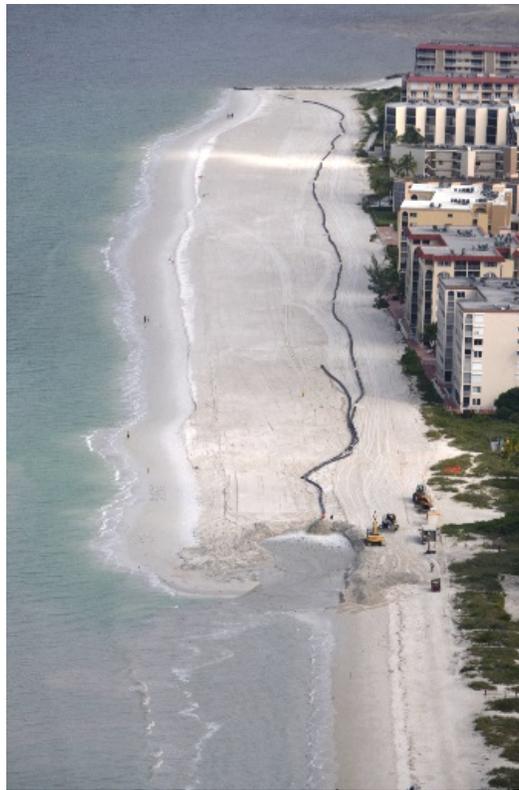


Strategic Beach Management Plan
Southwest Gulf Coast Region

Division of Water Resource Management
Florida Department of Environmental Protection

June 2015



Bonita Beach Nourishment Project in Lee County, 2014. Photo courtesy of Lee County.

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Table of Contents

PINELLAS BARRIERS	1
Strategies for Inlets and Critically Eroded Beaches	1
Honeymoon Island, Pinellas County, R6–R12	1
Hurricane Pass, Pinellas County, R15-R16.....	2
Clearwater Beach Island, Pinellas County, R47-R49	3
Clearwater Pass, Pinellas County, R47-R51	3
Sand Key, Pinellas County, R56-R115.4	4
John’s Pass, Pinellas County, R125-R126	5
Treasure Island, Pinellas County, R126-R143	6
Blind Pass, Pinellas County, R143-R144.....	8
Long Key, Pinellas County, R144-R166.....	8
Pass-a-Grille, Pinellas County, R166-R167	10
Bunces Pass, Pinellas County, R166-R167	10
Mullet Key, Pinellas County, R176-R182	11
Egmont Channel, Hillsborough County	11
Egmont Key, Hillsborough County.....	12
Southwest Channel, Hillsborough County	13
Regional Strategies for Beach and Inlet Management	13
Sponsors and Funding	13
Project Coordination	13
Environmental Protection.....	14
Sand Sources	14
Additional Information.....	15
References	17
SARASOTA BARRIERS NORTH REACH.....	20
Strategies for Inlets and Critically Eroded Beaches	20
Countywide Studies and Projects.....	20
Passage Key, Manatee County.....	20
Passage Key Inlet, Manatee County.....	21
Anna Maria Island, Manatee County, R1-R41.....	21
Longboat Pass, Manatee County, R41-R42	23

Longboat Key, Manatee County, R42-R67 through Sarasota County, R1-R29	24
New Pass, Sarasota County, R29-R30	26
Lido Key, Sarasota County, R31-R44.5.....	26
Big Sarasota Pass, Sarasota County, R44-R45	28
Siesta Key, Sarasota County, R44A-R45.....	28
Regional Strategies for Beach and Inlet Management	28
Sponsors and Funding	28
Project Coordination	28
Environmental Protection.....	29
Sand Sources	29
Additional Information.....	29
References	32
SARASOTA BARRIERS SOUTH REACH.....	34
Strategies for Inlets and Critically Eroded Beaches	34
Countywide Studies and Projects.....	34
North Shore of Siesta Key, Sarasota County, R46-R48.4.....	34
South Siesta Key, Sarasota County, R64-R77	35
Casey Key, Sarasota County R81-R100.3	35
Venice Inlet, Sarasota County, R114-R115	35
Venice, Sarasota County, R116-R143	36
Regional Strategies for Beach and Inlet Management	37
Sponsors and Funding	37
Project Coordination	37
Environmental Protection.....	37
Sand Sources	38
Additional Information.....	38
References	40
MANASOTA BARRIERS	42
Strategies for Inlets and Critically Eroded Beaches	42
Countywide Studies and Projects.....	42
Manasota Key, Sarasota County, R168 - R183 and Charlotte County, R1-R17	42
Stump Pass, Charlotte County, R21-R22.....	43
Knight Island and Bocilla Island, Don Pedro island, Charlotte County, R28-R39.....	44

Little Gasparilla Island, Charlotte County, R47.5-R49.5.....	45
Gasparilla Pass, Charlotte County, R57-R59.....	46
Regional Strategies for Beach and Inlet Management	46
Sponsors and Funding.....	46
Project coordination	46
Environmental Protection.....	46
Sand Sources	47
Innovative Technologies	47
Additional Information.....	47
References	49
CHARLOTTE HARBOR COMPLEX.....	50
Strategies for Inlets and Critically Eroded Beaches	50
Gasparilla Island, Lee County, R7-R26.7	50
Boca Grande Pass, Lee County, R26-R27	51
Captiva Pass, Lee County, R65-R66.....	52
Northern Shore of North Captiva Island, Lee County, R66-R71.....	52
Southern Shore of North Captiva Island, Lee County, R79-R82.3.....	52
Redfish Pass, Lee County, R82-R83	52
Captiva Island, Lee County, R83-R109	53
Blind Pass, Lee County, R109	54
Northern Shore of Sanibel Island, Lee County, R109-R118	55
Gulf Pines Subdivision, Sanibel Island, Lee County, R129-R133	56
Regional Strategies for Beach and Inlet Management	57
Sponsors and Funding.....	57
Project Coordination	57
Environmental Protection.....	57
Sand Sources	58
Additional Information.....	58
References	60
ESTERO BARRIERS.....	62
Strategies for Inlets and Critically Eroded Beaches	62
Matanzas Pass, Lee County.....	62
Estero Island, Lee County, R175.4-R200 and R203-R207	62

Big Carlos Pass, Lee County.....	63
Lovers Key, Lee County, R214-R222.....	64
New Pass, Lee County	64
Big Hickory Island, Lee County, R222.7-R225.9.....	64
Big Hickory Pass, Lee County.....	65
Little Hickory Island, Lee County, R226-R230.4.....	65
Regional Strategies for Beach and Inlet Management	66
Sponsors and Funding	66
Project Coordination	66
Environmental Protection.....	67
Sand Sources	67
Additional Information.....	67
References	70
NAPLES COAST	71
Strategies for Inlets and Critically Eroded Beaches	71
BAREFOOT BEACH, COLLIER COUNTY, R14-R16.3.....	71
Wiggins Pass, Collier County	71
Vanderbilt Beach, Collier County, R22.3-R30.5	72
Clam Pass, Collier County	73
Park Shore, Collier County, R45-R57.5.....	73
Doctors Pass, Collier County	74
Naples, Collier County, R57.8-R89	75
Gordon Pass, Collier County.....	76
Regional Strategies for Beach and Inlet Management	77
Sponsors and Funding	77
Project Coordination	77
Environmental Protection.....	77
Sand Sources	78
Additional Information.....	78
References	80
SOUTHERN BARRIERS.....	82
Strategies for Inlets and Critically Eroded Beaches	82
Little Marco Pass.....	82

Big Marco and Capri Pass Complex, Collier County	82
Hideaway Beach, Collier County, H3-H11	83
Central Coast of Marco Island, Collier County, R134.5-R139	84
Southern Coast of Marco Island, Collier County, R143-R148	84
Caxambas Pass, Collier County	85
Kice Island, Collier County, V23-V31.4	85
Blind Pass, Collier County	85
Morgan Island, Collier County, V33.8-V41.8	86
Regional Strategies for Beach and Inlet Management	86
Sponsors and Funding	86
Project Coordination	86
Environmental Protection.....	86
Sand Sources	87
Additional Information.....	87
References	89

PINELLAS BARRIERS

There are 39.3 miles of beaches in the **Pinellas Barriers** subregion, which extends from Anclote Key in Pasco County to the Southwest Channel entrance to Tampa Bay in Hillsborough County, as shown on Figure 1. There are 21.4 miles of critically eroded beaches in this subregion, of which 14.2 miles have been restored.

Erosion is attributed to winter frontal systems, tropical storms and hurricanes, and the effects of inlets including Hurricane Pass, Clearwater Pass, John’s Pass, Blind Pass, Pass-a-Grille, Bunces Pass, and Egmont Channel. The most erosive storms in recent years were Hurricane Agnes (1972), subtropical storms in June of 1974 and June of 1982, Hurricane Elena and Tropical Storm Juan (1985), Tropical Storm Josephine (1996), Hurricanes Frances (2004), Jeanne (2004) and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

HONEYMOON ISLAND, PINELLAS COUNTY, R6–R12

This is a 1.4 mile segment of critically eroded beach on the southern Gulf shoreline of Honeymoon Island at Honeymoon Island State Park, and the project history for this segment of shoreline is described in Table 1. In 1969, over one million cubic yards (mcy) of sand and limestone was placed along the Gulf shoreline of Honeymoon Island (R8-R12) using material from a borrow area located approximately 1,500 feet offshore of the island. A groin field was constructed with groins located at approximately R8.5, R10 and R12, near the south end of the beach fill. In 1989, beach nourishment was conducted using approximately 230,000 cubic yards (cy) of sand from an upland source. That material eroded quickly over the next two years. A feasibility study was completed in 1999, recommending beach nourishment and a terminal structure. A second study was completed in 2004. This study recommended beach nourishment north of R10 with the addition of erosion control structures. Maintenance dredging of the Hurricane Pass navigation channel was conducted in 2000 with the placement of approximately 12,500 cy of beach quality material between R10 and R12.

Phase 1 of the non-federal **Honeymoon Island Beach Restoration Project** (R7-R10.5) was completed in December 2007 using approximately 140,000 cy of sand from a re-aligned inlet channel across the ebb tidal shoal of Hurricane Pass. The project design consisted of debris removal and a beach berm at elevation +5 ft NGVD. The existing concrete geotextile container groin located just north of R10 was

replaced by a lower profile rubble mound structure. The groin was extended in length and a T-head groin added.

Phase 2 of the non-federal Honeymoon Island Beach Restoration Project (R-7-R-10.5) consists of the construction of three additional T-groins, removal of a portion of the undermined parking lot, and construction of a beach using approximately 160,000 cubic yards of sand from the same borrow area used for Phase 1 and an adjacent area to the south. Construction of Phase 2 began in August 2014 and is scheduled for completion in July 2015. The project design included a retreat of the north parking lot approximately 70 feet landward.

Table 1. Honeymoon Island Beach Nourishment Project history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
1969	1,000,001	Offshore borrow area	R8-R12	0.7
1989	230,000	Upland borrow area	R7.5-R11	0.7
2007	140,000	Hurricane Pass ebb shoal	R8-R10.5	0.5

Strategy: Maintain the project through monitoring and nourishment using sand from bypassing, inlet channel maintenance and offshore sources; identify additional offshore sand sources.

HURRICANE PASS, PINELLAS COUNTY, R15-R16

Hurricane Pass is a natural inlet where a navigation channel was dredged in 1989. A feasibility study of navigation improvements was completed in 1999; this study recommended maintenance dredging and placement of the dredged sand on Honeymoon Island. Maintenance dredging of the navigation channel was conducted in 2000 with the excavation of approximately 12,500 cy of beach quality material that was placed on the beach on Honeymoon Island. Approximately 140,000 cy of beach quality sand from the straightened inlet channel across the ebb tidal shoal was dredged and placed on Honeymoon Island in 2007. Approximately 160,000 cy of beach quality material is scheduled to be dredged from the ebb shoal in 2015 to be placed on Honeymoon Island.

Strategy: Continue to monitor the inlet channel and borrow area and place beach compatible sand from maintenance dredging on the adjacent eroded shoreline of Honeymoon Island.

CLEARWATER BEACH ISLAND, PINELLAS COUNTY, R47-R49

This is a 0.5 mile segment of critically eroded inlet shoreline beach on the inlet shoreline at the southern end of Clearwater Beach Island. Clearwater Beach Island is approximately 3 miles long, south of Caladesi Island, north of Sand Key, and adjacent to Clearwater Pass. The first beach restoration in Florida may have begun as early as 1949 at Clearwater Beach during which approximately 50,000 cy of sand was pumped from the bay or harbor to the city owned property on the beach; the project was sponsored by the City of Clearwater. Approximately 150,000 cy of sand was placed around 1,500 ft of the southwesterly curve of the island in a beach restoration project in 1951, in response to a 1950 storm. Most of the eroded inlet shoreline has been armored with concrete bulkheads. Private property owners along the inlet shoreline constructed five rubble mound groins to stabilize the inlet beach in 1986. Since 2000, erosion of the crenulated beaches between the groins accelerated and a project to construct boulder T-groins and breakwaters was proposed in 2006. This project was not constructed due to issues with local governments and property owners. A new project has been proposed in 2014 for two of the properties along 765 ft of shoreline, to include the construction of two T-groins and three boulder T's on three existing groins, as well as the placement of approximately 3,200 cy of beach fill trucked to the site. Construction is scheduled to begin in 2015.

Strategy: Physical monitoring through regional surveys.

CLEARWATER PASS, PINELLAS COUNTY, R47-R51

Clearwater Pass is an altered inlet stabilized with two jetties constructed in 1975 (south jetty) and 1981 (north jetty), and has a federal navigational channel maintained by the USACE. The navigation channel was first dredged in 1960. Material from maintenance dredging in 1967, 1969, and 1973 was disposed in the Gulf harbor and uplands. In 1977, beach compatible dredged material was placed as nourishment on the Sand Key shoreline south of the pass. The City of Clearwater purchased a hydraulic dredge and between 1981 and mid-1984, dredged and placed nearly one million cy of beach compatible sand on the Sand Key shoreline (R51-R60). Since 1985, the entrance channel has not required dredging to maintain design channel depths. In 1994, maintenance dredging of the Gulf Intracoastal Waterway produced approximately 7,000 cy of sand which was truck hauled to Sand Key Park.

Strategy: Place beach compatible sand from maintenance dredging on adjacent eroded beaches.

SAND KEY, PINELLAS COUNTY, R56-R115.4

This is an 11.3 mile segment of critically eroded beach on the Gulf shoreline of Sand Key. Beach restoration and nourishment have been conducted throughout this area, except at the Town of Belleair Shore (R66-R71), Redington Beach (R109-113) and Madeira Beach (R114), where a groin field was constructed by local interests in the late 1950's.

The federal **Pinellas County Beach Erosion Control Project** authorizes beach restoration and nourishment of Clearwater Beach Island, Sand Key, and Treasure Island, and nourishment of Long Key, and the project history for this segment of shoreline is described in Table 2. The local sponsor is Pinellas County and the Sand Key segment is federally authorized until 2043. The project design of the Sand Key segment consists of a beach berm at elevation +6 ft NGVD to protect the existing dune and upland development. The Town of Belleair Shore (R66-R71) chose not to participate in the shore protection project.

The Sand Key segment was restored in four construction phases between 1988 and 1998. Previously, a breakwater was constructed in 1986 at Redington Shore (R101). In 1988, restoration at Redington Shore and the northern 0.8 miles of North Redington Beach (R99-R107) was completed using sand from the John's Pass ebb shoal. In 1990, restoration at Indian Rocks Beach (R72-R85) was completed using sand from the Egmont Channel Shoal. In 1992, restoration from Indian Shore to North Redington Beach (R85-R107) was completed using sand from the Egmont Channel Shoal. In 1998, restoration of Belleair Beach and the southern 0.8 miles of Clearwater Beach (R56-R66) on Sand Key was completed. The Sand Key restoration project included construction of 9.18 acres of artificial reef to mitigate for adverse impacts to nearshore hardbottom.

During a second phase of construction in 1999, nourishment between R71-R107 of Sand Key was completed using sand from the Egmont Channel Shoal. In response to the 2004 hurricane season, nourishment of the entire Sand Key segment (R56 to R66 and R71 to R107) of the Pinellas County Beach Erosion Control Project was accelerated with construction completed in August of 2006.

Approximately 1,250,000 cy of material were dredged from the off-shore borrow area L, located approximately 12 to 15 Miles west of Sand Key in Federal Waters. Sand was placed at Clearwater Beach between R-56 to R-66, at Indian Rocks Beach between R-71 to R-82, at Indian Shore Beach

between R-82 to R-100, and at Redington Beach between R-101 to R-107. Nourishment began on May 16, 2012 and was completed on November 20, 2012.

Table 2. Pinellas County Beach Erosion Control Project - Sand Key Segment history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
July 1988	300,000	John’s Pass ebb shoal	R99-R107	1.5
December 1990	1,300,000	Egmont Channel Shoal	R72-R85	2.6
December 1992	850,000	Egmont Channel Shoal	R85-R107	4.2
1998 through October 1999	2,612,166	Egmont Channel Shoal	R56-R66 and R71-R107	8.8
August 2006	1,700,000	Egmont Channel Shoal	R56-R66 and R71-R107	8.8
November 2012	1,250,000	Offshore	R56-R66 and R71-R107	8.8

Strategy: Maintain project through monitoring and nourishment using bypassing and offshore sources.

JOHN’S PASS, PINELLAS COUNTY, R125-R126

John’s Pass is a stabilized inlet with a federal navigation channel maintained by the USACE. Maintenance dredging of the entrance channel is conducted every five to ten years as needed and bypassed to Treasure Island beaches. The ebb shoal has been used as a sand source for several nourishment projects. The management strategy listed below is based in part upon a 1993 inlet management study. A terminal structure was built in 2000 on the south side of the Pass to stabilize the Treasure Island project and minimize sediment transport into the Pass. The Department of Environmental Protection (FDEP) has contracted with the University of South Florida in 2014 to conduct a new inlet management plan (IMP) study for John’s Pass.

Strategy: Continue to use the channel and ebb shoal, as a sand source for beach nourishment of Treasure Island, as determined by the IMP study. Complete inlet management study, determine the sediment budget and adopt an inlet management plan.

TREASURE ISLAND, PINELLAS COUNTY, R126-R143

This is a 3.5 mile segment of critically eroded beach on Treasure Island. The Treasure Island segment is part of the federal **Pinellas County Beach Erosion Control Project** that was initially federally authorized until 2019, then the Water Resources Reform and Development Act (WRRDA) of 2014 extended the federal authorization three additional years until April 2022. The project history for this segment of shoreline is described in Table 3. Initial restoration between R132 and R141 occurred in 1969. The local sponsor is Pinellas County. The project design consists of a beach berm at elevation +6 ft NGVD to protect the existing dune and upland development.

