



Flamingo Marina Bulkheads Rehabilitation Project



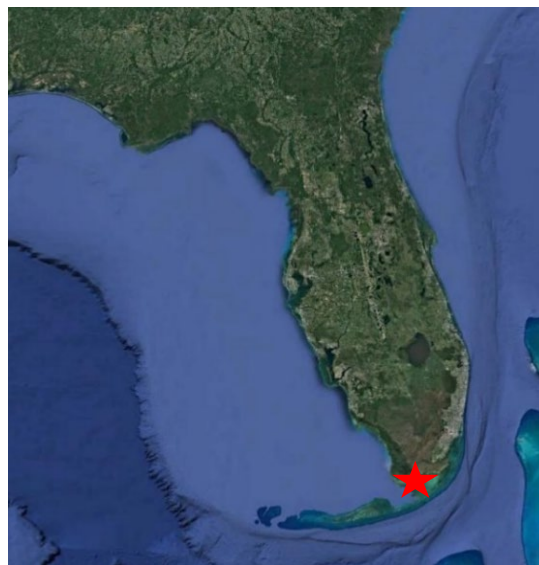
Background: The National Park Service (NPS) and the U.S. Army Corps of Engineers, Jacksonville District (USACE), are developing a project to address deteriorating bulkheads (also referred to as seawalls) at the Flamingo Marina in Everglades National Park (EVER). The park is known worldwide for premier fishing and wildlife viewing, and unique environmental and cultural resources, including one of the largest mangrove communities in North America.

Flamingo is located at the southernmost tip of the Florida peninsula and serves as the primary entrance point for visitors, researchers, and park staff into the waters of Whitewater and Florida Bays. Flamingo is one of the most popular areas of the park for visitors and offers a wide range of activities and access to backcountry and wilderness areas. The Flamingo marina facilities provide berthing and launching for concession tour

boats, rental fishing and house boats, canoes and kayaks, guided fishing boats, and vessels for park operations.

This project is supported by the National Parks and Public Lands Legacy Restoration Fund established in 2020 by the Great American Outdoors Act to reduce the maintenance backlog on Federal lands.

Project Area: Flamingo Marina has approximately 3,974 linear feet (LF) of bulkhead: 590 LF at Visitor Center Bay, 1,089 LF at Florida Bay, 1,300 LF at Whitewater Bay, and 995 LF at Maintenance Marina Bay. The Flamingo marina, open year-round, can accommodate boats with electric and water hookups. The marina has access to power, marina pedestals that provide visitors access to both water and electric service, wastewater pump out, showers, fuel, and a fully stocked marina store.





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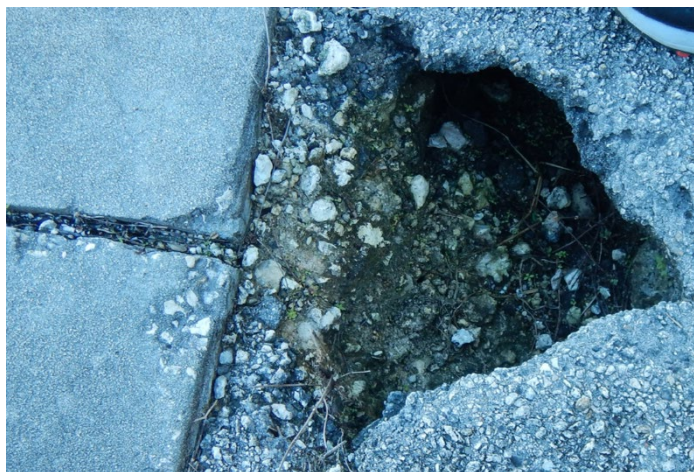
Project Objectives: This project would replace the failing bulkheads, boat ramps, walkways and aging amenities (example photos top right and bottom left) that were originally constructed in 1956 within the Flamingo area. Visible sections of existing seawall caps and pilings are cracking and breaking due to rusting and expanding reinforcing steel, and in some cases, causing potential tripping hazards for visitors and staff. Without this project, the existing bulkheads may be subject to catastrophic failure, causing them to fall into the water. Such a failure would also cause damage to adjoined boat docks. Buildings and other nearby facilities, such as the Flamingo gas station fuel tank system, would become subject to severe structural damage without the integrity of the adjacent bulkheads.



This includes structures contributing to the Flamingo historic property, such as the marina store and visitor center. The seawalls are the last line of defense against tropical storms and hurricanes. The proximity of the seawall bulkheads to the open waters of Florida Bay, leaves them especially vulnerable to storm damage.

