet is 90 percent sand, which matches the state criteria and the sand is currently being placed on a portion of the beach in Garden City. Some of the sand will also be placed behind the jetties at Huntington Beach State Park where significant erosion has occurred.

Another winning factor was that this type of disposal method, placing the sand on the beach, was the "least cost" disposal method with no significant environmental impacts, which is required for the navigation project to be allowed to dispose of the material in this manner.

The area where the Corps is placing the sand in Garden City covers a two mile stretch of the beach from the southern tip to Waccamaw Drive and will raise the beach approximately nine feet. This will provide a great deal of protection from Mother Nature for the people and infrastructure behind the beach.

The project began in January and will be finished in April when the turtles and tourists come out to play. Georgetown County is paying for the \$6.3 million project, which was last dredged in 2002.

"There will be some inconveniences for a five to six month period with noise, traffic and smell," said Sel Hemingway,

*Part one of a two part series

Sand dredged from Murrells Inlet is pumped onto Garden City Beach.



Georgetown County Administrator, at a public meeting that was held before the project began. "But for all the benefits that are going to last for 10 years or so, it is definitely well worth it."

If you haven't seen sand being pumped onto a beach, you still have time to head out and see the project in action. It is a very interesting process to see the material coming out of the big pipes on the beach. Just don't forget to stop and get a lottery ticket on your way.

In case you don't get out there, you can try a "second-chance" lottery ticket because the next issue will feature a follow up story and show the work that was done.



CHARLESTON DISTRICT 2016 YEAR IN REVIEW

To view our full list of accomplishments, visit our website at [www.sac.usace.army.mil/
media/newsstories](http://www.sac.usace.army.mil/media/newsstories)

Fiscal Year 2016 was a stellar year for the Charleston District. We completed big projects and started new initiatives. Take a look at some of the highlights!



OCTOBER 2015

Responded to Hurricane Joaquin and the historic rain event by assessing dam stability, conducting beach assessments and initiating emergency permitting procedures

NOVEMBER 2015

Employees donated more than \$30,000 to charities through the Combined Federal Campaign

DECEMBER 2015

Signed the Design Agreement for the Charleston Harbor Post 45 Deepening Project with the SC Ports Authority

Contributed more than 100 toys to Toys for Tots

JANUARY

The Assistant Secretary for the Army (CW) signed the Post 45 Record of Decision, saying all requirements were met

FEBRUARY

Completed the dredging of the Breach Inlet and Jeremy Creek portions of the AIWW for the first time in six years

Bobbie the Water Safety Dog made his debut at the South Carolina Stingrays game

Participated in STEM Fest at Brittlebank Park to highlight our careers in STEM fields

MARCH

Christened the S/V Heiselman as the newest boat in our fleet in honor of former employee Gene Heiselman

Hosted 25 Wounded Warriors with SC DNR and Ashley Hall School at our St. Stephen Fish LIFT for our 2nd Annual WW Fishing Day



APRIL
Held a public hearing on
Union Pier Terminal permit application



MAY
Passed 45,000 fish during
migration season at the St.
Stephen fish lift
Held a public meeting for Navy
Base Intermodal Container
Transfer Facility draft EIS



JUNE
Partnered with New York
District to renovate the Marine
Forces Reserve Center at Floyd
Bennett Field in Brooklyn



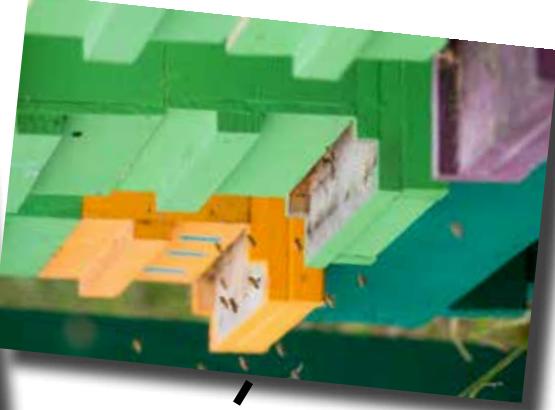
JULY
Post 45 ship simulation with
the Charleston Harbor Pilots
at Engineer Research and
Design Center in Vicksburg,
Miss.