Nourishment along short segments of shoreline has been conducted every three to five years using sand from Blind Pass, Pass-A-Grille, an offshore borrow area and the Egmont Channel Shoal, in addition to the bypassing of maintenance dredged material from John’s Pass. Nourishment has created a wide beach along the central Gulf shoreline (R128-R137). The construction of a groin near R141 in 1976 and the extension of the groin on the north side of Blind Pass (R143) during 1983 stabilized the southern segment of Gulf shoreline. In 1996 and 2000, nourishment was conducted within a localized area of erosion between R138 and R144 using sand from the John’s Pass navigation channel and the Egmont Channel Shoal borrow area. A terminal groin at the north end of the island was constructed in 2000.

In response to the 2004-2005 hurricane seasons, nourishment of the Treasure Island segment of the federal Pinellas County Beach Erosion Control Project was accelerated. Construction was completed in September 2006 using sand excavated from the Egmont Channel Shoal.

Both the north and south ends of the island were nourished in 2010 with sand dredged from John’s Pass and John’s Pass Ebb Shoal. Although the expected fill volumes for Sunshine Beach (R126.2 to R129.5) and Sunset Beach (R137.4 to R141.6) were 160,000 cy and 200,000 cy respectively, the borrow area had insufficient sand. The final fill volumes were 127,260 cy at Sunshine Beach and 125,423 cy at Sunset Beach. Due to Tropical Storm Debby in 2012, the USACE placed approximately 300,516 cy of sand on Treasure Island in 2014 using material from Egmont Shoal. The next nourishment for Treasure Island is scheduled for 2017/18.

For emergency interim purposes only, the City of Treasure Island is authorized to excavate up to a maximum of 134,000 cy of sand from the beach between R130.5 and R133 with placement between R136 to R141 and between the south jetty at John’s Pass to R128. The borrow area shall not be excavated to a cut depth to exceed -3.0 NGVD and the berm elevation at the fill sites shall be no more than +5 NGVD.

Table 3. Pinellas County Beach Erosion Control Project - Treasure Island Segment history.

Year	Volume (CY)	Sand Source	Location	Length (Mi.)
1969	790,000	Offshore borrow area	R132-R141	1.8
1971	75,000	O’Brien’s Lagoon	R131-R132	0.2
1972	155,000	Blind Pass	R140-R141	0.2
1976	380,000	Offshore borrow area	R135-R142	1.3
December 1978	32,000	Blind Pass	R135-R142	1.3
1981	53,500	John’s Pass	R127-R130	0.6
1983	262,000	Blind Pass	R138-R142	0.8
1986	550,000	Pass-a-Grille shoals	R129-R141	2.4
1991	56,000	John’s Pass	R127-R129	0.4
1996	51,300	West Egmont Shoal	R138-R144	0.4
August 2000	390,000	John’s Pass, Blind Pass and Pass-a-Grille shoals	R126-R129 and R136-R144	2.1
October 2004	225,000	Pass-a-Grille shoals	R136-R141	1
August 2006	180,000	West Egmont Shoal	R126-R128 and R136-R141	1.4

Year	Volume (CY)	Sand Source	Location	Length (Mi.)
October 2010	252,683	John’s Pass, Attachment Lobe, Blind Pass	R126-R128 and R136-R141	1.4
August 2014	300,516	East Egmont Shoal	R126-R128 and R136-R144	1.4

Strategy: Maintain the project through monitoring and nourishment with sand from John’s Pass, the Egmont Channel Shoal or offshore sources, as needed.

BLIND PASS, PINELLAS COUNTY, R143-R144

Blind Pass is an altered inlet without a maintained navigation channel. The channel and ebb shoal have been dredged every four to five years by the USACE as a sand source for nourishment on Treasure Island and Long Key. In 1983, the terminal jetty on the north side of Blind Pass (R143) was extended seaward. In 1986, an attached breakwater was constructed as an extension to the south jetty. The management strategy listed below is based in part upon a 1992 inlet management study. In 2006, the south jetty was sand tightened by placing additional armor stone to close the existing 40 foot gap between the jetty and the detached breakwater. FDEP has contracted with the University of South Florida in 2014 to conduct a new inlet management plan (IMP) study for Blind Pass.

Strategy: Continue to bypass sand to Long Key; complete inlet management study, determine the sediment budget and adopt an inlet management plan.

LONG KEY, PINELLAS COUNTY, R144-R166

This is a 4.1 mile segment of critically eroded beach on Long Key. Nourishment is conducted at Upham Beach (R144.5-R146) on the northern Gulf shoreline and Pass-A-Grille Beach (R160-R166) on the southern Gulf shoreline. Shore protection structures have been built at the north and south ends of the island.

Nourishment of the northern Gulf shoreline (R144-R147) of the Long Key segment of the **Pinellas County Beach Erosion Control Project, known as Upham Beach**, has been conducted at least every five years since 1980 using sand from Blind Pass, Pass-A-Grille and Egmont Channel Shoal, and the project history for this segment of shoreline is described in Table 4. The local sponsor is Pinellas County. The Long Key segment is federally authorized until 2030. The project design consists of a

beach berm at elevation +6 ft NGVD to protect the existing dune and upland development. Despite construction of the breakwater extension to the south jetty at Blind Pass, severe erosion continued along the northern Gulf shoreline. The USACE studied the use of a groin field to slow erosion of the beach fill in 1999, but determined that it would not meet the economic requirements of the federal project authorization. Nourishment using sand from Blind Pass and John’s Pass was completed in 2000 and 2004. Following impacts from the 2004 & 2005 hurricane seasons, nourishment was accelerated with construction completed in September of 2006. Regular nourishment was completed again in 2010 with sand from Blind Pass. Due to damages sustained during Tropical Storm Debby in 2012, the USACE placed approximately 160,545 cy from Egmont Channel Shoal in 2014.

Although restored in 1986, nourishment of Pass-a-Grille Beach was not completed until November, 2004, to restore approximately 5,000 ft of beach that was impacted by Hurricane Frances and Jeanne. The borrow area for this project was the Pass-a-Grille Channel. Due to damages sustained during Tropical Storm Debby in 2012, the USACE placed approximately 140,053 cy from Egmont Channel Shoal in 2014.

In January 2006, Pinellas County completed the construction of five geotextile T-head groins in the vicinity of Upham Beach (R144.5-R146). Each T-head groin consists of a series of stacked geotextile sand-filled tubes. In order to mitigate for impacts to the downdrift beach, 85,000 cy of beach fill was placed in conjunction with the 2004 federal maintenance nourishment project. Geotextiles have been repaired in 2008 and 2011 due to rips in the geotextiles. A project consisting of replacement of the five geotextile T-head groins with four new T-head rock groins was authorized by FDEP in 2012, with construction expected in 2015/2016.

Table 4. Pinellas County Beach Erosion Control Project - Long Key Segment history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
March 1980	253,760	Blind Pass	R144-R146	0.5
October 1986	169,712	Pass-a-Grille Ebb Shoal	R144-R146 and R160-165	1.4
January 1991	229,950	Pass-a-Grille Ebb Shoal	R144-R146	0.4
June 1996	252,950	West Egmont Shoal	R144-R146	0.4

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
May 2000	358,900	Blind Pass and John’s Pass	R144-R146	0.4
August 2004	513,092	Pass-a-Grille Ebb Shoal	R144-R146 and R160-R165	1.4
October 2004	41,670*	Pass-a-Grille Ebb Shoal	R144-R146	0.4
September 2006	104,636	West Egmont Shoal	R144-R146	0.4
October 2010	159,572	Blind Pass	R144-R146	0.4
August 2014	300,598	East Egmont Shoal	R144-R146 and R160-165	1.4

*Emergency Project

Strategy: Maintain the project through monitoring and nourishment using sand from inlet bypassing and offshore sources; replace geotextile t-groins with rubble groins; monitor performance of the groin field at Upham Beach.

PASS-A-GRILLE, PINELLAS COUNTY, R166-R167

Pass-A-Grille is a natural inlet that has a federal navigation project through it and is just south of Long Key and Pass-A-Grille Beach (R166). Navigation improvements to the authorized channel were completed in 1966. Dredged material from Pass-a-Grille Pass was placed on Long Key in 1986. Dredging of the Pass-a-Grille ebb shoal was conducted in 2004 with the sand used to nourish Upham Beach, Sunset Beach, and Pass-a-Grille Beach. Maintenance dredging has not been required to maintain navigable depths.

Strategy: Continue to use channel and ebb shoal as borrow area for nourishment; conduct an inlet management study.

BUNCES PASS, PINELLAS COUNTY, R166-R167

Bunces Pass is an ebb tide-dominated natural inlet south of Shell Key and just north of Mullet Key and R167. Bunces Pass has an ebb-tidal delta that is superimposed on the larger Egmont Channel (Tampa

Bay Entrance) ebb delta. The inlet is historically stable, and the main channel with a maximum depth of over 20 ft has not changed in width or alignment in over 140 years. The ebb shoal has a dynamic morphologic history and has recently become emergent.

MULLET KEY, PINELLAS COUNTY, R176-R182

This is a 1.1 mile segment of critically eroded beach at the south end of Mullet Key. Mullet Key is managed by Pinellas County as Ft DeSoto Park. In 1973, a federal beach erosion control project was constructed at Mullet Key that consisted of beach restoration along the Gulf shoreline (R173-R179) using 700,000 cy of sand obtained from the Egmont Channel. The project included construction of a groin and revetment at the southwest point of the island. In 1977, beach nourishment was conducted along the project area and along the bay shoreline (R181-R191) using sand from channel deepening in Tampa Harbor. The federal project was deauthorized in 1990.

In conjunction with the 2006 maintenance dredging of Tampa Harbor, the USACE placed approximately 350,000 cy of sand (R177-R179.5 and R181-R183) and rehabilitated the groin at the southwest point of the island.

Pinellas County recently conducted a feasibility study (2014) to address coastal erosion at Ft Desoto Park at the north end of Mullet Key.

Strategy: Maintain the beach with suitable and available material from navigational dredging and other available sources.

EGMONT CHANNEL, HILLSBOROUGH COUNTY

Egmont Channel is located between Mullet Key and Egmont Key. The Tampa Harbor Navigational Project passes through Egmont Channel. Sand dredged from the Egmont Channel Shoal has been used for several nourishment projects and appears to contain a substantial quantity of sand for future project needs in the area over the next 15 years.

Strategy: Bypass beach quality dredge material from the navigation channel to the eroding beaches of Egmont Key; continue to use Egmont Channel Shoal as a borrow area for Pinellas County Shore Protection Project segments.

EGMONT KEY, HILLSBOROUGH COUNTY

This is a 1.6-mile segment of critically eroded beach on the island of Egmont Key. Egmont Key is federal land managed by the State of Florida's Division of Recreation and Parks as Egmont Key State Park. In 1997, Pinellas County and the state conducted a feasibility study to evaluate long term solutions to the erosion threatening historical and natural resources on the island. The study recommended beach restoration with erosion control structures. Due to the lack of a local sponsor, the recommendations of this feasibility study were not pursued. As an interim measure, sand placement using maintenance dredged material from the St. Petersburg Harbor navigation project and construction of two sand-filled geotextile groins occurred in 2000.

During the 2004 hurricane season, the geotextile tube groins were damaged. In 2006, the two sand-filled geotextile tube groin structures on the north end of Egmont Key were reconstructed in conjunction with sand placement using maintenance dredged material from the federal Tampa Harbor Navigation Project. This event placed approximately one million cy of sand on the beach and in the nearshore of Egmont Key.

A reconnaissance level federal study began in January 2002 to examine erosion protection for the historic structures located on the west side of the Island. This reconnaissance level study was completed in 2003 with the recommendation of no further action by the USACE. However, in 2004 Congress directed the USACE to conduct a full feasibility study. The Egmont Key Feasibility Study was completed in February 2009. The USACE Feasibility Report concluded that the project was not economically justified. In addition to the inability to prove economically feasible, the project also does not have a non-federal Sponsor; therefore, the report recommends no further action. USACE completed beach nourishment again in March 2015 with two placement areas, with 222,068 cy of surveyed material placed between R2.5 and R5 and 68,479 cy of surveyed material placed between R7 to R8 from maintenance dredging of the Tampa Harbor Navigation Project.

Strategy: Monitor; maintain the beach with suitable material from navigational dredging; utilize non-beach compatible maintenance dredge material for nearshore placement if no adverse impact on the environment.

SOUTHWEST CHANNEL, HILLSBOROUGH COUNTY

Southwest Channel is the main open connection between Tampa Bay and the Gulf of Mexico. It lies south of Egmont Key and north of Passage Key. Unlike Egmont Channel to the north, there is no dredged navigation channel; however, the entrance remains navigable for small craft

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of Pasco County, Pinellas County, Clearwater, Belleair Beach, Belleair Shore, Indian Rocks Beach, Hillsborough County, Indian Shores, Redington Shores, North Redington Beach, Redington Beach, Madeira Beach, Treasure Island, St. Pete Beach and the U. S. Army Corps of Engineers (USACE). Participants with FDEP as sponsors of beach management projects include [Pinellas County](#) and the [USACE](#). This area contains several islands managed by the [FDEP's Division of Recreation and Parks](#), including Anclote Key, Three Rooker Bar, Honeymoon Island, and Caladesi Island. In addition, public park lands on Mullet Key are managed by Pinellas County. Egmont Key is a Florida State Park that is cooperatively managed by FDEP's Division of Recreation and Parks, U.S. Fish & Wildlife Service, and the U.S. Coast Guard. Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple beach nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks.

Opportunities in this subregion include:

1. Continue a sediment management strategy that uses beach compatible sand from maintenance dredging of navigation projects in the maintenance of projects.
2. Continue to link project segments, such as Treasure Island and Long Key, for construction and continue to implement the regional monitoring program of the combined projects.

3. Further investigation is needed to determine if maintenance dredged material from the Tampa Harbor or other federal navigation projects could be placed in the nearshore zone adjacent to the Egmont Key Gulf shoreline.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, manatees, shorebirds, hardbottom, seagrasses and their habitats are primary environmental concerns within this subregion. The timing of construction activities has not been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. Artificial reefs as mitigation to offset adverse impacts to nearshore hardbottom caused by the Sand Key project have been constructed. The [Pinellas County Aquatic Preserve](#) boundaries extends offshore of the Pinellas County shoreline into the Gulf of Mexico. The [Boca Ciega Bay Aquatic Preserve](#) boundary extends seaward out to 100 yards from the mean high water line along the western and southern shorelines of Mullet Key. Projects located within and near the aquatic preserve boundaries require additional protection, including more stringent water quality standards than in non-aquatic preserve waters, during permitting and construction to ensure preservation of the existing conditions.

During the Tampa Bay oil spill of August 1993, the beaches and nearshore areas at the project site were inundated by oil. Oil from this spill was encountered while dredging Blind Pass in 1999; however, no such contaminated sediment was discovered during either the subsequent dredging of John's Pass, which is the next inlet to the north of Blind Pass, nor during the dredging of Pass-a-Grille Channel in 2004, the inlet to the south. An environmental cleanup lead by the U.S. Coast Guard and the US Army Corps of Engineers removed the oil from the pass.

SAND SOURCES

A feasibility study identified several potential borrow areas for beach restoration and nourishment of Honeymoon Island, and additional investigation during the design of Phase 2 determined the ebb shoal of Hurricane Pass an acceptable borrow area. Johns Pass and Blind Pass shoals have been used for several beach nourishment projects and appear to contain a substantial quantity of sand for future project needs. The Egmont Channel Shoal has also been used for several beach nourishment projects and appears to contain a substantial quantity of sand for future project needs over the next 15 years. Additional investigation of offshore areas off Sand Key has been completed. Approximately 1.2 million cy of beach compatible sand in federal waters 12 to 14 miles west of Clearwater Pass was used for the

2012 Sand Key nourishment project. Most of the maintenance dredged material obtained from the Tampa Harbor navigation project is placed in confined upland disposal sites or an open water offshore disposal area because its excessive silt content is not suitable for beach placement. A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation projects should continue to be incorporated into the maintenance of the beach restoration projects. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

ADDITIONAL INFORMATION

The introduction at the beginning of the state’s Strategic Beach Management Plan provides additional information including overviews of:

- The principals followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

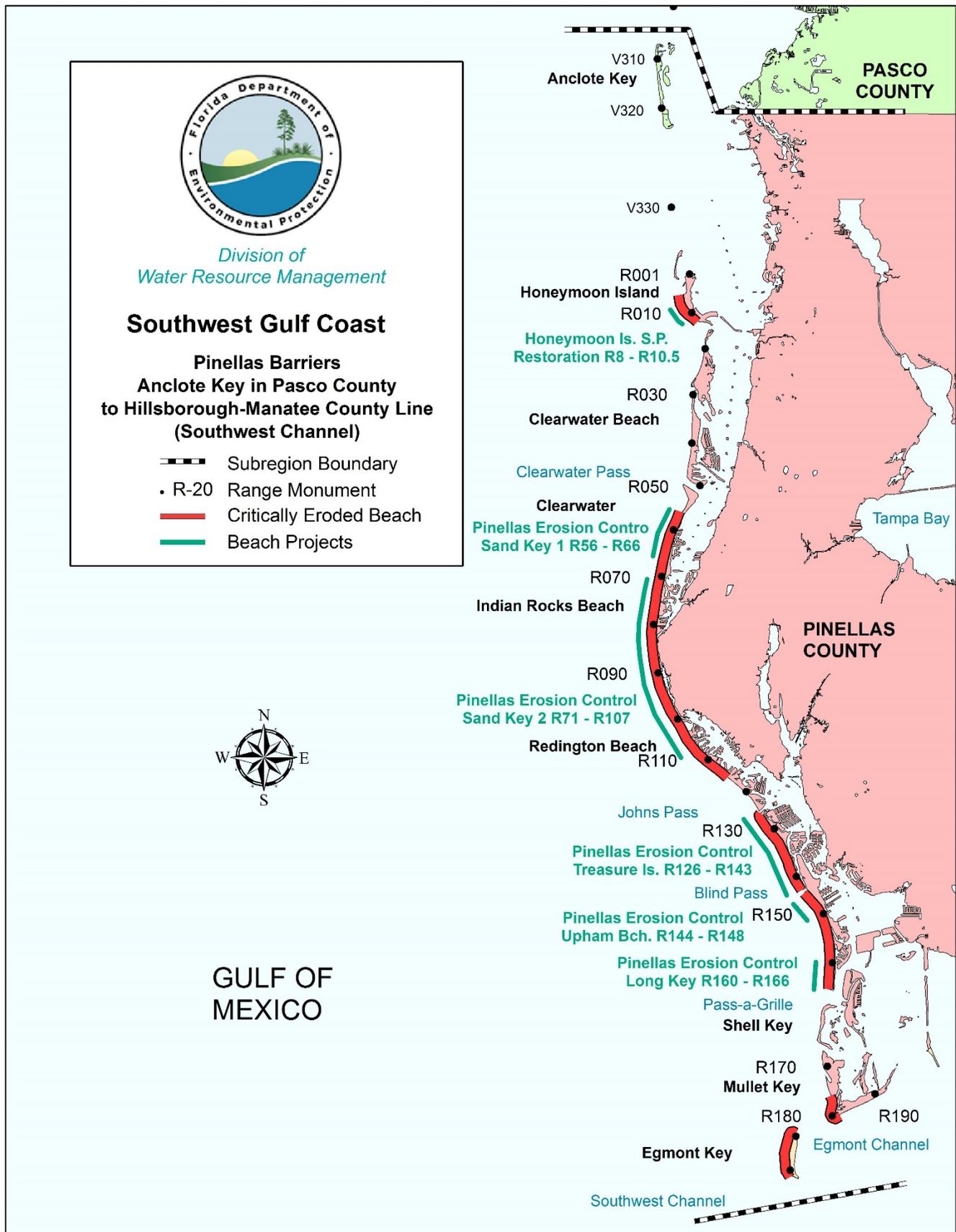


Figure 1. Pinellas Barriers subregion of the Southwest region of Florida.