This project aims to create an optimal visitor experience and improve safety while minimizing potential impacts on natural and cultural resources. The rehabilitated

bulkheads are expected to have a life span of 50 to 100 years. This project is being executed through an Interagency Agreement (IAA) between the USACE, and the NPS. The environmental analysis for this project is being conducted in accordance with the National Environmental Policy Act (NEPA).





NEPA

What is NEPA? Federal law requires all federal agencies to evaluate and disclose to the public the potential effects a proposed project may have on the human environment before making final decisions on the project.

Environmental Considerations: The USACE and NPS will work together to prepare a NEPA document for this project to be compliant with NEPA, including completing all required consultations for other environmental and resource related Acts and Executive Orders (i.e., Endangered Species Act, Migratory Bird Treaty Act, National Historic Preservation Act (NHPA), Marine Mammal Protection Act, Clean Water Act, Coastal Zone Management Act). Environmental considerations include but are not limited to the following:

- Visitor use and experience
- Park and concessioner operations
- Scenic Resources
- Soundscapes
- Air Quality
- Water Quality
- Cultural Resources
- Essential Fish Habitat
- Threatened and Endangered Species
- Wildlife Resources
- Marine Resources
- Climate change



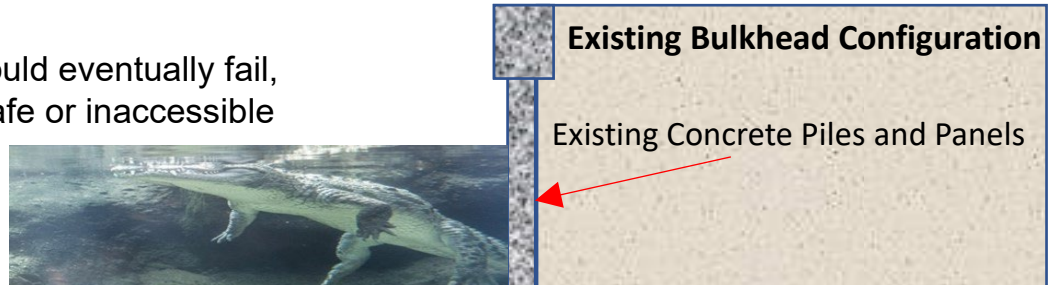


Development of Alternative Actions

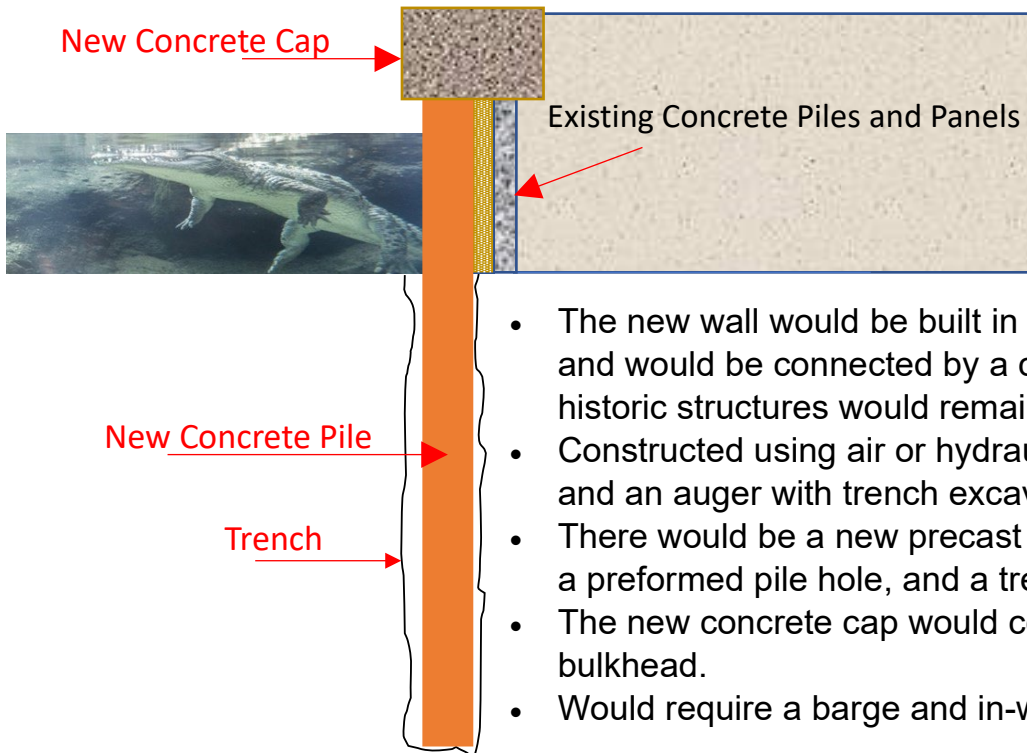
The following Action Alternatives designs are conceptual illustrations without dimensions and are not considered construction documents.