Issued public notice for
proposed I-73 project



AUGUST
Initiated the first federal
Pollinator program in SC with
10 bee hives and 500,000 bees
at the Cooper River
Rediversion Project



Awarded USACE National
S.T.E.M. Team Award



SEPTEMBER
Issued **Draft Environmental
Assessment** for the beneficial
uses of dredged material for
Post 45



Hosted the 3rd Annual
Sweetgrass Pulling Day with
over 100 pullers and 30
students



YEAR LONG
Executed 754 contracting
actions for \$216 million
Issued 711 regulatory general
permits with 90.4% in less
than 60 days and 94 individual
permits with 26.7% in less
than 120 days



Completion

Article by Sean McBride
Photos by Sara Corbett

Four months after using their bare hands to pull grass out of the ground, 30 students from Miracle Academy had that grass back in their hands to make art.

The students participated in the Third Annual Sweetgrass Pulling Day at the U.S. Army Corps of Engineers, Charleston District's Cooper River Rediversion Project in September 2016 where they learned how to pull sweetgrass from veteran sweetgrass basket makers for the first time. This effort was part of the Charleston District's attempt to help save a dying cultural art form from extinction. After successful events the two years prior, participants said that younger generations needed to be included so they could be taught the art and were thrilled when they were able to pass the tradition down during this event.

"Our sweetgrass program isn't something we have to do, but it's an opportunity that we saw as neighbors in the community to help out," said Lt. Col. Matthew Luzzatto, Charleston District commander. "We're helping to save a dying cultural resource simply by providing access to something we already have."

On Jan. 20, the Charleston District went to Miracle Academy to complete the next phase of the sweetgrass art. Taught by Lynette Youson, chairperson for the Sweetgrass Cultural Arts Festival Association, the students learned how to weave the same sweetgrass they had pulled at the event. The students learned how to weave circles, as they are the easiest form to make and are the core pattern to the traditional sweetgrass baskets. Youson and Charleston District personnel helped students learn how to use traditional broken and sharpened spoon handles to form holes in the pull grass fronds through and around coils sweetgrass in order to make a loop.

Top center: The sweetgrass cross with the discs hanging.
Left top: A Miracle Academy student holding her harvested sweetgrass at the Annual Sweetgrass Pulling day.
Left Center: Youson helping a student weave a disc.
Left Center: Two boys weaving together.
Left Bottom: Up close of a student weaving.



ng the Circle



Within an hour, the students had worked together to create nine sweetgrass circles. The circles, while the easiest first pattern to master, also had a different meaning. The circles were to be seen as a symbol of unity in a presentation to Mother Emanuel Church.

In 2015, the Charleston District dedicated the Second Annual Sweetgrass Pulling Day to the nine victims of the Mother Emanuel church shooting tragedy that had occurred just weeks prior. There, a cross, made of sweetgrass pulled from the CRRP, was presented to members of the church as a gift and was hung in their parish hall. Youson took the nine sweetgrass circles woven by the students and connected them with smaller grass rings. On Feb. 1, the Charleston District, Youson and the students met at Mother Emanuel Church and hung the ring of sweetgrass circles around the cross. Students spent time with the Rev. Eric Manning, a pastor at Mother Emanuel, who showed true emotions and appreciation toward them.

"When they draped the circles over the cross, it reminded us all of the fact that we are all still connected," said Manning. "We're all still one and we are always to be reminded."

Hanging the sweetgrass circles around the cross at Mother Emanuel was the final chapter of this story between the Charleston District, Mother Emanuel, and the Miracle Academy students. The moment came a week after the shooter was sentenced and helped bring closure to the connection of unity felt between the three entities.