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SARASOTA BARRIERS NORTH REACH

There are 21.4 miles of beaches in the **Sarasota Barriers North Reach** subregion, which extends from the Southwest Channel entrance to Tampa Bay in Manatee County to Sarasota Point (R45) on the northwest end of Siesta Key in Sarasota County, as shown on Figure 2. There are a total of 21.2 miles of critically eroded beaches in this subregion (12.1 miles in Manatee County and 7.8 miles in Sarasota County), of which 16.4 miles have been restored and maintained.

Erosion is attributed to winter frontal systems, tropical storms and hurricanes, and the effects of the inlets including Passage Key Inlet, Longboat Pass, New Pass, and Big Sarasota Pass. The most erosive storms in recent years were the "No-Name Storm" in 1982; Hurricane Elena and Tropical Storms Bob and Juan (1985); Tropical Storm Josephine (1996); Hurricanes Frances, Ivan and Jeanne (2004); Hurricane Wilma (2005), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

COUNTYWIDE STUDIES AND PROJECTS

In 2003, the Sarasota and Charlotte County Beach Restoration Study was completed. The purpose of the study was to investigate the extent and nature of Gulf shoreline erosion and examine the technical, regulatory and financial feasibility of large scale erosion control actions for consideration in the development of the Strategic Beach Management Plan. The study area included all of the unincorporated shoreline of Sarasota County and Charlotte County to Gasparilla Pass. The Town of Longboat Key, the City of Sarasota, the City of Venice and Gasparilla Island were excluded because they have pursued their own studies and erosion control projects. The study area totals more than 32 miles of shoreline and represents an effort by the State to address these issues on a regional basis.

PASSAGE KEY, MANATEE COUNTY

Passage Key is a National Wildlife Refuge established in 1905 with 0.3 mile of critical beach erosion. The island was severely eroded by a hurricane in 1921. Dredging has been conducted in the ebb shoal and there is a need to evaluate the borrow site for use as a future sand source for beach nourishment projects.

Strategy: Monitor.

PASSAGE KEY INLET, MANATEE COUNTY

Passage Key Inlet is the southern pass in the entrance to Tampa Bay. It is south of Passage Key and north of Anna Maria Island. Dredging has been proposed in the ebb shoal and there is a need to evaluate the impact of dredging this borrow site.

Strategy: Complete an inlet management study and adopt an inlet management plan.

ANNA MARIA ISLAND, MANATEE COUNTY, R1-R41

This is a 7.9 mile segment of critically eroded beach comprising the entire Gulf shoreline of Anna Maria Island. The **Manatee County Shore Protection Project** is authorized until 2043, and the project history for this segment of shoreline is described in Table 5. The project spans along the entire 7.5 miles of the island from R1-R41, although federal restoration has only been completed along 4.7 miles of Gulf shoreline from R12-R36. A total of 6.1 miles of shoreline has been restored on the island with the addition of non-federal segments of shoreline from R7-R10 and R36-R41.3. The local sponsor is Manatee County. The federal project design consists of a beach berm at elevation +4.0 ft NAVD 88 to protect the existing dune and upland development.

Restoration of the federal **Manatee County Shore Protection Project** was completed at Holmes Beach and Bradenton Beach (R12-R36) using sand from an offshore borrow area in 1993. The construction of the restoration project directly impacted hardbottom and included construction of 7.3 acres of artificial reef to mitigate for adverse impacts to nearshore hardbottom. Restoration was completed along the north end of the island (R7-R10) and the first nourishment was completed between R12-R36 using sand from an offshore borrow area in May 2002. In response to the 2004 hurricane season, nourishment for the federal project was accelerated with construction completed in the summer of 2006. Due to contractor difficulties and the marine turtle nesting season, the design template was not fully nourished at that time. In 2007, a feasibility study was completed that studied the expansion of the project to the north, from R1-R7.

Construction of the nonfederal project in the City of Anna Maria (R7-R10) with 24,000 cy and restoration of the Coquina Beach segment (R36-R41.3) with 195,000 cy was completed in May 2011. Subsequently, a geotextile tube was installed along the north side of the existing Coquina Beach jetty in April 2012 to observe the effects of sand tightening the structure. Due to damages sustained during

Tropical Storm Debby in 2012, the USACE placed approximately 888,000 cy of material at Holmes Beach and Bradenton Beach (R12-R36) in 2014. Non-federal nourishment for Coquina Beach was also completed in 2014 to address losses from Tropical Storm Debby and restore the full project template with placement of 260,000 cy from R33 to R40.5, including an overlapping taper section with the federal project area between R33 and R36.

A feasibility study investigating replacement alternatives for the Cortez Beach groins was conducted in 2012 and the replacement groin project was approved by FDEP. The groins protect Gulf Drive between R34-R36 within the boundaries of the federal project. Design level efforts for the replacement of the groins with three permeable adjustable groins (PAG) have been completed and the groins are scheduled for replacement in winter 2015.

Environmental monitoring of the effects of the restoration project on hardbottom indicated that impacts occurred as a result of the 1993 project beyond those impacts mitigated by the construction of the 7.3 acres of artificial reef. In order to mitigate for the additional impacts and for impacts to hardbottom from the extension of the 2002 project, the local sponsor constructed an additional 0.44 acres of artificial reef. An artificial reef of 4.87 acres was constructed in the fall of 2011 as mitigation for nearshore hardbottom burial resulting from the Coquina Beach restoration. The actual constructed mitigation was 0.82 acres more than required by the permit and the FDEP agreed that this excess mitigation can be applied for impacts related to future projects. The 2014 Coquina Beach Nourishment Project required 0.52 acres of upfront mitigation, resulting in a remaining excess of 0.30 acres of mitigation within the 2011 Artificial Reef.

Table 5. Manatee County Shore Protection Project history.

Date Completed	Volume (CY)	Source	Location	Length (Mi.)
February 1993	2,300,000	Offshore	R12-R36	4.6
May 2002	1,900,000	Passage Key ebb shoal	R7-R10 and R12-R36	5.2
June 2006	213,000	Passage Key ebb shoal	R12-R32	3.8
May 2011	219,000	Passage Key ebb shoal	R7-R10 and R36-R41.3	1.6
March 2014	888,000	Passage Key ebb shoal	R12-R36	4.6
April 2014	260,000	Passage Key ebb shoal	R36-R41.3	1.1

Strategy: Maintain the project through monitoring and nourishment using sand from offshore sources; place beach quality sand from maintenance dredging of the navigation projects on eroding beaches, including R-1 to the Rod and Reel Pier.

LONGBOAT PASS, MANATEE COUNTY, R41-R42

Longboat Pass is an altered inlet between Anna Maria Island to the north and Longboat Key to the south, and has a federal navigation channel authorized by the USACE. Initial dredging of the authorized channel was completed in 1977. Maintenance dredging of the channel has been conducted by the USACE in 1982, 1985, 1991 and 1997. The dredged sand has been placed on the adjacent Gulf shorelines of Anna Maria Island and Longboat Key in the areas of greatest need. An island-wide beach restoration project along the majority of Longboat Key utilized 1,955,000 cy from the ebb shoal in 1993.

A feasibility study was completed in 2008 by FDEP and the West Coast Inland Navigation District to evaluate alternatives that could mitigate the impacts to the adjacent shorelines resulting from the past inlet dredging activities. Analysis included studying the sediment budget at the inlet, evaluating sand bypassing at the inlet, determining the potential impact of the modified dredging on the efficiency of the natural bypassing at the inlet, and environmental impacts of the proposed dredging. Based on recommendations of the study, flood shoal sand traps were identified as sand sources for bypass to adjacent eroding shorelines. The first dredging event was complete in July 2014, with material placed at the North End of Longboat Key. Areas of shoaling were identified within the Longboat Pass Flood Shoal as potential sand traps to be established as a renewable local sand source for beach fill for the adjacent shorelines on Anna Maria Island to the north and Longboat Key to the south. Two sand traps were established within the flood shoal region in 2014, one of which included a portion of the interior federal channel. The two sand traps generated approximately 100,000 cubic yards of sand which were placed on the north end of Longboat Key. The Town of Longboat Key participated in sponsoring the construction which addressed an emergency condition in which upland habitable structures were becoming threatened due to erosion.

Manatee County and the Town of Longboat Key completed a joint IMP study for Longboat Pass in November 2011 with revision in December 2012. Primary focus of the study was to assess coastal processes of Longboat Pass and vicinity. Also emphasized is improvement of regional sediment management to conserve sediment resources, using efficiencies of the erosion control programs, and maintaining navigation while protecting natural resources. The study concluded that the inlet navigation

channel should be dredged on a cycle that approximates a 4 year interval with material placement alternating between the two islands or every 8 years with the material being split 50/50 between the two islands.

Strategy: Monitor and develop a sediment budget sufficient for the adoption of an inlet management plan in conjunction with further dredging in Longboat Pass flood shoals as a sand resource.

LONGBOAT KEY, MANATEE COUNTY, R42-R67 THROUGH SARASOTA COUNTY, R1-R29

This is a 10.2 mile segment of critically eroded beach comprising the entire Gulf shoreline of Longboat Key. The federal **Sarasota County Shore Protection Project** authorizes restoration of 2.4 miles of shoreline on Longboat Key in Sarasota Counties. The Town of Longboat Key has elected not to pursue the federal shore protection project, and the project history for this segment of shoreline is described in Table 6.

The project design for Longboat Key consists of a 50 foot wide beach berm at elevation +5 ft NGVD. Construction of 2.52 acres of artificial reef to mitigate for anticipated adverse impacts to nearshore hardbottom was required. Of the 2.52 acres of artificial reef planned, only 1 acre was constructed. To offset the impacts of the acreage that was not built, the Town of Longboat Key agreed to employ adaptive management and monitoring techniques designed to promote colonization of desired species on the existing artificial reef; the Town also agreed to construct the additional acreage at a later time.

In 1993, restoration of the Longboat Key segment (R46ME-R29ST) was completed using sand from the ebb shoals of Longboat Pass and New Pass. In 1997, nourishment of the central segment of the project (R62ME-R14ST) was conducted using sand from an offshore borrow area. The project included sand-filled geotextile sills and groins installed at localized areas displaying accelerated erosion trends. In 1998, an extension of the terminal groin at the south end of the island was completed. In 2001, nourishment from R10.5 to R14 was conducted on Longboat Key. In 2003, maintenance dredging of New Pass was conducted with placement of 100,000 cy of dredged material on Longboat Key between T22 to R28 in Sarasota County.

A Longboat Key nourishment was completed in the summer of 2006. The project was constructed to a berm elevation of +7.0 ft (NGVD) between T1 and R15 and between R24 and R26 in Sarasota County. The berm elevation for the remaining project fill area is +6 ft NGVD. The 2006 nourishment involved the placement of two distinct types of borrow material: (1) a coarser fill to be used as a base layer in

areas of historically high erosion, and (2) a significantly finer lighter colored material (similar to native sand) to be used as a cap layer over the coarse base, and also used as a single fill layer in the remaining project fill areas. The local sponsor completed construction of 1.5 acres of artificial reef to mitigate for adverse impacts to nearshore hardbottom in July of 2006 fulfilling the mitigation requirements for the project.

Construction of two permeable adjustable groins (PAG) was completed in 2010, designed to enhance the project in the area from R12 to R14. The north end of Longboat Key was nourished in June 2011 using sand from offshore and again in 2014 using flood shoal material. Due to the high erosion rate, two more permeable adjustable groins have been designed for the North End of the Island and are planned for construction in winter of 2014/2015. The Town of Longboat Key is planning to nourish the key shoreline again in 2015/2016.

Table 6. Longboat Key Beach Restoration and Nourishment Events history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
1964	2,700	New Pass	No data	No data
1982	93,000	New Pass	No data	No data
1991	88,500	New Pass	No data	No data
August 1993	3,130,000	Longboat Pass and New Pass	R46ME-R29ST	9.3
1996	148,000	New Pass	No data	No data
February 1997	891,000	Offshore of R-48 (Whitney Beach)	R62ME-R14ST	3.1
July 1997	109,000	Longboat Pass	R45 and R48-R51	1
September 1997	171,000	New Pass	R25-R29	0.8
May 2001	105,280	Offshore of R-48 (Whitney Beach)	R10.5-R14	0.7
2003	100,000	New Pass	T22-R28	1.1
July 2006	1,500,000	Offshore	R44ME-R29.5ST	9.8
June 2011	139,867	Offshore Borrow Area IX	R44-R46.5	0.5
July 2014	98,000	Flood Shoal	R42-R46	0.8

Strategy: Maintain the project through monitoring and nourishment using sand from bypassing and offshore sources.

NEW PASS, SARASOTA COUNTY, R29-R30

New Pass is an altered inlet between Longboat Key to the north and Lido Key to the south and has a federal navigation channel maintained by the USACE. The inlet provides access to the entrance of the turning basins at Payne Terminal and Sarasota's City Pier. Initial dredging of the authorized channel was completed in 1964. Maintenance dredging of the entrance channel has been conducted every three to five years by the USACE. The City of Sarasota has dredged the New Pass ebb shoal for Lido Key in 2009 and in 2015. The dredged sand has been placed on the Gulf shorelines of Longboat Key and Lido Key.

Strategy: Update sediment budget and adopt an inlet management plan for future use of the sediment source to nourish Longboat Key and Lido Key.

LIDO KEY, SARASOTA COUNTY, R31-R44.5

This is a 2.4 mile segment of critically eroded beach along the Gulf shoreline of Lido Key. A 0.3 mile segment of critically eroded inlet shoreline is located on the north end of Lido Key fronting New Pass (1500 ft east of R31 - R31). Restoration has been conducted along the central Gulf shoreline of the island. The local sponsor is the City of Sarasota. The federally authorized project design consists of a beach berm at elevation +4 ft NAVD 88 and provides five years of advance nourishment to protect the existing dune and upland development, and the project history for this segment of shoreline is described in Table 7.

In 1970, the City of Sarasota conducted restoration along Coolidge Park (R35-R38.4). The beach has been nourished with sand from maintenance dredging of the New Pass navigation channel (see table below). In 1998, nourishment was conducted (R35-R40) using sand from an offshore borrow area. In 2001 and 2003, nourishment was conducted (R36.5-R44.2) from an offshore sand source.

The USACE completed a feasibility study in 2002. Recommendations from the study include restoration of 8,280 ft of shoreline from R-35 to R-43 with 460,200 cy of design fill and 614,500 cy of advance fill for a total of 1,074,700 cy. The Corps identified three offshore borrow areas for the 50-year life of the project and has also investigated Big Sarasota Pass as a potential sand source. The feasibility

study also recommends the construction of three groins varying in length from 320 to 650 ft along the southern portion of the study area with the northernmost groin at approximately R42.5 and the southern groin at the southern tip of Lido Key. The initial construction of the federal **Lido Key Shore Protection Project** is currently in the design phase and construction is planned for 2016.

In response to the 2004 hurricane season, nourishment was conducted by the City of Sarasota, with construction completed in April 2009 utilizing sand from New Pass. In 2012, Tropical Storm Debby caused severe erosion along Lido Key’s shoreline with initial estimate of sand loss at 130,000 cy. Construction is scheduled for winter of 2015 for placement of approximately 197,000 cy of beach quality sand from the New Pass southern ebb shoal.

Table 7. Lido Key Beach Nourishment Project history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
1964	121,000	New Pass	R35-R38.5	0.6
1970	350,000	New Pass	R35-R38.5	0.6
June 1974	246,000	New Pass	R35-R38	0.5
October 1977	400,000	New Pass	R35-R38	0.5
1982	92,000	New Pass	R35-R38	0.5
1985	239,000	New Pass	R35-R38	0.5
1991	177,000	New Pass	R34.5-R38	0.6
1996	178,000	New Pass	R34.5-R38	0.6
May 1998	285,000	Offshore	R35-R40	0.8
April 2001	360,000	Offshore	R36.5-R44.2	1.4
February 2003	125,000	New Pass	R35.5-R43.2	1.4
April 2009	464,000	New Pass ebb shoal & channel	R34-R44	1.6

Strategy: Maintain the project through monitoring and nourishment using sand from inlet and offshore sources; complete the final design and implement the federally authorized Lido Key Shore Protection Project.

BIG SARASOTA PASS, SARASOTA COUNTY, R44-R45

Big Sarasota Pass is a natural inlet between Lido Key to the north and Siesta Key to the south. The inlet has not been altered by channel excavation or jetty construction; however, the Siesta Key shoreline has been armored with bulkheads and revetments, which have prevented the inlet channel from migrating further southward. There is a proposal by the USACE to excavate a beach fill borrow site on the inlet's ebb tidal delta. A peer reviewed sediment budget was developed from the Sarasota County Comprehensive Inlet Management Program of Big Pass and New Pass Management Alternatives report, (2008). The USACE is developing a study of Big Sarasota Pass sediment mining alternatives in connection with the Lido Key Shore Protection Project, dated June 2014 (draft).

Strategy: Develop a sediment budget and adopt an inlet management plan, in conjunction with investigating a future sand source for beach nourishment.

SIESTA KEY, SARASOTA COUNTY, R44A-R45

This is a 0.8 mile segment of critically eroded inlet shoreline on the north shore of Siesta Key adjacent to Big Sarasota Pass. Threatened private development along this segment of shoreline has been armored with bulkheads and rock revetments. The northern shoreline of Siesta Key, fronting on the pass, has been substantially armored.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Manatee County](#), [Sarasota County](#), [City of Anna Maria](#), City of Holmes Beach, City of Bradenton Beach, [Town of Longboat Key](#), City of Sarasota, the [West Coast Inland Navigation District](#), and the [USACE](#), all of which participate as sponsors of beach management projects. Project cost and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks.