Alternative A – No Action Alternative

- No changes would take place within the Flamingo Marina. The current conditions would remain the same.
- The historic bulkheads would eventually fail, rendering the marina unsafe or inaccessible to visitors and staff.



Alternative B – Cantilevered Soldier Pile with Concrete Panel

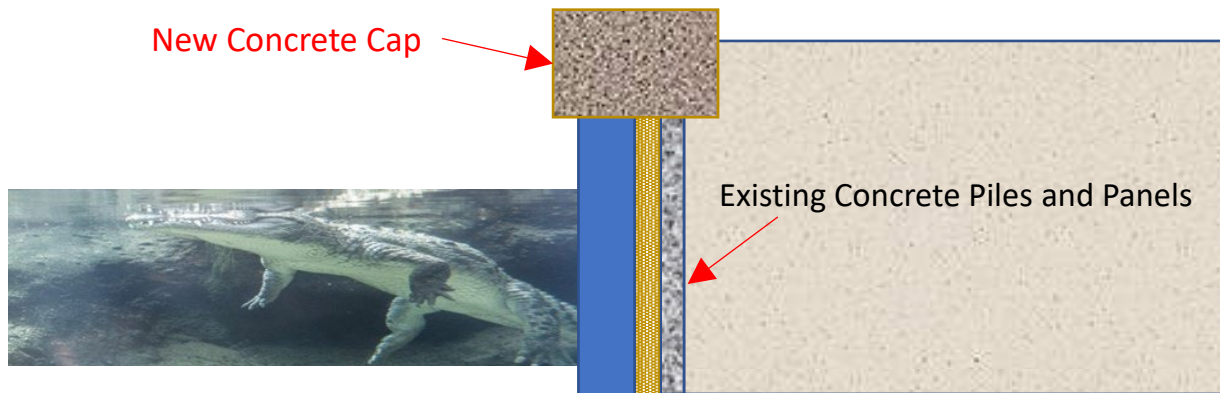


- The new wall would be built in front of existing wall system and would be connected by a concrete cap. The existing historic structures would remain in place.
- Constructed using air or hydraulically powered impact hammer and an auger with trench excavation.
- There would be a new precast and prestressed concrete wall, a preformed pile hole, and a trench for the concrete panel.
- The new concrete cap would cover both the former and new bulkhead.
- Would require a barge and in-water work.



Development of Alternative Actions

Alternative C - Cantilevered Steel Sheet Pile with Precast Panels



- The new wall would be built in front of existing wall system and would be connected by a concrete cap. The existing historic structures would remain in place.
- A cantilevered steel sheet pile would be used for materials
- Constructed using the press-in method, which is a non-impact, non-vibratory method.
- May require auguring in conjunction with press-in method.
- The new concrete cap would cover both the former and new bulkhead.
- Majority of construction would be land side.



Public Participation

Public participation is an important element of planning and the NEPA and NHPA review. Do you have any suggestions, concerns, or questions about the alternative actions presented in this newsletter? All comments received will be considered during the analysis review period and during the NEPA/NHPA process. We invite you to share your thoughts on the proposed project **no later than April 27, 2023.**

You may provide your comments:

- Via the project website at <https://parkplanning.nps.gov/bulkheads>
- In writing to:
Superintendent
Attn: Flamingo Marina Bulkheads Rehabilitation Project
Everglades National Park
40001 State Road 9336
Homestead, FL 33034

Milestone	Targeted schedule	Opportunities for Public Input
Civic Engagement	March 29 – April 27, 2023	Review newsletter and provide comments at https://parkplanning.nps.gov/bulkheads
Analyze public comments and refine design alternatives	Spring 2023	
Initiation of Environmental Compliance	Summer 2023	
Public Review of Environmental Assessment	Fall 2023	Review the environmental assessment and provide comments at https://parkplanning.nps.gov/bulkheads
Decision Document	March 2024	See final plan and decision document at https://parkplanning.nps.gov/bulkheads

If you would like more information or have questions related to this project, please contact **Mark Braxton** at Mark_Braxton@nps.gov or **305-242-7776**. Before including your address, telephone number, electronic mail address, or other personally identifiable information in your comments, you should be aware that your entire comment (including your personally identifiable information) may be made publicly available at any time. While you can ask us to withhold your personally identifiable information from public review, we cannot guarantee that we will be able to do so.