Bottom center: Two students proudly showing their disc
Bottom right: Youson, Manning and Luzzatto standing with the students and their discs.
Right Center: Manning and Luzzatto hanging the discs on the cross.
Right Center: Manning addressing the students.
Right top: The group in the Mother Emanuel sanctuary.

By: Sean McBride

You better have your eyes peeled right now if you're a boat captain in Charleston Harbor. With four dredges spread out throughout the eight square miles of inlet, there's a lot of activity to monitor.

Right now, the starfishes are aligning and four different dredges are performing three different maintenance projects at one time. Dredges are currently working in the lower and upper harbor, as well as the entrance channel.

"It's very rare to have this much dredging activity at one time in Charleston," said Wes Wilson, project manager. "Each area of the harbor has a different time frame, but they happened to all line up this year."

Wilson's right about the rarity. Normally, the lower harbor is dredged every 12 months, the upper harbor every 18 months, and the entrance channel every 24 months. That means they should only be working at the same time every six years.

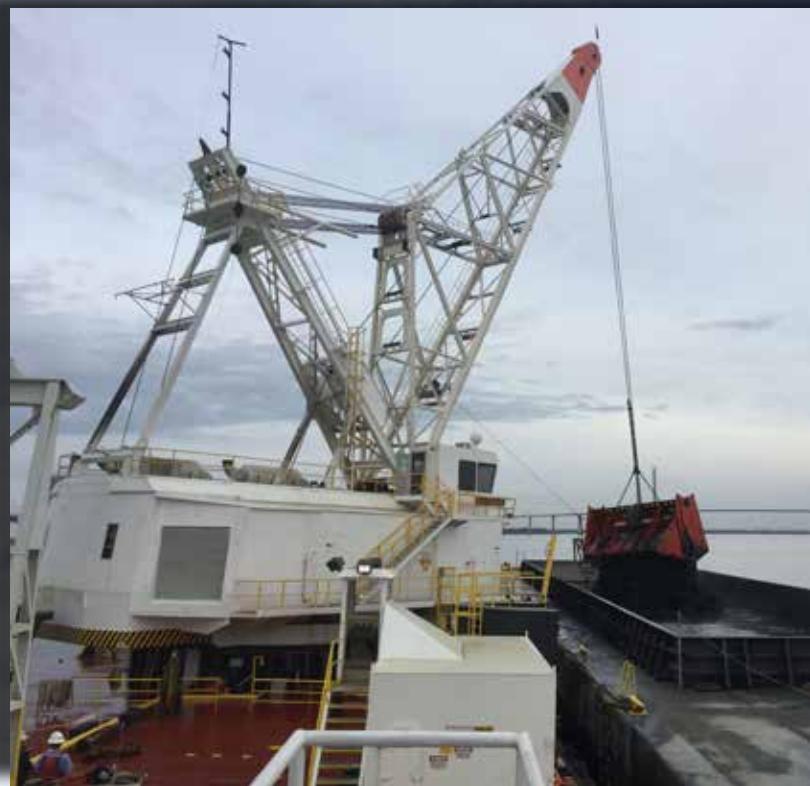
The entrance channel work this year wasn't even originally planned for this time period. The work being done by the hopper dredge Glenn Edwards started in 2016, but was halted as the timeframe crawled into turtle nesting season after the dredge got a late start due to responding to the flooding in the Mississippi in 2015.

"Sometimes our schedules have to be flexible based on availability," said Wilson. "Emergency projects take precedence over maintenance projects."

That's the case with the upper harbor dredging as well, where the two pipeline dredges Brunswick and Cherokee are working simultaneously to make up for lost time from their previous job.

Finally, the lower harbor is getting its annual maintenance done by the dredge Peter de Jong. This is the first ever project for the newly christened Peter de Jong, where it is scooping material off the harbor floor and transporting it to the Ocean Dredged Material Disposal Site off-shore to dump in the same place as the Glenn Edwards.