Opportunities in this subregion include refining the existing sediment management strategy that uses beach quality sand from the maintenance dredging of Longboat Pass and New Pass for maintenance of the beach restoration projects on Longboat Key and Lido Key.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, colonial shorebirds, manatees and hardbottom/reef habitat are primary environmental concerns within this subregion. The timing of construction activities has been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid and minimize adverse impacts to the listed species and their habitat. The Lido Key beach nourishment site is adjacent to the Sarasota Bay Estuarine System (Outstanding Florida Waters), which extends into Big Sarasota Pass, and portions of New Pass are also located within the Sarasota Bay Estuarine System.

SAND SOURCES

Potential offshore borrow areas have been identified during design of restoration projects; however, these sand sources are not adequate to meet the needs of projects in this subregion over the next 15 years. A regional sand search and inventory should be performed to locate and characterize beach compatible sand. A study should be conducted to investigate the impact of the Passage Key borrow areas on the surrounding ebb shoal complex. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

The Bureau of Ocean Energy Management (BOEM) through the Minerals Management Program (MMP) is responsible for the use of offshore sand resources located outside of state waters and within federal waters on the Outer Continental Shelf. MMP has initiated regional management of sand sources, where feasible, to manage the growing need for these sand sources. The Longboat Key project in Manatee County and Sarasota County has obtained sand sources through the MMP leasing program. FDEP is working with BOEM to encourage coordination of sand sources within each region of the state to protect the shoreline of Florida.

ADDITIONAL INFORMATION

The introduction at the beginning of the state's Strategic Beach Management Plan provides additional information including overviews of:

- The principals followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

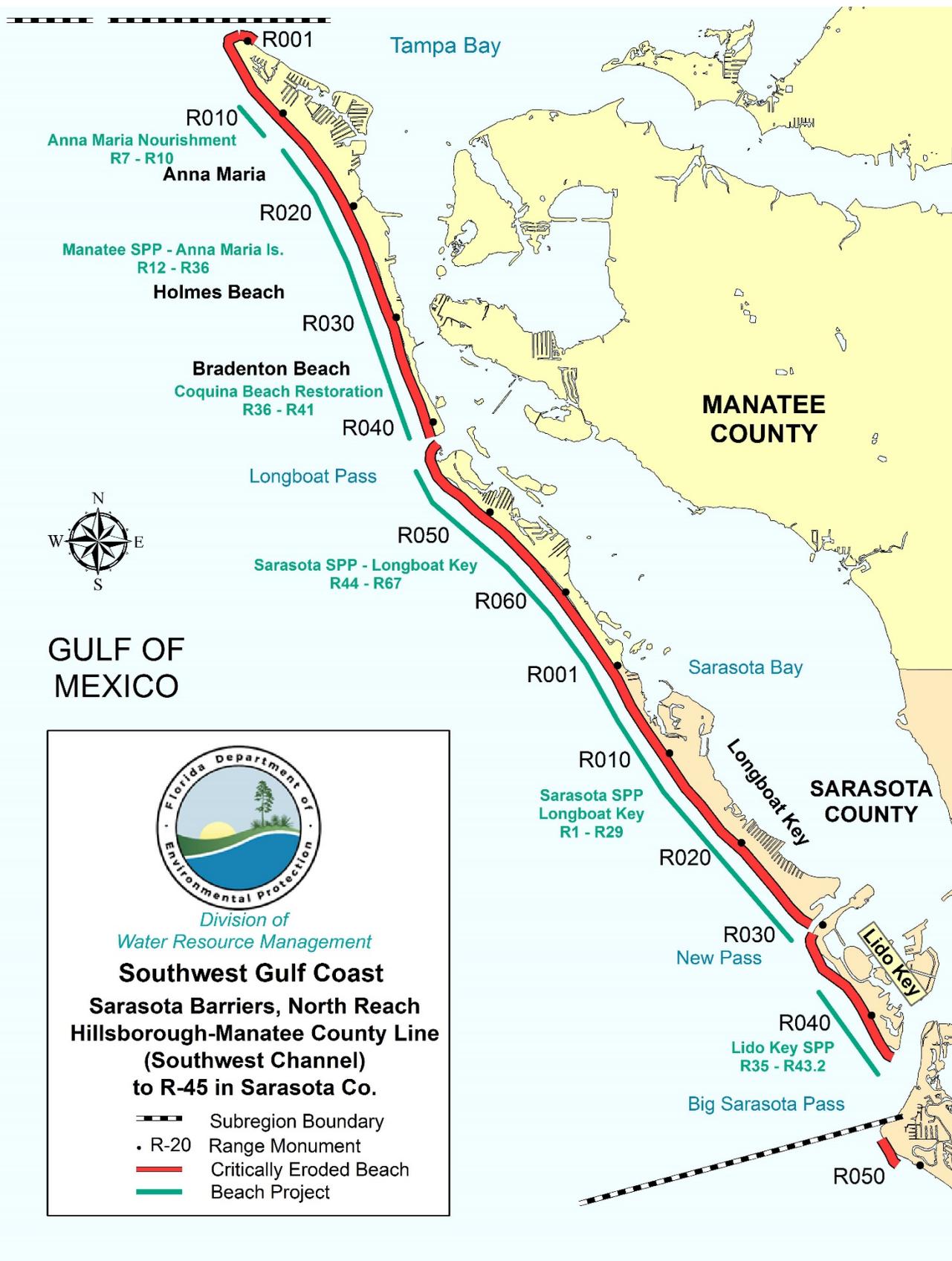


Figure 2. Sarasota Barriers North Reach subregion of the Southwest region of Florida.

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SARASOTA BARRIERS SOUTH REACH

There are 18.9 miles of beaches in the Sarasota Barriers South Reach subregion, which extends from Sarasota Point (R45) on the northwest end of Siesta Key to the north end of Manasota Key (R143) in Sarasota County, as shown on Figure 3. There are 10.8 miles of critically eroded beaches in this subregion, of which 5.4 miles have been restored.

Erosion is attributed to winter frontal systems, tropical storms and hurricanes, and the effects of Venice Inlet. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1974, the Subtropical Storm of June 1982, Hurricane Elena (1985), Tropical Storm Juan (1985), Tropical Storm Josephine (1996), Hurricanes Frances and Jeanne (2004), Tropical Storm Fay (2008), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

COUNTYWIDE STUDIES AND PROJECTS

In 2003, the Sarasota and Charlotte County Beach Restoration Study was completed. The purpose of the study was to investigate the extent and nature of Gulf shoreline erosion and examine the technical, regulatory and financial feasibility of large-scale erosion control actions for consideration in the development of the Strategic Beach Management Plan. The study area included all of the unincorporated shoreline of Sarasota County and Charlotte County to Gasparilla Pass. The Town of Longboat Key, the City of Sarasota, the City of Venice and Gasparilla Island were excluded because they have pursued their own studies and erosion control projects. The study area totals more than 32 miles of shoreline and represents an effort by the State to address these issues on a regional basis.

NORTH SHORE OF SIESTA KEY, SARASOTA COUNTY, R46-R48.4

This is a 0.4 mile segment of critically eroded beach on the northern Gulf shore of Siesta Key immediately south of Sarasota Point. This area is contiguous with a 0.8 mile segment of critically eroded inlet shoreline on the north shore of Siesta Key adjacent to Big Sarasota Pass. The area has been armored with rock revetments. A feasibility study was conducted for Sarasota and Charlotte Counties; this study recommended beach nourishment with structures. At this time, the local sponsor has decided not to proceed with projects in this critically eroded area.

SOUTH SIESTA KEY, SARASOTA COUNTY, R64-R77

This is a 2.4 mile segment of critically eroded beach on the southern Gulf shore of Siesta Key, south of Point O' Rocks. In March of 2007, Sarasota County completed restoration of the **South Siesta Key Beach Restoration Project** (R67-R77) placing approximately 850,000 cy of sand from offshore borrow sites. The project design consists of a beach berm at elevation +7 ft NGVD tapering to elevation +6 ft NGVD and provides ten years of advance beach nourishment to protect the existing dune and upland development. The original project design will be enhanced by the addition of an attached, submerged sand berm along the southern one-third of the project. Sarasota County in 2014, completed an offshore sand search and located additional sand sources for maintenance of the 2007 beach project. The second phase of the beach restoration project will involve the use of two offshore borrow areas and place approximately 700,000 cubic yards of sand along the 2.4 mile segment that was nourished in 2007. In addition to project monitoring, the design and permitting phase progresses towards construction in 2016.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore sources.

CASEY KEY, SARASOTA COUNTY R81-R100.3

This is a 3.7 mile segment of critically eroded beach on the northern Gulf shore of Casey Key. The area has been extensively armored with rock revetments. A feasibility study was conducted and recommended beach restoration by USACE in 1984.

Strategy: Update the feasibility study to determine environmentally acceptable designs for beach restoration; design and construct a beach restoration project.

VENICE INLET, SARASOTA COUNTY, R114-R115

Venice Inlet (also known as Casey's Pass) is part of the federal Intracoastal Waterway Navigation Project. From 1937 to 1938, the USACE stabilized Venice Inlet by constructing two jetties that extended approximately 500 ft into the Gulf of Mexico. In 1940, the revetment along the south beach was extended from 930 ft to 988 ft. Repairs to the jetties were made in 1949 and 1955. Small volumes of maintenance dredged material have been removed on an infrequent basis from the inlet channel since navigation improvements were constructed in 1938.

FDEP adopted the [*Venice Inlet Management Study Implementation Plan*](#) in September 1998 that specifies the placement of beach compatible maintenance dredged material or offshore material on

downdrift beaches. The combined total of material from all sources shall equal or exceed 64,620 cy on an average annual basis.

A regional feasibility study of coastal inlets co-sponsored by FDEP and the West Coast Inland Navigation District (WCIND) completed in 2008 identified areas of persistent shoaling within the flood shoal region of Venice Inlet. Design and permitting were completed for the stabilization of Snake Island inside of Venice Inlet along with the establishment of a flood shoal sand trap as a renewable sand resource for sand placement onto Venice Beach downdrift of Venice Inlet. The first phase consisting of the stabilization of Snake Island inside Venice Inlet was completed in 2014, including erosion control structures and sand from adjacent shoal areas. This project also resulted in protection of cultural resources off the southwest tip of Snake Island. Phase two involving the dredging of the remainder of the flood shoal sand trap is designed and permitted and construction is anticipated in 2015/2016 with placement on Venice Beach.

Strategy: Place all beach compatible inlet channel and flood shoal impoundment basin dredged material on adjacent eroding beaches to balance the inlet sediment budget; supplement dredged material with sand from offshore borrow areas; the combined bypassing total from all sources shall equal or exceed 64,620 cy on an average annual basis; monitor inlet and with data collected, update the sediment budget and inlet management plan.

VENICE, SARASOTA COUNTY, R116-R143

This is a 5.1 mile segment of critically eroded beach on the downdrift shore south of Venice Inlet. The Venice segment of the federal **Sarasota County Shore Protection Project** authorizes restoration of 5.6 miles of shoreline until 2036. A restoration project was constructed along 3.2 miles of shoreline at Venice (R116-R133) south of the inlet in two phases (between August 1994 and May 1996) using approximately 1,923,000 cy of sand from borrow areas offshore of Manasota Key. In November 1997, a total of 3.14 acres of mitigative artificial reef were constructed offshore of R130 to mitigate for adverse impacts to nearshore hardbottom.

In August 2005, the City of Venice completed nourishment of the **City of Venice Beach Nourishment Project** (R116-R133) using 672,208 cy of sand from five offshore borrow sites. The project design consists of a beach berm at elevation +9 ft NGVD to protect the existing dune and upland development. Environmental monitoring of the restoration project indicated additional coverage of nearshore hardbottom which was not mitigated by the 3.14 acres of artificial reef constructed in conjunction with the restoration project. The City of Venice constructed an additional 7.3 acres of artificial reef to

compensate for these impacts. The nourishment project also includes maintenance and extension of existing stormwater outfall pipes along the project area shoreline.

Design of a full beach nourishment project is underway. The nourishment, planned for 2014/2015, will include repairs for damages sustained during Tropical Storm Debby in June 2012.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore sources; where practicable, redirect stormwater discharges away from the beach and dune system to upland storage, retention, and treatment sites.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Sarasota County](#), [City of Venice](#), [West Coast Inland Navigation District](#) and the [USACE](#), which participates with FDEP as sponsors of beach management projects. Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks. Opportunities in this subregion include implementing beach erosion control projects for critically eroded beaches on Casey Key and restoring the remaining critically eroded shoreline in the Venice segment.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, shorebirds, manatees and hardbottom/reef habitat are primary environmental concerns within this subregion. The timing of construction activities has been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. The Gulf Intracoastal Waterway in the vicinity of Venice Inlet is located within the Sarasota Bay Estuarine System, an Outstanding Florida Water where more stringent water quality standards apply.

SAND SOURCES

Potential borrow areas have been identified during design of beach restoration; however, these sand sources are not adequate to meet the needs of projects in this subregion over the next 15 years. Sand searches should be conducted to identify future sources of sand for projects. A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation projects should be incorporated into the maintenance of the beach restoration projects. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

ADDITIONAL INFORMATION

The introduction at the beginning of the state’s Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

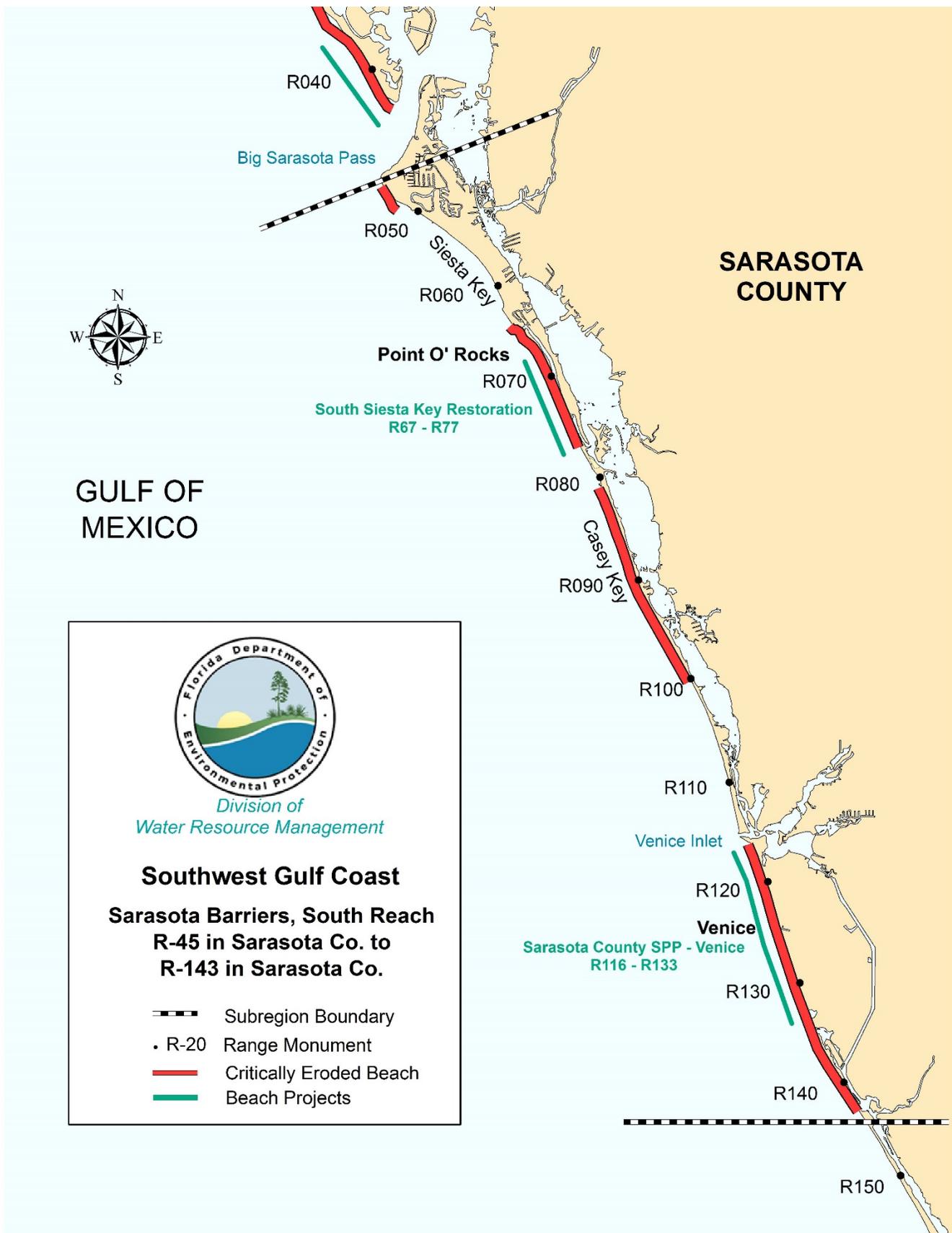


Figure 3. Sarasota Barriers South Reach subregion of the Southwest region of Florida.

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MANASOTA BARRIERS

There are 18.9 miles of beaches in the **Manasota Barriers** subregion, which extends from the north end of Manasota Key (R143) in Sarasota County to Gasparilla Pass (R60) in Charlotte County, as shown on Figure 4. There are a total of 7.8 miles of critically eroded beaches in this subregion (2.9 miles in Sarasota County and 4.9 miles in Charlotte County), of which 2.55 miles have been restored.

Erosion is attributed to winter frontal systems, tropical weather systems in the Gulf, and the effects of the inlets which include Stump Pass and Gasparilla Pass. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1974, the Subtropical Storm of June 1982, Tropical Storm Bob and Hurricane Elena (1985), Tropical Storm Juan (1985), Tropical Storm Keith (1988), Tropical Storm Josephine (1996), Tropical Storm Gabrielle (2001), Tropical Storm Fay (2008), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

COUNTYWIDE STUDIES AND PROJECTS

In 2003, the Sarasota and Charlotte County Beach Restoration Study was completed. The purpose of the study was to investigate the extent and nature of Gulf shoreline erosion and examine the technical, regulatory and financial feasibility of large-scale erosion control actions for consideration in the development of the Strategic Beach Management Plan. The study area included all of the unincorporated shoreline of Sarasota County and Charlotte County to Gasparilla Pass. The Town of Longboat Key, the City of Sarasota, the City of Venice and Gasparilla Island were excluded because they have pursued their own studies and erosion control projects. The study area totals more than 32 miles of shoreline and represents an effort by the State to address these issues on a regional basis.

