

TREASURE ROAD MITIGATION SITE

Monitoring Report No. 1 (Time-Zero)

9 September 2013

USACE Permit No.: SAJ-2012-02348 (SP-AWP), issued 3/11/2013

Permittee: Florida Department of Transportation, District 3
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Responsible Party for Monitoring: Northwest Florida Water Management District
81 Water Management Drive
Havana, FL 32333

Date of Inspection: 9/3/2013

Summary:

The purpose of this project (Treasure Road Mitigation Site) is to provide offsetting mitigation for 1.74 acres of wetland impacts caused by FDOT roadwork on SR 30A from Cape San Blas Road/SR 30E north to US 98. Mitigation was implemented at St. Joseph Bay State Buffer Preserve (FDEP, Office of Coastal and Aquatic Managed Areas) via hydrologic enhancement of forested palustrine wetlands. Hydrologic enhancement consisted of installation of six low-water-crossings and associated ditch plugs at Treasure Road.

Treasure Road (29° 42' 51" / 85° 17' 42"), a raised gravel road used for management access, meets ("T" intersection) SR 30A approximately 4.5 miles south of US 98. The turnoff to the east from SR 30A onto Treasure Road is approximately 200 feet south of the Buffer Preserve Visitors Center (located on the western side of SR 30A). This road is gated—access may be arranged by contacting Dylan Shoemaker, Preserve Manager (850-229-1787).

Raised above natural grade with ditches on either side, Treasure Road disrupted the hydrology of adjacent wetlands by interfering with overland sheet flows and altering wetland moisture regimes. Associated ditching also contributed stormwater runoff to St. Joseph Bay. The six low-water-crossings and associated ditch plugs designed to enhance the hydrology of adjacent wetlands were installed from August to early September, 2013. A final inspection by NFWMD engineers on 3 September, 2013 concluded that the structures had been properly constructed and were functioning as designed. The surrounding forested palustrine wetlands (generally hydric pine flatwoods) is in excellent condition and will be managed for ecological integrity by an ARC-approved (Acquisitions and Restoration Council) St. Joseph Bay State Buffer Preserve management plan.

Performance Standards:

- Low-water-crossings installed at appropriate elevations
- Non-failure of associated ditch plugs

Monitoring Requirements:

- Inspection and photo-documentation of low-water-crossings
- Frequency
 - Semi-annual for first three years (Spring and Fall, 2014 – 2016)
 - Annual for a minimum of an additional two years (Fall, 2017 – 2018)
- Annual reports submitted to the USACE for duration of monitoring (semi-annual reports are to be combined into one annual report for submission)

During the most recent site inspection of 9/3/2013, all performance standards were found to be met.

Conclusions:

The 2013 installation of six low-water-crossings and associated ditch plugs at Treasure Road has enhanced the hydrologic regime of the adjacent hydric pine flatwoods and attenuated stormwater runoff to St. Joseph Bay. The low-water-crossings and associated ditch plugs are functioning as designed; adjacent hydric pine flatwoods are of high-quality, and are being managed for ecological integrity per the St. Joseph Bay State Buffer Preserve management plan. Monitoring will continue through 2018 or as directed by the USACE. In the event of failure of either the low-water-crossings or ditch plugs, remedial action will be taken.

Photos:



LWC – #1 (9/3/2013)



LWC – #2 (9/3/2013)



LWC – #3 (9/3/2013)



LWC – #4 (9/3/2013)



LWC – #5 (9/3/2013)



LWC – #6 (9/3/2013)



Typical Ditch Plug with Adjacent Hydric Pine Flatwoods in Background (9/3/2013)

SR 30A from SR 30E/Cape San Blas Road north to US 98



2010 DOQ