In all, approximately \$20 million is being spent to relocate more than 373,000 dump trucks of silt and other material from the harbor floor to other locations. When all the work is completed by the end of March, the federal channel portion of Charleston Harbor will be at its required depth, providing the opportunity for safe navigation for all ships.



Four dredges, one harbor



Left top and right:
The dredge Peter
de Jong in the
lower Charleston
Harbor.

Left center and
bottom: The
dredge Cherokee
in the upper
harbor.



Jasper Ocean Terminal Public Scoping Meeting

By Sara Corbett

The U.S. Army Corps of Engineers, Charleston District's regulatory program strives to provide fair, reasonable and timely permit decisions that balance economic development needs while protecting the environment. In an effort to maintain this balance and to be open and transparent with the public, the Corps held a public scoping meeting on the proposed Jasper Ocean Terminal on Jan. 31 at Hardeeville Elementary School.

The proposed JOT is a state-of-the-art marine container terminal on the northern bank of the Savannah River in Jasper County, S.C. that includes the development of an approximately 1,500-acre project site and associated road, rail, and navigation improvements.

"This unique project proposes dredging 12,500 linear feet of berths, an access channel, and a 2,200-foot wide turning basin," said Nat Ball, project manager. "It also includes the construction of a four lane access road to connect the terminal to U.S. Highway 17, an on-site rail yard, more than 12 miles of rail lines, and a new rail bridge across the Savannah River."

JOT Joint Venture, which is a partnership between the Georgia Ports Authority and South Carolina State Ports Authority, is proposing this project to keep both ports running effectively and efficiently in the future. The JOT Joint Venture predicts that the two ports will experience limitations and inefficiencies in the future as a result of forecasted growth for containerized cargo in the region over the next 35 years.

This new terminal is being designed to accommodate seven million TEUs of containerized cargo per year. Currently, Garden City Terminal, which is approximately eight miles up the Savannah River, handles 3.6 million TEUs per year and is ex-

pected to reach capacity in the next eight years.

"The construction and operation of the proposed port facility requires a Department of the Army permit because it would result in the placement of fill material in approximately 54 acres of wetlands and dredging 439 acres of navigable waters," said Ball.

Due to the overall size and scale of this project and the potential environmental impacts, the Corps is preparing an Environmental Impact Statement. An EIS is an in-depth method of assessing the effects of a proposed project on the environment and the adjacent community. The Corps held an open house and a public scoping meeting to present information about the JOT and to provide community members, individuals and organizations the opportunity to submit comments.

"We want to hear from the people who live near the proposed project site," said Ball. "We need to know what their concerns are so we can properly identify and evaluate potential social, economic and environmental impacts associated with the JOT while preparing the EIS."

The meeting had a great turnout, with more than 150 attendees, most saying their top concerns were roadways and the environment. The Corps will consider issues such as air, noise and light pollution, fish and wildlife, transportation infrastructure, and impacts to the Dredged Material Containment Areas that are used to maintain Savannah Harbor.

For more information on the project visit
www.jaspeoceanterminaleis.com.

A rendering of the proposed Jasper Ocean Terminal project.



Remembering Jay Torres

Dec. 8, 2016 was a sad day for the U.S. Army Corps of Engineers, Charleston District. It will be remembered as the day that the District lost one of its own, when Jesus "Jay" Torres III died shortly after arriving at work that morning. He was a hard worker that was dedicated to his family, friends and his team mates at the Charleston District and will be greatly missed.

Torres was an International Brotherhood of Electrical Workers Journeyman electrician and a certified electrician at the St. Stephen Powerhouse for six years. As an electrician, he was responsible for a wide range of duties including performing installation, maintenance and repair of all electrical equipment, as well as routinely inspecting and testing electrical equipment to ensure that the standards were met. If they were not, he was responsible for recommending, installing and maintaining the new equipment. Torres had mastered a variety of "shop" equipment, so much so he was often called upon for assistance by his teammates and he was always happy to lend a hand and smile to anyone needing help. In addition to all of this, Torres was able to complete the rigorous South Atlantic Division hydropower electrician qualification program in 2015, making him a double certified electrician.