MANASOTA KEY, SARASOTA COUNTY, R168 - R183 AND CHARLOTTE COUNTY, R1-R17

This is an approximately 5.6 mile long segment (2.9 miles in Sarasota County and 2.7 miles in Charlotte County) of critically eroded beach on Manasota Key that includes Englewood Beach and the Stump Pass Beach State Park, and the project history for this segment of shoreline is described in Table 8. In July 2003, 100,000 cy of sand was placed on 0.5 miles of Manasota Key beaches (R14.5 to R17). Sand sources for the 2003 placement event included material dredged from the realignment of Stump Pass and the Stump Pass ebb shoal. Maintenance dredging of Stump Pass completed in June of 2006 placed

approximately 155,060 cy of sand from R14 to R18 and additional sand on Knight Island at R22-R23. An experimental submerged groin system was installed in 2005 and 2006 as described below in the Innovative Technologies section. It was removed in 2008, when a third party review determined that the system was increasing erosion in the area. Maintenance dredging of Stump Pass, completed in May of 2011, placed 141,860 cy of sand over approximately 1 mile of beach from R14.5 to R20, along the Manasota Key and Stump Pass Beach State Park shoreline. The Updrift Beach fill area includes a variable berm width at +5 ft (NAVD) crest elevation with a downward slope of 1/100 to the seaward edge of the berm, which slopes to the toe of fill at 1/15 slope. Charlotte County is seeking a permit (2014) to restore adjacent shorelines and construct a terminal groin on the south end of Stump Pass Beach State Park.

Table 8. Manasota Key and Stump Pass Project history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
August 1981	110,000	Stump Pass	R16-R19	0.6
July 2003	100,000	Stump Pass realignment and ebb shoal	R14.5-R17	0.5
June 2006	155,060	Stump Pass	R14-R18 & R22-R23	0.94
May 2011	141,860	Stump Pass	R14.5-R20	1

Strategy: Construct terminal groin; monitor and maintain the project through sand bypassing and offshore sand sources.

STUMP PASS, CHARLOTTE COUNTY, R21-R22

Stump Pass was a natural inlet until a navigation channel was dredged in 1981 and the total volume removed from the inlet channel and ebb shoal borrow area was 925,000 cy. This initial dredging of Stump Pass in 1981 was 140,000 cy. The beach compatible dredged material was only 110,000 cy and was placed on the beach north of the pass within the Stump Pass Beach State Park at approximately R16 and R19. The remainder of the finer dredged material was placed in a disposal area on Grove City Key. Dredging of a small interim navigation channel in 1998 through the natural ebb channel was conducted

pending implementation of an inlet management and navigation plan. The 175,000 cy of dredged material were placed on the Knight Island shoreline adjacent to the pass and the Gulf shoreline beginning approximately one mile south of Stump Pass. The 133,000 cy of dredged material were removed and placed on the same two shoreline segments (between R22 and R38). In 2003, a joint beach nourishment and navigation project was implemented and the Stump Pass channel was realigned. The small interim navigation channel was dredged again in 2001. Maintenance dredging of the channel was completed in June of 2006 with a total of 453,260 cy of dredged material placed on Manasota Key, Knight and Don Pedro Islands. Stump Pass was dredged again in 2011, removing 374,000 from the pass with placement on adjacent shorelines. Charlotte County is investigating design alternatives to restore adjacent shorelines of Stump Pass and construct a terminal groin on the south end of Stump Pass Beach State Park.

Strategy: Place beach compatible maintenance dredged material on the adjacent eroding beaches to balance the inlet sediment budget; update the sediment budget and adopt an inlet management plan.

KNIGHT ISLAND AND BOCILLA ISLAND, DON PEDRO ISLAND, CHARLOTTE COUNTY, R28-R39

This is a 1.8 mile segment of critically eroded beach on the merged segment of Knight Island and Bocilla Island that includes the former Bocilla Pass, and the project history for this segment of shoreline is described in Table 9. In 1995, the **Charlotte County Beach Restoration Project** was completed along the northern Gulf shoreline of Knight Island (R27.5-R30) by Charlotte County. Dredged material from the interim navigation channel at Stump Pass was placed below the mean high water contour along the southern portion of the beach restoration project area in 1998 and 2001.

Dredging during the Stump Pass realignment in 2003 and maintenance dredging of the channel in 2006 resulted in placement sand in this critically eroded area with dunes vegetation as well. Subsequent maintenance dredging of Stump Pass completed in May of 2011. Maintenance dredge material was placed on Knight and Don Pedro Islands from R31.5-R39. Sand placement was followed by dune re-vegetation. Material was also placed along a 0.25 mile segment of inlet shoreline southeast of R22 and from R24 – R26 in 2011 with dune vegetation, as mitigation for shorebird habitat losses resulting from the severing of the spit at the south end of Manasota Key. Future maintenance dredging of Stump Pass calls for placement of dredged material along adjacent shorelines to the north and south. The Knight and Don Pedro Island fill area includes a variable berm width at +3.9 ft (NAVD) crest elevation with a

downward slope of 1/100 to the seaward edge of the berm, which slopes to the toe of fill at 1/15 slope. In 2014, Charlotte County is seeking a permit to restore adjacent shorelines and construct a stabilizing structure on the south end of Stump Pass Beach State Park.

Table 9. Charlotte County Beach Nourishment Project history.

Date Completed	Volume (CY)	Sand Source	Location	Length (Mi.)
January 1995	255,000	southern lobe of the Stump Pass ebb tidal shoal	R27.5-R30	0.6
1998	89,000	dredging of the Stump Pass interim navigation channel through the natural ebb channel	R29-R39	1.8
June 2003	628,000	Stump Pass realignment	R29-R40	2.0
June 2006	298,200	Stump Pass	R29-R40	2.0
May 2011	373,720	Stump Pass	R22-R39	2.0

Strategy: Maintain the project through monitoring and nourishment using sand from offshore sources; monitor.

LITTLE GASPARILLA ISLAND, CHARLOTTE COUNTY, R47.5-R49.5

This is a 0.4 mile segment of critically eroded beach on Little Gasparilla Island south of the former Little Gasparilla Pass that is now closed. This area is eroded due to the effects of the former Little Gasparilla Pass.

Strategy: Perform physical monitoring.

GASPARILLA PASS, CHARLOTTE COUNTY, R57-R59

Gasparilla Pass is a natural inlet between Little Gasparilla Island and Gasparilla Island.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Sarasota County](#), [Charlotte County](#), [West Coast Inland Navigation District](#), [FDEP's Parks and Recreation](#), and the [USACE](#), all of which participate with FDEP as sponsors of beach management projects. Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks. At this time, the only opportunity for project coordination that has been identified in this subregion is the placement of beach compatible sand from Stump Pass on adjacent critically eroded beaches.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, shorebirds, manatees, both hardbottom and reef habitat, and seagrass beds are environmental concerns within this subregion. Marine turtle nesting season is from May 1 through October 31 and nourishment projects have been permitted/ constructed during marine turtle nesting season in this subregion in 2003, 2006 and 2011 and local government will likely seek permission to do so for the next nourishment. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. Stump Pass in the vicinity of Lemon Bay is located in a shellfish harvesting area and the [Lemon Bay Aquatic Preserve](#), Outstanding Florida Waters. Projects located within and near the aquatic preserve boundaries require additional protection, including stricter water quality standards than in non-aquatic preserve waters, during permitting and construction to ensure preservation of the existing conditions.

SAND SOURCES

Sufficient sand sources for beach nourishment over the next 15 years have not been identified. A regional sand search and inventory should be performed to locate and characterize beach compatible sand. The County is pursuing permits in 2014 for offshore sand sources and when combined with sand bypassing will provide 10-15 years of sand for the project extending from R14.5 to R40. Additional sources have not yet been identified for additional reaches on Manasota Key north of R14.5. A regional sediment management strategy that uses beach quality sand maintenance dredged from the navigation projects should be incorporated into the maintenance of the beach nourishment projects. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

INNOVATIVE TECHNOLOGIES

During the summer of 2005 and then in the spring of 2006, an experimental submerged geotextile groin field consisting of six low-profile geotextile groins was installed below mean high water between R19 and R21 in Stump Pass Beach State Park in Charlotte County. The installation could not be completed entirely during the summer of 2005 and was completed in 2006. The stated purpose of the groin field was to reduce the southerly drift of littoral material that re-enters Stump Pass. The project was evaluated on its ability to retain material placed on the Park shoreline and reduce infilling in the Pass, thereby reducing the frequency of maintenance dredging. The third party review of the innovative project determined that the project was causing additional erosion to park shoreline and recommended removal, which was so ordered and completed in 2008.

ADDITIONAL INFORMATION

The introduction at the beginning of the state's Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state's management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

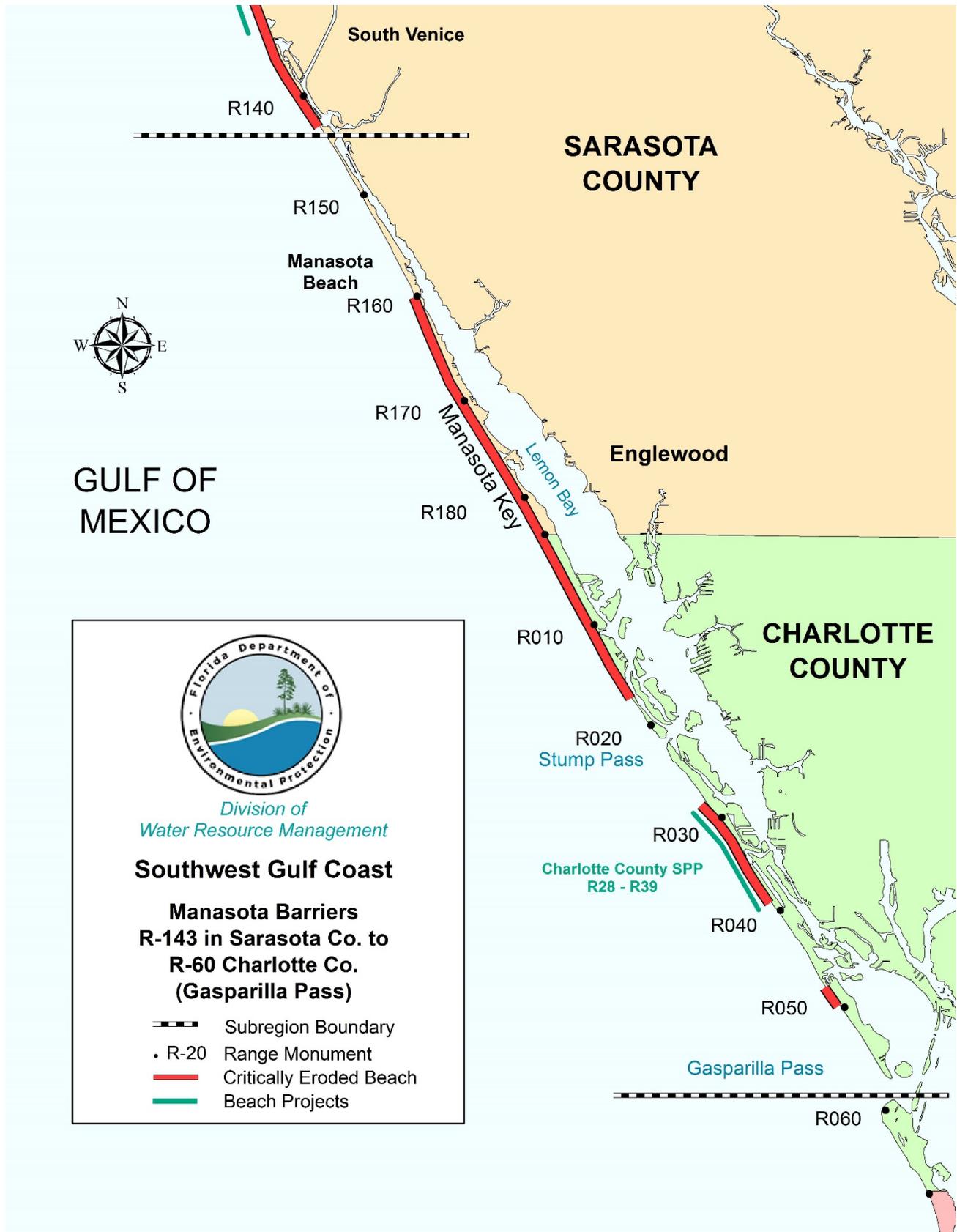


Figure 4. Manasota Barriers subregion of the Southwest region of Florida.

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CHARLOTTE HARBOR COMPLEX

There are 36.8 miles of beaches in the **Charlotte Harbor Complex** subregion, which extends from Gasparilla Pass (R60) in Charlotte County to the San Carlos Bay Entrance (R174) in Lee County, as shown on Figure 5. There are 13.4 miles of critically eroded beaches in this subregion, of which 10.35 have been restored.

Erosion is attributed to winter frontal systems, tropical weather systems in the Gulf, and the effects of inlets including Boca Grande Pass, Captiva Pass, Redfish Pass, and Blind Pass. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1974, the Subtropical Storm of June 1982, Tropical Storm Bob (1985), Hurricane Elena (1985), Tropical Storm Juan (1985), Tropical Storm Keith (1988), Tropical Storm Gabrielle (2001), Hurricane Charley (2004), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

GASPARILLA ISLAND, LEE COUNTY, R7-R26.7

This is a 4.0 mile segment of critically eroded beach along the southern Gulf shore of Gasparilla Island including portions of Gasparilla Island State Park (R16.5 area and R22.5 - R26A). Sand from the maintenance dredging of Boca Grande Pass was placed along the southern portion of this area in 1981, 1993 and 1997; however, maintenance dredging of the inlet is not anticipated in the future. The federal **Lee County Shore Protection Project** authorizes restoration and associated shore protection structures, as needed, for eroding beaches on Gasparilla Island, Captiva Island and Estero Island. Lee County is the local sponsor of the Gasparilla Island segment of the federal project which is authorized until 2016 and undergoing a Section 934 Study, anticipated to be complete in 2017, to extend the authorization to 2056.

The USACE completed a General Reevaluation Report (GRR) for Gasparilla and Estero Islands in dated January 2000. The recommended project for the two islands was later modified. The modified project provides for restoration of 2.8 miles of shoreline on Gasparilla Island (R11-R24). A terminal groin at the south end of the island adjacent to Boca Grande Pass was considered uneconomical and not recommended. FDEP and Lee County initiated engineering design and permitting in January 2000 to construct the project on a reimbursement basis with the federal government. The final design included a segmented breakwater located approximately 325 ft offshore of R25; two T-head groins in the vicinity of R26; and restoration from R10 to R26 using approximately 920,000 cy of sand from an offshore

borrow area. The beach nourishment portion of the restoration project was completed in April of 2007 with placement of 1,072,781 cy of sand, and the design consists of a beach berm at elevation +5 ft NGVD sloping to +4.2 ft NGVD to protect the existing dune and upland development. The local sponsor decided not to build the structures as a result of accretion in the area immediately prior to the restoration and budgetary concerns. The 2007 project also included removal of 27 derelict coastal structure and construction of 0.9 acres of artificial reef offshore of R11 to mitigate for adverse impacts to nearshore hardbottom. To repair damages sustained during Tropical Storm Debby (2012), the USACE placed approximately 433,424 cy of sand on 2.9 miles of beach between R10 through R24.5 and construction was completed in December 2013.

Construction was completed in 2004 on a toe scour rock revetment (design elevation of +4 ft NGVD) constructed along 791 linear ft of the Belcher Road seawall between R24.5 and R25.5. This revetment provides protection to Gasparilla Island State Park infrastructure including roadway. The restoration project completely buried the rock revetment, although it was subsequently exposed. The seawall cap at Belcher Road was reconstructed and the revetment was rehabilitated by the FDEP Division of Recreation and Parks (DRP) in 2014. Boca Grande Pass North Shore that is 1000 ft east of R26.7 is considered a 0.2 mile segment of critically eroded inlet shoreline where Gasparilla Island State Park is located.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore or inlet sources; update an engineering study for erosion control structures, and if the study determines that structures are feasible, construct structures.

BOCA GRANDE PASS, LEE COUNTY, R26-R27

Boca Grande Pass is south of Gasparilla Island and north of Cayo Costa Island. The federal **Charlotte Harbor Navigation Project** extends through Boca Grande Pass. Initial dredging of the authorized channel was completed in 1912. Maintenance dredging of the entrance channel has been conducted every two to three years from 1971 until the last dredging in 1999. The dredged sand has been placed offshore, except in 1981, 1993, and 1997, when it was placed on the adjacent Gulf shoreline of Gasparilla Island. The USACE completed a study in 1991 that recommended that maintenance dredged material from the Charlotte Harbor navigation project be placed on the Gulf shoreline of Gasparilla Island to provide storm protection and recreational benefits. However, future maintenance dredging is

unlikely due to closure of a local oil shipping terminal which previously necessitated the maintenance dredging.

Strategy: If maintenance dredging occurs, place beach compatible sand on the shoreline of Gasparilla Island in conjunction with the restoration project.

CAPTIVA PASS, LEE COUNTY, R65-R66

This is a natural pass between Cayo Costa Island and North Captiva Island.

NORTHERN SHORE OF NORTH CAPTIVA ISLAND, LEE COUNTY, R66-R71

This is a 1.0 mile segment of critically eroded beach on the northern shore of North Captiva Island, including 1,000 ft of inlet shoreline east of R66 (0.2 miles) adjacent to Captiva Pass. This area is expected to undergo periods of accretion and erosion as a result of the changes to the inlet channel and the ebb shoal.

Strategy: Monitor.

SOUTHERN SHORE OF NORTH CAPTIVA ISLAND, LEE COUNTY, R79-R82.3

This is a 0.8 mile segment of critically eroded beach on the southern Gulf shore of North Captiva Island adjacent to Redfish Pass. Shore protection structures were constructed on the property at the south terminus of the island in 1998. During Hurricane Charley in 2004, the segment of beach from R78 to R79 was breached forming an opening, locally known as Charley's Cut. Charley's Cut remained open for several years, but had closed naturally by 2009.

Strategy: Monitor in conjunction with the monitoring program for Redfish Pass and evaluate performance of existing shore protection structures.

REDFISH PASS, LEE COUNTY, R82-R83

Redfish Pass, formed by a hurricane in 1921, provides recreational boating access through a relatively deep channel that has not required maintenance dredging except in portions of the interior flood shoal. Construction of a terminal groin at the north end of Captiva Island adjacent to Redfish Pass, was begun in 1977 and completed in 1981. In 1981 and in 1988/1989, the ebb shoal was used as a sand source for beach nourishment of Captiva Island. Completed in 1995, an inlet management study was sponsored by

Captiva Erosion Prevention District (CEPD) but not formally adopted by FDEP. The 1995 study showed the adverse impact of ebb shoal dredging on North Captiva Island. In 1998, T-head groins were constructed by private interests on the south end of North Captiva Island, as recommended in the study. The terminal groin on Captiva was substantially damaged by Hurricane Charley in 2004. During the summer of 2006, the terminal groin on Captiva Island adjacent to Redfish Pass was extended 100 ft seaward and reconstructed in conjunction with the Captiva-Sanibel Beach Nourishment Project.