One of Torres' bigger projects was modifying and replacing all the electrical components for the potable water system. This included gutting the system, ripping out all the old wiring and rewiring the entire system. He was also the lead electrician for the fish lift, which meant testing and maintaining all the electrical equipment so that the lift ran smoothly. The fish lift is one of the most important fish passages facilities on the east coast, passing more than 750,000 fish per year, so its continued operation was critical and Torres did an outstanding job keeping this facility running.

Torres was the union steward for the American Federation of Government Employees, an organization some of the powerhouse employees belong to. As steward, he was an employee of the organization but also a labor union official who represented and defended the interests of fellow employees. He was perfect for the job as he had an excellent relationship and rapport with both management and personnel.

"Jay had a great personality and was easy to get along with," said Ed Davis, hydropower electrician at St. Stephen. "This made him a good union steward. He was able to mitigate any issues for employees."

Prior to joining the Charleston District, Torres was an electrician for several Tennessee Valley Authority hydropower plants. He was also a veteran, having honorably served in the U.S. Army during the Gulf War.

When he wasn't working, he could be found spending time with his parents, Jesus and Viviana, his wife, Lisa, and his children, Treasure, Viviana, Sean and Eric, or cheering on the New York Yankees or New York Giants. His family was the most important thing to him and when he wasn't with them, he was talking about them.

"He always talked about his family," said Christianna Fralix, previous secretary of the St. Stephen powerhouse. "You could tell he was very proud of his children and was a wonderful dad and husband."

Torres knew no strangers and was a friend to everyone he met. Many knew him through playing online games. He had a love for pizza, "The Walking Dead" television show, free style and the music group Run DMC.

"I am certain that by now, Jay has a large supply of Chic-O Sticks, has introduced angels, old friends, family, and complete strangers to the virtues of pizza, and interceded for the Yankees and the Giants," said Joe Moran, operations chief. "Anyone with any concerns can be rest assured that, as a proud Corps electrician, Jay will keep the lights at St. Peter's Gates well-lit forever."

Torres will be remembered in the hearts and minds of everyone, especially his Corps family, who had the privilege of working with him.





Mitigating an unusual situation

Photos and article by Sara Corbett

What do the U.S. Army Corps of Engineers, a grocery store, and Clemson University have in common? Usually, nothing but, in this unusual situation, mitigation is the common factor.

In 2011, a grocery store applied for a permit with the Corps. The impacts would be filling .41 acres of wetlands and 237 linear feet of stream, which meant the store would be required to comply with the Corps' compensatory mitigation program. The goal of mitigation is for a property owner to restore, establish, enhance or preserve other aquatic resources in order to replace those impacted by the proposed project in order to achieve zero net loss of wetlands.

However, since there were no mitigation banks available in the same area at the time, the applicant had to get creative by finding their own permittee-responsible mitigation site. The applicant worked with a contractor who set-up a site on Hunnicutt Creek. This created a win-win solution because Clemson was already using Hunnicutt Creek as an outdoor classroom to teach undergraduate and graduate students about watersheds and stream restoration.

"This is a very unique mitigation site because Hunnicutt Creek is being studied for mitigation purposes as well as for educational purposes," said Brice McKoy, Regulatory Division NW Chief.

"This project helps us protect waters of the U.S. and promote STEM to students with the hopes of igniting a passion in science."

To protect waters of the U.S., the Corps uses a watershed approach when reviewing permit applications. Watersheds are areas of land where water from rain, snow, or ice can drain to a common waterway such as a creek, stream, lake, wetland, or, eventually, the ocean. Since streams and creeks feed into watersheds, stream restoration projects, such as Hunnicutt Creek, are vital to keeping watersheds healthy and functioning properly. Several small, separate projects can significantly impact water quality and aquatic resources within a watershed, so the effects of the project on the entire watershed are considered when making a permit decision.

"This project provides a tangible asset in which students can explore the physical and biological processes associated with stream restoration," said Calvin Sawyer, Ph.D., Associate Professor, Department of Agricultural Sciences. "It also introduces them to the regulatory process and what role the Corps plays in ensuring protection of the functions and values of streams, wetland systems and watersheds."

Rebeckah Hollowell is currently obtaining her master's degree at Clemson in Plant and Environmental Sciences. She has been working on the mitigation project at Hunnicutt Creek since the fall of 2014 and is using it as her thesis. Hollowell has always

been drawn to environmental permitting and mitigation, so she jumped at the chance to work on Hunnicutt Creek where she could be part of a mitigation project that was happening in the “real world.” Once she graduates, she hopes to work for the Corps or an environmental agency.

“Since working on Hunnicutt Creek and with the Corps, I am much more interested in going into this line of work,” said Hollowell. “I want to make a difference and there is so much advancement that can be achieved in this STEM field, especially on the restoration side of things.”

The mitigated portion of the restoration at the creek was completed in 2013 and included the enhancement of two acres of wetlands and the restoration of 300 linear feet of streams. The Corps has specific performance standards the applicant has to meet such as the amount of native trees planted, buffers being used and the completed work staying in place. Students at Clemson help the Corps by monitoring the creek for not only these standards, but also for chemical qualities (pH, temperature, conductivity, and dissolved oxygen), bacteria (E.coli), macroinvertebrates, native plant species and amphibians. By using the deterioration and restoration of the creek as an educational tool, Clemson is teaching and reinforcing the Corps’ main regulatory mission; conservation, restoration and stabilization of the environment.

“The partnership between Clemson and the Corps has been very productive and beneficial,” said Sawyer. “We’ve had to rely on the Corps to communicate with the permittee on several occasions to achieve an equitable solution. The Corps

has been flexible in their advice and counsel to Clemson and in how they make their permit-related decisions.”

Over the last few years, the students have seen positive results in the restored portion of the creek, one unique improvement is an increase in amphibians. Students set up coverboards and PVC pipes next to the creek and monitor those sites as a way to gauge if the restoration is successful. The amphibian increase shows that the environment is becoming more hospitable and returning to its natural state.

“Amphibians and tree frogs can be used as bioindicators,” said Brett Kelly, senior biology major. “Typically these species are sensitive to pollution, or poor water quality, so we are encouraged by their presence in the restoration area. This means that the restored area is giving the frogs all of the resources they need to survive and thrive.”

While it’s not possible to gather an exact count, the students have observed 71 green tree frogs over the course of 15 samples in the restored section and only one green tree frog in the unrestored sections that were surveyed.

The Corps will monitor the mitigation site for five years after the project is complete, but Clemson University will continue monitoring the progress and restoration of Hunnicutt Creek for years to come.

You can keep up with the restoration project here:
<http://www.clemson.edu/public/hunnicutt/index.html>

Opposite page: Left top: Hollowell and Kelly use a datasonde to test the water quality of the creek.
Left bottom: Hollowell uses a net to catch macroinvertebrates.

Right top: A green tree frog pops his head out for some sun.

Right bottom: Hollowell, Sawyer and Kristen Andrade, USACE project manager, discuss the condition of the creek.

This page: The mitigated portion of the creek.



MEET

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Describe your job: All Department of the Army permit actions must comply with the National Historic Preservation Act, so my main responsibility is to make sure that all the permit decisions we make in the Regulatory Division comply with this act and all supplementing regulations for Historic Preservation. In essence, I evaluate the potential impacts a permit action may have on historic properties. Historic properties are those cultural resources that are eligible or potentially eligible for inclusion in the National Register of Historic Places and include archaeological sites, historic structures, historic districts, sacred sites, artifacts, documents and records. Section 106 of the NHPA is a process that helps agencies define undertakings, identify historic structures, determine their eligibility to NRHP, determine the effects their undertaking may have on historic structures and address those adverse effects, if necessary. In addition, Section 106 requires federal agencies to consult with the State Historic Preservation Officer and federally-recognized tribes. I usually lead these consultations for all different kinds of permits applications.