Strategy: Update the 1995 study with a new sediment budget and adopt an inlet management plan.

CAPTIVA ISLAND, LEE COUNTY, R83-R109

This is a 5.0 mile segment of critically eroded beach that includes the entire Gulf shoreline of Captiva Island and a 0.2-mile segment of inlet shoreline adjacent to Redfish Pass. Beach restoration and nourishment have been conducted and terminal groins have been constructed at each end of the project area, and the project history for this segment of shoreline is described in Table 10. In 1981, restoration was conducted along the northern portion of the Captiva Island (R84-R94) segment of the **Lee County Shore Protection Project** without federal participation. In 1988/1989, nourishment of this area and restoration of the remainder of Captiva Island was completed on a federal reimbursement basis. In 1996, nourishment of Captiva Island and the northern Gulf shoreline of Sanibel Island (R110-R114) was completed using sand from an offshore borrow area. Nourishment of Captiva Island (R85-R109) in conjunction with nourishment of the northern shoreline of Sanibel Island (R110-R118) was completed in January of 2006. Due to a series of storms that impacted the area before and during construction, a supplemental nourishment project by the U.S. Army Corps of Engineers placed approximately 99,000 cy of sand on Captiva Island in April 2008. Nourishment was completed again in December 2013 without federal cost sharing. The elevation of the currently permitted beach berm inclines from +6.5 ft NAVD 88 at the dune line to +4.5 ft (NAVD) at the crest of the foreshore face of the berm, where it transitions to a seaward slope of 1:10 (V:H) to the existing profile. The Captiva Island segment is federally authorized until 2037.

Table 10. Lee County Shore Protection Project (Captiva Island) history.

Date Completed	Volume (CY)	Location	Source	Length (Mi.)
October 1981	655,500	R84-R94	Redfish Pass ebb shoal	1.9
April 1989	1,595,000	R85-R109	Redfish Pass ebb shoal	4.8
April 1996	817,300	R84-R109	Offshore	5.0
January 2006	1,000,000	R85-R109	Offshore	4.8
April 2008	99,000	R85-R86 and R94-R96	Offshore	0.96
December 2013	783,369	R84-R109	Offshore	5.0

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

BLIND PASS, LEE COUNTY, R109

Blind Pass is a historic natural inlet, but shoaling has frequently closed the pass since the opening of Redfish Pass. In 1972, a terminal groin was constructed at the south end of Captiva Island to protect the bridge across Blind Pass. In 1989, the groin was extended to stabilize the restoration project at the south end of the island. FDEP and Captiva Erosion Prevention District (CEPD) sponsored an inlet management study and was completed in 1993, but never formally adopted by FDEP. The terminal groin at Blind Pass was extended in 1994 and the CEPD has since placed fill on northern Sanibel Island during each of the Captiva nourishment projects in 1996, 2006 and 2013. The construction of the terminal groin extension in 1994 contributed to the erosion losses on northern Sanibel Island. FDEP then required mitigation of these impacts by the CEPD and mitigative fill was placed on northern Sanibel Island during the 1996 Captiva nourishment project. Blind Pass closed in 2000 and remained functionally closed until 2009. The portion of Blind Pass seaward of the bridge was mechanically dredged in March 2001. Blind Pass opened briefly during Hurricane Charley in 2004.

Lee County, in cooperation with the CEPD and the City of Sanibel, restored Blind Pass in 2009, which was adversely impacted by the mitigative nourishment project. Called the Blind Pass Ecozone Restoration and Bypassing Project, it established a Gulf tidal connection with Wulfert and Roosevelt

Channels. The project was designed mainly as a hydrographic restoration and water quality project to re-establish flushing in the back bay areas of Clam Bayou and Dinkins Bayou, part of the Pine Island Sound ecosystem. 136,900 cy of sand was placed on downdrift beaches of Sanibel Island between R112 and R114, with another 11,100 cy placed in an upland disposal site in 2009. After significant shoaling of the pass due to the lack of a south terminal groin, the pass was dredged again in 2012/2013, removing 63,300 cy of material seaward of the bridge and placing the sand on northern Sanibel Island between R116 and R118 and 37,600 cy of material from the pass landward of the bridge, which was placed on northern Sanibel Island between R112 and R114. There was a gap of several months between the seaward and landward work.

Strategy: Bypass sand to Sanibel Island; update sediment budget and adopt an inlet management plan.

NORTHERN SHORE OF SANIBEL ISLAND, LEE COUNTY, R109-R118

This is a 1.7 mile segment of critically eroded beach on the northern Gulf shore of Sanibel Island, and the project history for this segment of shoreline is described in Table 11. Mitigation for the adverse impacts of the Captiva Island groin extension, restoration of the northern Gulf shoreline of Sanibel Island (R110-R114) was conducted in conjunction with nourishment of Captiva Island in 1996 with 237,100 cy. Nourishment was completed in conjunction with the Captiva project (R85-R109) in January of 2006 (R110-R118) and again in December 2013 (R110-R116). Sanibel Island also received maintenance dredge material from the Blind Pass Ecozone Restoration Project in 2009 (R112-R114) and in 2012/2013 (R116-R118 and R112-R114). The elevation of the currently permitted beach berm slopes from +6.5 ft. (NAVD 88) at the dune line to +4.5 ft. (NAVD 88) at the crest of the foreshore face of the berm, where it transitions to a seaward slope of 1:10 (V:H) to the existing profile.

Table 11. Sanibel Island Erosion Control Project history.

Date Completed	Volume (CY)	Location	Source	Length (Mi.)
April 1996	237,100	R110.5-R114	Offshore	0.74
January 2006	305,000	R110-R116 (excluding a 900 foot gap at Clam Bayou) and R116 to R118	Offshore	1.6
August 2009	136,900	R112-R114	Blind Pass	0.38
August 2012	63,300	R116-R118	Blind Pass	0.38
April 2013	37,600	R112-R114	Blind Pass	0.38
December 2013	80,823	R110-R116	Offshore	1.1

Strategy: Maintain the project through monitoring and nourishment using sand from offshore, upland and inlet sources.

GULF PINES SUBDIVISION, SANIBEL ISLAND, LEE COUNTY, R129-R133

This is a 0.9 mile segment of critically eroded beach on the central Gulf shore of Sanibel Island at Gulf Pines subdivision. Concurrently with the Sanibel Restoration Project in 1996, but under a separate contract with the dredging contractor, the City of Sanibel constructed a restoration project along the Gulf Pines (R129-R133) segment of the island placing 229,000 cy of sand from an offshore borrow area.

Strategy: Re-survey this area and re-evaluate the shoreline conditions based upon updated survey data.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Charlotte County](#), [Lee County](#), [Captive Erosion Prevention District](#), [City of Sanibel](#), [West Coast Inland Navigation District](#), and the [USACE](#), all of which participate with FDEP as sponsors of beach management projects. The island of Cayo Costa and a number of properties on Gasparilla and North Captiva Island are managed by the [FDEP's Division of Recreation and Parks](#). Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of two or more projects proposed by two or more local sponsors that are entering the same phase and can demonstrate significant anticipated cost savings through joint contracting. Opportunities in this subregion include continued coordination of Captiva and Sanibel nourishment; future construction of the remainder of the Estero Island segment of the federal shore protection project under a single contract with nourishment projects in the subregion if the same type of dredge vessel can be used.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, shorebirds and beach nesting birds, manatees and hardbottom and reef habitat are primary environmental concerns within this subregion. The timing of construction activities has not been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. The [Gasparilla Sound - Charlotte Harbor Aquatic Preserve](#) boundary is located in the vicinity of south Gasparilla Island and Boca Grande Pass. [Pine Island Sound Aquatic Preserve](#) encompasses much of the inland waters of this subregion and has a boundary that crosses Redfish Pass and Blind Pass. Projects located within and near the aquatic preserve boundaries require additional protection, including more stringent water quality standards than in non-aquatic preserve waters, during permitting and construction to ensure preservation of the natural conditions.

SAND SOURCES

Sand sources to meet the needs of future projects in this subregion over the next 15 years have been identified. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

ADDITIONAL INFORMATION

The introduction at the beginning of the state’s Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

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ESTERO BARRIERS

There are 20.6 miles of beaches in the **Estero Barriers** subregion, which extends from the San Carlos Bay Entrance in Lee County to the Lee-Collier County boundary line, as shown on Figure 6. There are 8.2 miles of critically eroded beaches in this subregion, of which 3.2 have been restored.

Erosion is attributed to winter frontal systems, tropical weather systems in the Gulf, and the effects of inlets including Matanzas Pass, Big Carlos Pass, New Pass and Big Hickory Pass. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1974, the Subtropical Storm of June 1982, Tropical Storm Bob (1985), Tropical Storm Keith (1988), Tropical Storm Gabrielle (2001), Hurricane Charley (2004), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

MATANZAS PASS, LEE COUNTY

The navigation channel through Matanzas Pass was completed in 1973 as an extension of the federal **Ft Myers Beach Navigation Project**. The local sponsor is Lee County. Periodic maintenance dredging of the pass has been conducted with placement of the dredged material along the northern Gulf shoreline of Estero Island occurring in 1980, 1983, 1986, 1996, 2001, and 2009. The USACE performed maintenance dredging of the pass and interior navigation channels in 2013. Dredge material was placed in the nearshore between R182 and R187 for the 2009 and 2013 events.

Strategy: Continue placement of beach compatible sand from the maintenance dredging of Matanzas Pass on Estero Island.

ESTERO ISLAND, LEE COUNTY, R175.4-R200 AND R203-R207

These segments total 5.8 miles of critically eroded beach on Estero Island more commonly known as Ft Myers Beach. Sand from the maintenance dredging of Matanzas Pass has been placed along the northern portion of this area on the beach and nearshore between R178 and R187 since 1961.

The federal **Lee County Shore Protection Project** authorizes beach restoration, and associated shore protection structures, as needed, for eroding beaches on Estero Island. The USACE completed a General Reevaluation Report for Gasparilla and Estero Islands dated January 2000. The federal project design consists of a beach berm at elevation +4 ft. NGVD 88 and three years of advance nourishment to

protect the existing dune and upland development. The recommended project for the two islands was modified. The modified project provides for restoration of 4.7 miles of shoreline on Estero Island (R175-R199), including the addition of a terminal groin at the north end of the island adjacent to Matanzas Pass. The local sponsor is Lee County and the Estero Island segment is authorized until 2056.

In 2000, engineering design and permitting were initiated by Lee County to construct the project on a federal reimbursement basis. The design goal was to modify the recommended project by using an offshore borrow area located closer to the project shoreline, increasing the interval between nourishment events. Additional non-federal project features included were construction options for restoration on southern Estero Island (R208-R210) in conjunction with restoration of Lovers Key (R214-R222). In 2011 the terminal groin was constructed and the first 1.2 miles of shoreline was restored with placement of 402,805 cy of sand between R174.6 and R181.5. The balance of the federal project limit (R181.5-R199) was not constructed because of the unwillingness of property owners to grant federal easements. The southern segment of Estero Island (R208-R210) was eliminated from the construction template due to natural accretion occurring prior to project construction. In 2014, a 0.8 mile southern segment of Estero Island (R203-R207) was also designated critically eroded along the Little Estero Island Critical Wildlife Area.

Strategy: Maintain the restored project through monitoring and nourishment using sand from offshore sources and Matanzas Pass; construct the remainder of the project from R181-R199; conduct a study for the southern critically eroded area.

BIG CARLOS PASS, LEE COUNTY

Big Carlos Pass is located between Estero Island and Lovers Key and connects the Gulf of Mexico with Estero Bay. Sand has been excavated in the vicinity of the Big Carlos Pass ebb shoal as a sand source for the Bonita Beach and Lovers Key Nourishment Projects. The West Coast Inland Navigation District (WCIND) in 2014, began planning for a navigation channel through the Big Carlos Pass ebb shoal complex from Estero Bay to the Gulf. Lee County in 2014, completed the restoration of Lovers Key and Bonita Beach through use of the ebb shoal of Big Carlos Pass. A regional sediment budget is being developed by WCIND for appropriate management of sand resources at Big Carlos Pass and evaluation of suitable sand placement. The connector channel project will consider the highly eroded southern end of Estero Island to the north as a potential disposal site and construction is anticipated in late 2015 or early 2016.

Strategy: Develop a sediment budget for the adoption of an inlet management plan to guide the future dredging and beach placement of inlet material.

LOVERS KEY, LEE COUNTY, R214-R222

This is a 1.5 mile segment of critically eroded beach within Lovers Key State Park. In October 2004, a 1.1 mile beach and dune restoration project was completed on Lovers Key which consisted of placing approximately 570,240 cy between R214.5 and R220.5. This material was taken from a borrow site in Big Carlos Pass ebb shoal complex. Lee County is the local sponsor working in cooperation with FDEP’s Division of Recreation and Parks. Nourishment was completed again in December 2014 in conjunction with the Bonita Beach project to the south. The project placed approximately 333,494 cy of material on Lover’s Key.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

NEW PASS, LEE COUNTY

New Pass is located between Lovers Key and Big Hickory Island and provides a tidal connection between the Gulf and Estero Bay. An inlet management study of New Pass and Big Hickory Pass was completed in 1994, but never formally adopted by FDEP. Based in part on the study, the ebb shoal of New Pass was dredged as a sand source for the 1995 beach restoration at Bonita Beach. Approximately 112,870 cy of sand was dredged from the New Pass ebb shoal in 2013 for a beach restoration project on Big Hickory Island.

Strategy: Monitor and develop a sediment budget sufficient for the adoption of an inlet management plan in conjunction with further dredging in New Pass channel and shoals.

BIG HICKORY ISLAND, LEE COUNTY, R222.7-R225.9

This is a 0.8 mile segment of critically eroded beach on Big Hickory Island. The Pelican Landing Community Association received a permit in 2012 to construct a beach restoration project and erosion control structures. The beach restoration project was completed in summer of 2013 using approximately 112,870 cy of beach compatible sand from the New Pass ebb shoal placed between R222.5 and R224.

Seven concrete, adjustable king-pile groins were installed to retain the placed sediment. Extensive monitoring including adjacent shoreline is required to detect and manage shoreline changes.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

BIG HICKORY PASS, LEE COUNTY

Big Hickory Pass is located between Big and Little Hickory Islands and provides a tidal connection between the Gulf and Estero Bay. Big Hickory Pass has closed repeatedly and been reopened by storms and mechanical excavation. An inlet management study of New Pass and Big Hickory Pass was completed in 1994, but never formally adopted by FDEP. Based in part on this study, two terminal groins were constructed adjacent to Big Hickory Pass at the north end of the Bonita Beach Restoration Project shoreline.

Strategy: Monitor and develop a sediment budget sufficient for the adoption of an inlet management plan in conjunction with New Pass.

LITTLE HICKORY ISLAND, LEE COUNTY, R226-R230.4

This is a 0.9 mile segment of critically eroded beach on Little Hickory Island at Bonita Beach, and the project history for this segment of shoreline is described in Table 12. Beach restoration was completed in December 1995. The non-federal **Bonita Beach Restoration Project** (R226-R230) was constructed along the northern Gulf shoreline of Little Hickory Island using sand from the ebb shoal of New Pass. Lee County is the local sponsor. The 0.78 mile project placed approximately 217,000 cy of sand between R225.5 and R230. The project included two terminal groins constructed at the north limits of the beach fill adjacent to Big Hickory Pass. The southern groin was damaged during the passage of Tropical Storm Gabrielle, and was rehabilitated during the summer of 2003.

In June 2004, nourishment was completed along Bonita Beach (R226-R230) using approximately 143,000 cy of sand from the Big Carlo Pass ebb shoal. The project design consists of a beach berm at elevation +5.5 ft NGVD and a dune feature at elevation +6.5 ft NGVD to protect the existing dune and upland development. Lee County continues as the local sponsor now working at the request of the City of Bonita Springs under the terms of an interlocal agreement. Nourishment was completed in September

2014 in conjunction with the Lovers Key project to the north and placed approximately 134,484 cy of material using sand from the Big Carlos Pass ebb shoal complex.

Table 12. Bonita Beach Restoration Project history.

Date Completed	Volume (CY)	Location	Source	Length (Mi.)
December 1995	217,000	R225.5-R230	New Pass ebb shoal	0.78
June 2004	143,000	R226-R230	Big Carlos Pass ebb shoal	0.74
September 2014	134,484	R226-R230	Big Carlos Pass ebb Shoal	0.74

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of Lee County, Fort Myers Beach, Bonita Springs, West Coast Inland Navigation District, and the USACE. Lovers Key is a State Park managed by the [FDEP's Division of Recreation and Parks](#). Participants with FDEP as sponsors of beach management projects include [Lee County](#), the [Town of Fort Myers Beach](#), the [West Coast Inland Navigation District](#), and the [USACE](#). Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of two or more projects proposed by two or more local sponsors that are entering the same phase and can demonstrate significant anticipated cost savings through joint contracting. Opportunities in this subregion include:

1. If the Estero Island segment of the federal shore protection project is constructed, coordinate with Gasparilla Island under a single contract if the same type of dredge vessel can be used for both segments.
2. Construction of non-federal beach nourishment projects in this subregion should be combined under a single contract when technically feasible.

3. Beach compatible maintenance dredged material should be used to supplement sand sources for nourishment of adjacent critically eroded beaches.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, shorebirds, beach nesting birds, manatees and both hardbottom/reef habitat and seagrass beds are environmental concerns within this subregion. The timing of construction activities has not been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. The Critical Wildlife Area at the south end of Estero Island is important to nesting habitat for beach nesting birds and sea turtles. The designation of critically eroded beach on Lovers Key is due in part to the threatened erosion of wetland habitat. Pen shell (*Atrina rigida*) beds were mapped with the locations verified by scuba divers during the design of the Estero borrow area offshore of Carlos Point. The pen shell beds were not incorporated into the footprint of the borrow area and were avoided during construction.

SAND SOURCES

Sand sources to meet the needs of future projects in this subregion over the next 15 years have not been fully identified. A regional sand search and inventory should be performed to locate and characterize beach compatible sand. A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation projects should be incorporated into the maintenance of the beach restoration projects. The frequent maintenance dredging of Matanzas Pass, excavation of the Big Carlos Pass ebb shoal (2004, 2014) for Bonita Beach and Lovers Key nourishment, dredging of the New Pass ebb shoal (1995, 2013) for Bonita Beach and Big Hickory Island restoration, and the dynamic nature of Big Hickory Pass all call for continued monitoring of recovery and assessment for usage as borrow areas for future projects. For additional information on sand sources, FDEP manages a database named the [*Regional Offshore Sand Source Inventory \(ROSSI\)*](#).

ADDITIONAL INFORMATION

The introduction at the beginning of the state's Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

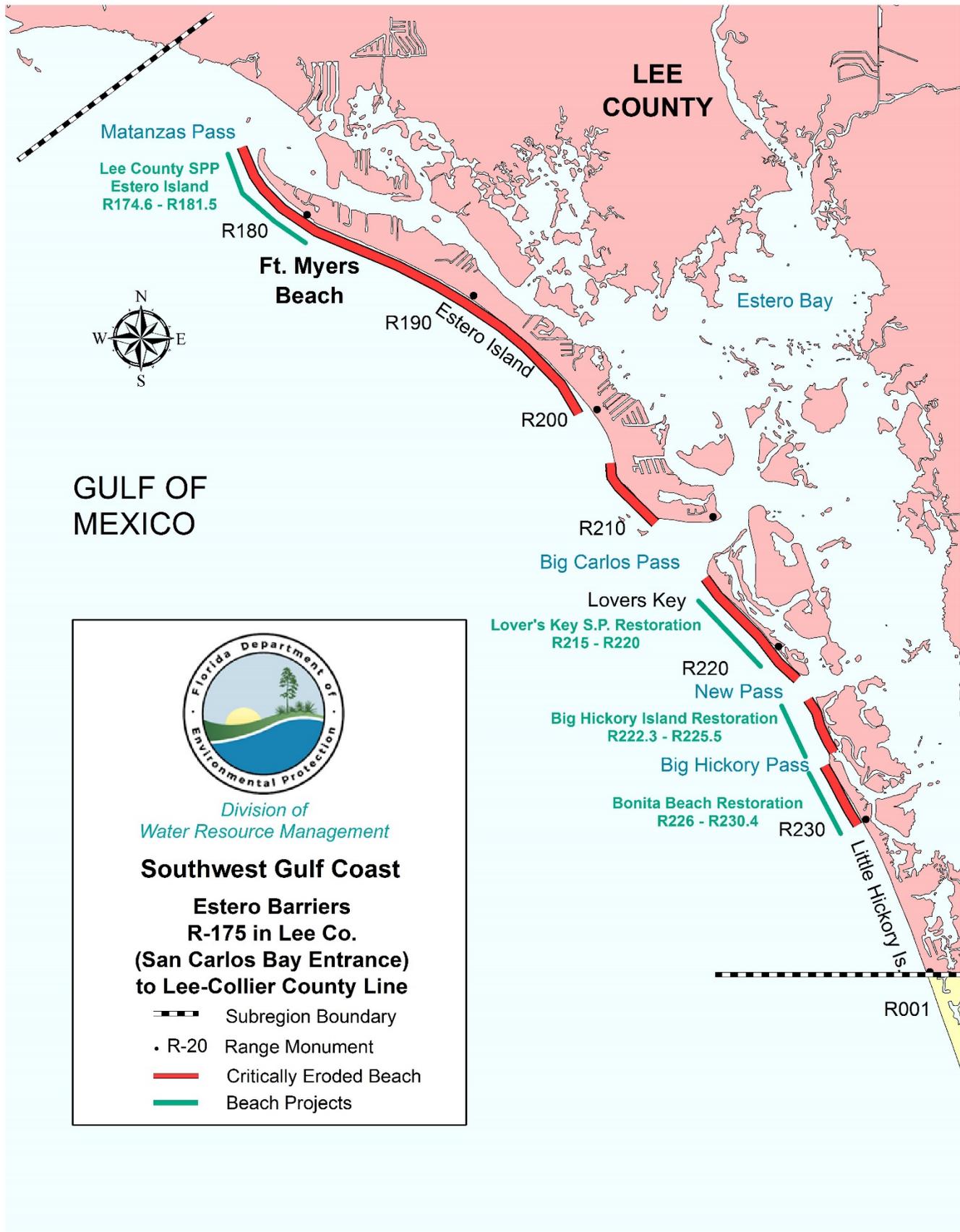


Figure 6. Estero Barriers subregion of the Southwest region of Florida.

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NAPLES COAST

There are 20.6 miles of beaches in the **Naples Coast** subregion, which extends from the Lee/Collier County line to the midpoint of Keewaydin Island (R111), Collier County, as shown on Figure 7. There are 8.9 miles of critically eroded beaches in this subregion, of which 5.8 miles have been restored.

Erosion is attributed to winter frontal systems, tropical weather systems in the Gulf, and the effects of inlets including Wiggins Pass, Doctors Pass, and Gordon Pass. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1974, the Subtropical Storm of June 1982, Tropical Storm Keith (1988), Tropical Storm Gordon (1996), Tropical Storm Gabrielle (2001), Hurricane Charley (2004), Hurricane Wilma (2005), Tropical Storm Fay (2008), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

BAREFOOT BEACH, COLLIER COUNTY, R14-R16.3

This is a 0.4 mile segment of critically eroded beach threatening sea turtle and gopher tortoise habitat. It is state land officially known as the Barefoot Beach State Preserve, but is actively managed by Collier County as a county park. Barefoot Beach has been restored and nourished with sand from Wiggins Pass in 2011 and 2013. In 2011, 52,500 cy of material was placed between R12 and R14. In 2013, approximately 66,065 cy of material was placed between R12 and R16 to build the beach berm beach, nearshore and repair dune scarps.

Strategy: Maintain the eroded shoreline with sediment obtained from Wiggins Pass channel maintenance dredging.

WIGGINS PASS, COLLIER COUNTY

Wiggins Pass is a natural inlet and has been open since at least 1885. Prior to 1952, the inlet was subject to periodic closures. In 1952, a south channel was dredged connecting Wiggins Pass through Water Turkey Bay to Vanderbilt Lagoon. From 1984 to 2000, Collier County has conducted periodic maintenance dredging to maintain the Wiggins Pass entrance channel at a depth of -8 ft MLW in an area 1,050 ft long and 200 ft wide. The dredged sand was placed on the beaches north and south of the inlet. However, the channel fills rapidly, creating unreliable navigable depths. A study of inlet

management alternatives in 1995, was used to support the County's application for environmental permits to construct navigation and sediment management improvements.

Widening and deepening of Wiggins Pass was completed in July 2000. The navigation improvements included deepening the channel through the ebb shoal to a depth of -12 ft MLW (plus 1 ft allowable overdredge). Periodic dredging has continued at Wiggins Pass from 2000 to 2013. The dredging that occurred in February 2011 removed 52,500 cy and placed the material on Barefoot Beach between R12 and R14. Wiggins Pass was dredged again in 2013 with removal of approximately 100,700 cy with 66,065 cy of material that was placed on Barefoot Beach between R12 and R16 to build the beach berm beach, nearshore and repair dune scarps. A new local inlet management plan was completed in January 2012, which was the basis for permitting, dredging and distribution of the sand dredged for the 2013 project and includes a new sediment budget.

Strategy: Using the new sediment budget, adopt an inlet management plan with FDEP.

VANDERBILT BEACH, COLLIER COUNTY, R22.3-R30.5

This is a 1.6 mile segment of critically eroded beach in Collier County that is one of three segments of shoreline being part of the Collier County Beach Restoration Project, and the project history for this segment of shoreline is described in Table 13. In January 1996, the non-federal **Collier County Beach Restoration Project** was completed at Vanderbilt Beach (R23-R30) using 323,000 cy of sand from offshore borrow areas. The project design consisted of a beach berm at elevation +5 ft NGVD.

Nourishment of the project was completed in May 2006 and included the placement of 178,000 cy from R21 to R31 in the Vanderbilt Beach segment. The project design consists of a beach berm at elevation +5 ft NGVD to protect the existing dune and upland development. A physical and environmental monitoring program is being conducted. A beach nourishment project was completed in 2014 by using 59,952 cy of material at Vanderbilt Beach between R25.5 to R30.6 from an upland sand source. Pelican Bay received 22,862 cy of material between R30 to R36 in 2014, as a local option that is not eligible for state cost sharing.

Table 13. Collier County Beach Nourishment Project (Vanderbilt) Project history.

Year	Volume (CY)	Location	Source	Length (Mi.)
1996	323,000	R23-R30	Offshore	1.3

Year	Volume (CY)	Location	Source	Length (Mi.)
2006	178,000	R21-R31	Offshore	1.9
2014	59,952	R25.5-R30.6	Upland	1.0

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

CLAM PASS, COLLIER COUNTY

Clam Pass is a small wave dominated inlet with tidal connection between the Gulf of Mexico and Outer Clam Bay. The initial dredging of the flood shoals in 1999 and maintenance of the flood shoal channel in 2002 and 2007 has resulted in significant improvement to the stability of Clam Pass. A local inlet management plan was completed in 1998 and updated in 2014. Dredging has occurred in 1999, 2002, and 2007.

The project consisted of enhancing the hydrology of the system by periodically dredging sediments (up to 22,000 cy) constricting the pass and interior water bodies, placing the beach quality material on the beaches adjacent to Clam Pass (R35-R50), and disposing of the fine material on the uplands. Project activities continue with a permit in effect to 2022, including restoring the alignment of Clam Pass to the previously approved location, as well as filling the meandered channel location with beach compatible sand. A project was completed to restore approximately 568 acres of mangrove estuarine ecosystem (known as the Clam Bay Natural Resource Protection Area). The pass closed following the active tropical season of 2012 which included tropical storms Debby and Isaac. The pass was reopened in the spring of 2013. The local inlet management plan of 2014, provides maintenance dredging criteria based on hydraulic and physical monitoring programs.

Strategy: Place beach quality maintenance dredged material on beaches north and south of Clam Pass; monitor and analyze the tidal connection.

PARK SHORE, COLLIER COUNTY, R45-R57.5

This is a 2.4 mile segment of critically eroded beach in Collier County that is one of three segments of shoreline of the Collier County Beach Restoration Project, and the project history for this segment of shoreline is described in Table 14. In April 1996, the non-federal **Collier County Beach Restoration**

Project was completed at Park Shore (R50-R54) using 91,000 cy of sand from offshore borrow areas. The project design consisted of a beach berm at elevation +5 ft NGVD. The County initiated a program of nourishment using sand from upland borrow areas and inlet bypassing. This program placed approximately 78,000 cy of truck-hauled sand at Park Shore and approximately 5,000 cy of inlet bypassed sand between 1996 and 2003.

Nourishment of the Collier County Beach Nourishment Project was completed in May 2006 and included the placement of 140,000 cy from R48 to R55 in the Park Shore segment. The project design consists of a beach berm at elevation +5 ft NGVD to protect the existing dune and upland development. In 2014, a 1.1-mile peripheral segment (R45-R50.65) was added to the existing critical erosion area (R50.65- R57.5) for the design integrity of the existing beach restoration project. A beach nourishment project was completed in 2014 by using 81,690 cy of material at Park Shore between R43 to R54 from an upland sand source.

Table 14. Collier County Beach Nourishment Project (Park Shore) history.

Year	Volume (CY)	Location	Source	Length (Mi.)
1996	91,000	R50-R54	Offshore	0.76
1996 - 2003	83,000	Unknown	Upland	Unknown
2006	140,000	R48-R55	Offshore	1.3
2014	81,690	R43-R54	Upland	2.1

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and upland sources.

DOCTORS PASS, COLLIER COUNTY

In 1960, the City of Naples improved Doctors Pass for navigation by channel dredging and jetty construction. In 1966, the pass was again dredged and the jetties were augmented with rock and sand from the dredging. Maintenance dredging has been conducted about every four years with dredged sand being placed on the beach or inshore zone south of the inlet. In 1996, a sediment impoundment basin was dredged within the ebb shoal and the north jetty was extended by 75 ft, which were recommended from the inlet management study in 1994. FDEP adopted an the [*Doctors Pass Inlet Management Study Implementation Plan*](#) in 1997 that specified all dredged material be placed on the

beaches or inshore zone south of the inlet meeting a minimum bypassing goal of 10,000 cy on an average annual basis. The City of Naples conducted maintenance dredging of Doctor's Pass in the winter of 2005. Approximately 44,000 cy of dredged sand was placed in the nearshore area south of the inlet, between R60 and R62. Maintenance dredging was conducted in early 2009, placing approximately 33,000 cy of sand in the nearshore between R60 and R62. Early in 2011 reconstruction and rehabilitation of the north jetty was completed by adding a new armor layer using approximately 3,850 tons of stone. In 2011, the beach immediately south of the pass from R58 north to the south jetty was nourished with over 22,000 cy of sand trucked from an upland source. Also, an updated sediment budget was developed in 2011, which was the basis for the improved disposal operations implemented in the 2013 dredging event that placed approximately 45,000 cy of material from south of the pass to R58.5.

Strategy: Place all beach compatible dredged material on the beach south of the inlet meeting a minimum bypassing goal of 10,000 cy on an average annual basis. Update the inlet management plan.

NAPLES, COLLIER COUNTY, R57.8-R89

This is a 5.6 mile segment of critically eroded beach in Collier County that is one of three segments of shoreline of the Collier County Beach Restoration Project, and the project history for this segment of shoreline is described in Table 15. In May 1996, the non-federal **Collier County Beach Restoration Project** was completed along the northern 3.8 miles of shoreline Naples (R58-R78) using 760,000 cy of sand from offshore borrow areas. The project design consisted of a beach berm at elevation +5 ft NGVD. The project also included removal of numerous derelict groins and the reconstruction of six rock groins and a timber pile groin. In 2000, the City of Naples constructed T-head groins and reconstructed wood plank groins along the Gulf shoreline near Gordon Pass (R88-R89). The County initiated a program of nourishment using sand from upland borrow areas and inlet bypassing. This program placed approximately 95,000 cy of inlet bypassed sand from Doctor's Pass and approximately 75,500 cy of truck-hauled sand on the beach at Naples between 1996 and 2003.

Nourishment of the Collier County Project Beach Nourishment Project was completed in May 2006 and included the placement of 355,000 cy from R58 to R79 in the Naples segment. The project design consists of a beach berm at elevation +5 ft NGVD to protect the existing dune and upland development. The Collier County project includes construction of 1.09 acres of artificial reef to mitigate for adverse

impacts to nearshore hardbottom. A beach nourishment project was completed in 2014 by using 69,993 cy of material at Naples Beach between R58 to R72 from an upland sand source.

Table 15. Collier County Beach Nourishment Project (Naples) history.

Year	Volume (CY)	Location	Source	Length (Mi.)
1996	760,000	R58-R78	Offshore	3.8
1996 - 2003	170,500	Unknown	Upland	Unknown
2006	355,000	R58-R79	Offshore	4.0
2014	69,993	R58-R72	Upland	2.7

Strategy: Maintain the project through monitoring and nourishment using sand from offshore, upland and bypassed from Doctor’s Pass; evaluate alternatives to restore the remaining critically eroded shoreline.

GORDON PASS, COLLIER COUNTY

The navigation channel through Gordon Pass is part of a federal navigation project that includes an interior channel from Naples to Big Marco Pass. The USACE dredged the channel in 1962. Groins and armoring have been constructed to protect Gulf front development north of the inlet. Maintenance dredging has been conducted by the USACE about every seven years with beach quality dredged material placed on the beach 300 ft south of Gordon Pass extending approximately 4,000 ft south on Keewaydin Island.

After the 2003 maintenance dredging event, construction of the south jetty sand tightening project was completed. The project consisted of the following elements: (1) installing approximately 520 linear ft of steel sheet piling along the southern side of the existing jetty, (2) adding additional foundation materials consisting of bedding stone and geotextile composites, and (3) placing additional armor stone consisting of individual units weighing between approximately one and four tons each as necessary to achieve design elevations. Top elevations of the tightened structure range between approximately –2 ft NGVD and +5 ft NGVD. Approximately 800 ft of the jetty was sand tightened. The jetty sustained minor damage during the passage of Hurricane Wilma in October 2005, and was repaired during the summer of 2006. Maintenance dredging of approximately 61,000 cy of sand was conducted in early 2010. The sand was placed onto the northern end of Keewaydin Island.

Due to the ongoing erosion impacts to the beach downdrift of Gordon Pass between R-90 and R-94, in 2012, two additional segmented breakwaters with detached low profile rock groins were constructed south of the three T-groins. These structures were built in a transition zone between the T-groins to the north and the sand bypassing attachment region to the south between R-93 and R-94.

Strategy: Place beach quality maintenance dredged material on downdrift beaches south of the inlet. Conduct a study to determine the inlet's sediment budget that includes an inlet sink analysis.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Collier County](#), the [City of Naples](#) and the [USACE](#), all of which participate with FDEP as sponsors of beach management projects. Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple beach nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks.

Opportunities in this subregion include maintenance of the Collier County Beach Nourishment Project and the Marco Island Beach Nourishment Project using offshore sand sources under a single contract in order to reduce equipment mobilization costs.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, gopher tortoise, shorebirds, including solitary nesting plovers, , manatees and both hardbottom/reef habitat and seagrass beds are primary environmental concerns within this subregion. In February 2003, side-scan sonar investigations identified approximately 500 acres of hardbottom formations within 1,000 ft offshore of the Collier County shoreline between R17 and R89. The authorized project requires monitoring of nearshore hardbottom to determine any unanticipated project related impacts. The timing of construction activities in this area has been restricted during the marine turtle nesting season of May 1 through October 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat.

SAND SOURCES

A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation projects should be incorporated into the maintenance of the beach restoration projects. Three upland sand sources have been identified and permitted in support of the Collier County program. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

The Bureau of Ocean Energy Management (BOEM) through the Minerals Management Program (MMP) is responsible for the use of offshore sand resources located outside of state waters and within federal waters on the Outer Continental Shelf. MMP has initiated regional management of sand sources, where feasible, to manage the growing need for these sand sources. Projects in Collier County has obtained sand sources through the MMP leasing program. FDEP is working with BOEM to encourage coordination of sand sources within each region of the state to protect the shoreline of Florida.