What is the most unique thing that you bring to the District? I am new to the Corps, however, I have met other Corps archaeologists throughout my career and I have always heard how rewarding it was to work for the Corps. When this opportunity came up, I decided to go for it. Furthermore, as an archaeologist, history and historic preservation is something I enjoy and Charleston is an amazing place to gaze and just admire for its history, culture and architecture.

What is the most rewarding part of your job? Because we process so many different kinds of permit actions all over the state of SC, I get to deal with a wide variety of projects and historic properties. I am constantly reading up on different archaeological sites and historic events. This makes my job challenging in a really fun way, as I am constantly learning about new sites, events and methodologies.

Highlight a notable milestone or memory in your career. While working for the Forest Service I was able to assist in several repatriations (when Native American remains are removed from their original burial grounds and buried again). Often it may take years or decades for remains to be reburied, and even though I was just facilitating with the process it felt good to make things right again.

What goals do you hope to accomplish in your new position? I definitely want to streamline our section 106 compliance process. Regulatory is under very tight timeframes and the more efficient we become the faster we can process permits. I would also like to maintain and nourish our working relationship with the different federally-recognized Native American tribes. Often our permit decisions impact native archaeological sites and resources and it is important to maintain open channels of communication in order to understand and preserve their culture and history.

What is something that most people don't know about you? I was born and raised in Puerto Rico, therefore I am a native Spanish speaker. I moved to Boston in 2006, for graduate school, and that's where I polished my English.

OUR:

Describe your job:

I lead a team of contracting professionals that provide cradle-to-grave acquisition services in support of the Charleston District. The Contracting Division's objective is to partner with our customers to provide effective business solutions that help them accomplish their missions.

What is the most unique thing that you bring to the District?

I have a great deal of experience as a contracting officer in high-dollar acquisitions, meaning more than \$50 million. I understand the challenges associated with getting a large contract into place and I look forward to helping the Charleston District execute those types of procurements in the most efficient and expeditious way possible.

What is the most rewarding part of your job?

I really enjoy working with project managers in selecting the acquisition approach that best mitigates the risks associated with their projects. It's an exercise in understanding the customer's needs and applying the right tool that will meet their objectives. The contracting process can be convoluted and inherently difficult to navigate and I always find it to be very rewarding when I can guide a team through that contracting process and help them to achieve their mission.

Highlight a notable milestone or memory in your career.

While I was working for the Kansas City District, I had an opportunity to work in a contingency environment in support of a flood event along the Missouri River. The flood event lasted for several months and I was assigned as the lead contracting officer. During these few months, I signed more than 150 contract actions, which helped to mitigate flooding issues for many cities and towns along the Missouri River. The experience was very rewarding since the impact I had was immediate and helped many people get back to their lives.

What goals do you hope to accomplish in your new position?

My immediate goal is to come in and help the Charleston District meet their FY17 execution goals. But, long term, I'm looking forward to getting to know my team, learn about their strengths and weaknesses, and provide a culture where they can flourish as business management professionals. I'm already impressed with the Contracting Division here and I can't wait to see what we can do for the Charleston District in the future.

What is something that most people don't know about you?

I am originally from the southeast, so coming to Charleston feels a lot like coming home. I have family throughout Georgia and Alabama so I feel lucky to have this job opportunity in Charleston, which is so close. As an Auburn football fan, I'm looking forward to being back in an area of the country where SEC football is appreciated. War Eagle!

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*This issue is dedicated
In memory of
Jesus "Jay" Torres*

July 12, 1972 - Dec. 8, 2016

*Power Plant Electrician
Cooper River Rediversion Project, St. Stephen, S.C.*

*Your dedication to family, friends, St. Stephen teammates, and
the Charleston District will always be remembered.*