ADDITIONAL INFORMATION

The introduction at the beginning of the state’s Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state’s management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

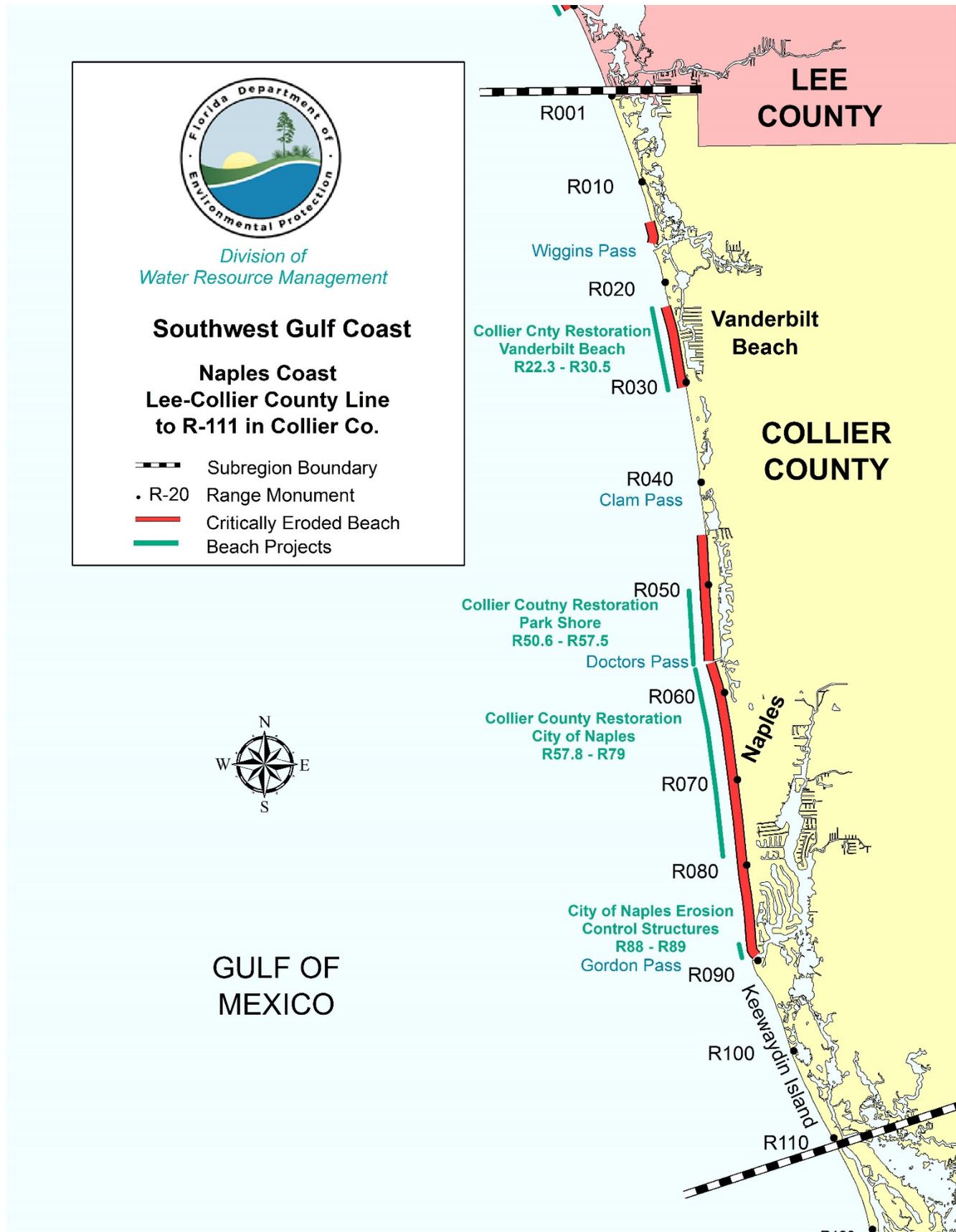


Figure 7. Naples Coast subregion of the Southwest region of Florida.

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SOUTHERN BARRIERS

There are 10 miles of beaches in the **Southern Barriers** subregion, which extend from about the midpoint of Keewaydin Island (R111) to Cape Romano in Collier County, as seen on Figure 8. There are 5.6 miles of critically eroded beaches in this subregion, of which 1.7 miles have been restored.

Erosion is attributed to winter frontal systems, tropical weather systems in the Gulf, and the effects of inlets including Little Marco Pass, the Big Marco and Capri Pass inlet system, Caxambas Pass and Blind Pass. The most erosive storms in recent years were Hurricane Agnes (1972), the Subtropical Storm of June 1982, Hurricane Andrew (1992), Tropical Storm Gordon (1995), Tropical Storm Harvey (1999), Hurricane Wilma (2005), Tropical Storm Fay (2008), and Tropical Storm Debby (2012).

STRATEGIES FOR INLETS AND CRITICALLY ERODED BEACHES

LITTLE MARCO PASS

Little Marco Pass is an unaltered pass at the southern tip of Keewaydin Island and north of the Big Marco / Capri Pass Complex. Keewaydin Island has continued to accrete to both the south and southwest. The south end of the island has accreted over a mile in the last 60 years, moving Little Marco Pass southward beyond Hurricane Pass of Collier County.

BIG MARCO AND CAPRI PASS COMPLEX, COLLIER COUNTY

Big Marco Pass is a part of a federal navigation project that includes an interior channel from Naples, although the pass has not been dredged for navigation purposes. It was the sole connection with the Gulf of Mexico between Sea Oat Island and Marco Island until 1967 when Capri Pass opened as an inlet through Sea Oat Island. Capri Pass has become the larger inlet and the severed end of Sea Oat Island, named Coconut Island, has migrated and eroded completely. As Big Marco Pass has diminished, sand from its ebb shoal has migrated toward Marco Island creating an emergent spit called Sand Dollar Island. The management strategy for Big Marco / Capri Pass Complex is based in part on an inlet management study that was completed in 1997.

Strategy: Monitor; prior to any further dredging in the pass or its ebb or flood shoals, develop a sediment budget sufficient for the adoption of an inlet management plan.

HIDEAWAY BEACH, COLLIER COUNTY, H3-H11

This is a 0.8 mile segment of critically eroded inlet shoreline at Hideaway Beach on the north coast of Marco Island adjacent to Big Marco Pass, and the project history for this segment of shoreline is described in Table 16. Changes in the Big Marco and Capri Pass inlet system have coincided with erosion of Hideaway Beach (east of R128) on the north end of Marco Island. In 1990 and 1991, the area was included in the non-federal **Marco Island Beach Restoration Project** using 70,000 cy of sand from borrow areas within the Big Marco/Capri Pass and Caxambas Pass ebb shoals.

In 1997, five temporary sand-filled geotextile groins were constructed at two locations by private interests. In 2001, two additional temporary sand-filled geotextile groins were installed. Periodic nourishment using sand from upland borrow sites and disposal in the nearshore from the dredging of Collier Creek has been conducted. The effectiveness of the temporary groins in controlling beach erosion was monitored. Monitoring concluded that the groins were effective in extending the longevity of the beach fill and reducing the frequency of nourishment at Hideaway Beach. The temporary groins were removed and replaced with ten permanent T-groins in conjunction with the 2005 **Hideaway Beach Nourishment Project**. In December 2005, construction of the Hideaway Beach Nourishment Project was completed with the placement of approximately 341,000 cy of sand dredged from the ebb shoal of Big Marco Pass/Capri Pass. The project design consists of a beach berm at elevation +5 ft NGVD to protect the existing dune and upland development. The project included the enhancement and restoration by removal of 3 acres of exotic species within the Rookery Bay National Estuarine Research Reserve to mitigate for adverse impacts to mangroves at the site. In November 2010, the Hideaway Beach was nourished with placement of 129,705 cy of sandy material and six additional T-groins. North Beach in 2013 had three additional T-groins installed, the terminal groin was modified and 25,000 cy of sandy material was added to the beach. An additional 50,000 cy of material was placed at the Central Beach segment in 2013. There are currently a total of 19 T- groins located at Hideaway Beach.

Table 16. Hideaway Beach Nourishment Project history.

Year	Volume (CY)	Location	Source	Length (Mi.)
1990-1991	70,000	H3-H11	Ebb Shoals	0.8
December 2005	341,000	H3-H11	Ebb Shoals	0.8
November 2010	129,705	H3-H11	Ebb Shoals	0.8

Year	Volume (CY)	Location	Source	Length (Mi.)
2013	25,000	H12-H14, North Beach	Ebb Shoals	0.2
2013	50,000	H6-H8, Central Beach	Ebb Shoals	0.2

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and bypassing sources.

CENTRAL COAST OF MARCO ISLAND, COLLIER COUNTY, R134.5-R139

This is a 0.8 mile segment of critically eroded beach on the central Gulf coast of Marco Island. In 1990 and 1991, the area was included in the non-federal **Marco Island Beach Restoration Project** using sand from borrow areas within the Big Marco, Capri Pass and Caxambas Pass ebb shoals. Completed in February 1991, the project placed 1,260,000 cy of sand along the 2.64 miles including the North Marco Island shoreline adjacent to Big Marco Pass, from R135 to R139 and from R143 to R148. See table below of Marco Island Beach Restoration Project.

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and bypassing sources.

SOUTHERN COAST OF MARCO ISLAND, COLLIER COUNTY, R143-R148

This is a 0.9 mile segment of critically eroded beach on the southern Gulf coast of Marco Island. Beach restoration and terminal shore protection structures have been completed, and the project history for this segment of shoreline is described in Table 17. In 1990 and 1991, the area was included in the non-federal **Marco Island Beach Restoration Project** using sand from borrow areas within the Big Marco/Capri Pass and Caxambas Pass ebb shoals. Completed in February 1991, the project placed 1,260,000 cy of sand along the 2.64 miles including the North Marco Island shoreline adjacent to Big Marco Pass, from R135 to R139 and from R143 to R148. The project also included terminal groins constructed at the southwest end of Marco Island (R149). Breakwaters were constructed in 1997 offshore of the terminal groins and additional sand from the Caxambas Pass borrow area was placed within the south beach segment of the Marco Island Beach Restoration Project. During the winter of 2006, approximately 180,000 cy of beach quality sand was excavated from the Caxambas Pass borrow area and placed on the beach of South Marco Island between R144 and R148, as part of the Marco Island Beach Nourishment project. During the spring of 2013, approximately 77,800 cy of beach quality

sand was excavated from the Caxambas Pass borrow area and placed on the beach of South Marco Island between R146.4 and G4, as part of the Marco Island Beach Nourishment project. Five groins were repaired as a component of this nourishment event.

Table 17. Marco Island Beach Nourishment Project history.

Year	Volume (CY)	Location	Source	Length (Mi.)
February 1991	1,260,000	R135-R139 and R143-R148	Ebb Shoals	2.64
December 2006	180,000	R144-R148	Ebb Shoals	0.8
April 2013	77,800	R146.4-G4	Ebb Shoals	0.44

Strategy: Maintain the project through monitoring and nourishment using sand from offshore and bypassing sources.

CAXAMBAS PASS, COLLIER COUNTY

Caxambas Pass is a natural inlet that has not been altered or maintained for navigation, but was dredged as a borrow area for beach restoration of Marco Island in 1991 and 1997. The entire north shoreline of Marco Island has been armored by private interests. An inlet management study was completed in 1996. In 1997 and 2006, sand from the Caxambas Pass borrow area was placed within the south beach segment of the Marco Island Beach Nourishment Project.

Strategy: Develop a sediment budget sufficient for the adoption of an inlet management plan, in conjunction with further dredging in Caxambas Pass channel or shoals.

KICE ISLAND, COLLIER COUNTY, V23-V31.4

This is a 1.6 mile segment of critically eroded beach on Kice Island. Kice Island is a southern barrier island in Collier County where erosion has progressed into backshore mangrove forest resulting in the loss of beach wildlife habitat.

BLIND PASS, COLLIER COUNTY

Blind Pass is a natural inlet located between Kice Island and Morgan Island.

MORGAN ISLAND, COLLIER COUNTY, V33.8-V41.8

This is a 1.5 mile segment of critically eroded beach on Morgan Island. Morgan Island is a southern barrier island in Collier County where erosion has progressed into backshore mangrove forest resulting in the loss of beach wildlife habitat.

REGIONAL STRATEGIES FOR BEACH AND INLET MANAGEMENT

SPONSORS AND FUNDING

This subregion contains the governmental entities of [Collier County](#), [Marco Island](#) and the [USACE](#). The County has participated with FDEP as the local sponsor of beach management projects. The Hideaway Beach Project was not cost-shared with FDEP due to the project not meeting the funding eligibility criteria. Project cost estimates and schedules may be found in [FDEP's Beach Management Funding Assistance Program](#) - Long Range Budget Plan.

PROJECT COORDINATION

Regionalization is the funding and coordination of multiple beach nourishment and inlet management activities to take advantage of identifiable cost savings through economies of scale, reduced equipment mobilization and demobilization costs, and elimination of duplicative administrative tasks. At this time, no opportunities for coordinating projects in this subregion have been identified.

ENVIRONMENTAL PROTECTION

The protection of marine turtles, colonial shorebirds and seabirds, manatees, mangroves, and seagrass beds are primary environmental concerns within this subregion. The timing of construction activities has been restricted during the marine turtle nesting season of May 1 through October 31 and the shorebird nesting season of February 15 through August 31. Project design and method of construction are restricted to avoid or minimize adverse impacts to the listed species and their habitat. Nourishment activities must avoid potential impacts to the emergent shoals at the northwest end of Marco Island and within Caxambas Pass, which are considered by the [Florida Fish and Wildlife Conservation Commission \(FWC\)](#), [Critical Wildlife Areas](#) for shorebirds and seabirds. Large numbers of shorebirds and seabirds nest and roost on the numerous sandbars near the area of North and South Marco Island. Wildlife and protected species surveys for the project area have documented nesting by least terns

(threatened), snowy plovers (threatened), American oystercatcher (species of special concern), black skimmers (species of special concern), and Wilson's plovers, on the beaches of Collier County. These beaches are also used as resting/foraging habitat for other species of shorebirds including the threatened piping plover and red knot. The [Rookery Bay National Estuarine Research Reserve](#) include Kice and Morgan Islands and surrounds, but do not include, Marco Island. Marco Island waters, aquatic preserve areas and down through the Ten Thousand Islands are prime habitat for the smalltooth sawfish that is also listed as a protected species. Projects located within and near the aquatic preserve boundaries require additional protection, including more stringent water quality standards than in non-aquatic preserve waters, during permitting and construction to ensure preservation of the existing conditions.

SAND SOURCES

A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation projects should be incorporated into the maintenance of the beach restoration projects. For additional information on sand sources, FDEP manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

The Bureau of Ocean Energy Management (BOEM) through the Minerals Management Program (MMP) is responsible for the use of offshore sand resources located outside of state waters and within federal waters on the Outer Continental Shelf. MMP has initiated regional management of sand sources, where feasible, to manage the growing need for these sand sources. Projects in Collier County has obtained sand sources through the MMP leasing program. FDEP is working with BOEM to encourage coordination of sand sources within each region of the state to protect the shoreline of Florida.

ADDITIONAL INFORMATION

The introduction at the beginning of the state's Strategic Beach Management Plan provides additional information including overviews of:

- The principles followed to help guide the state's management strategies
- The miles of critically eroded beaches under active management
- Statewide sand source studies
- Statewide monitoring programs
- Innovative technologies examined
- Basic suggestions for emergency response plans

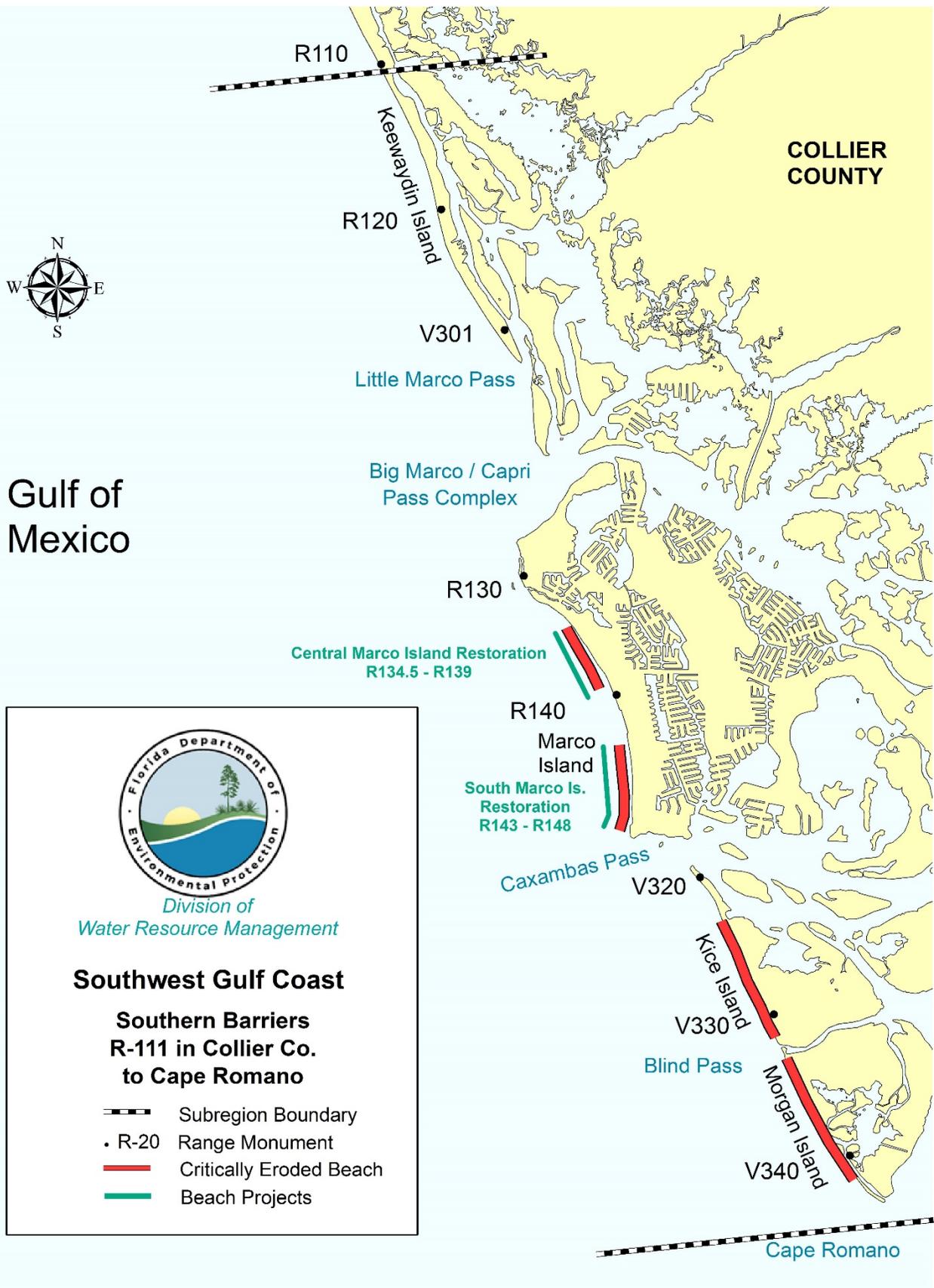


Figure 8. Southern Barriers subregion of the Southwest region of Florida.

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