

SLCWP Update completed 2009 in partnership with Lee County; 5 or top 6 recommended projects completed; working with FDOT on additional projects; District expenditures total \$485,465.

Projects currently completed and underway since the South Lee County Watershed Plan Update (2009)

- Corkscrew Woodlands – exotic removal from south branch of Estero River
- Villages of Country Creek – exotic removal from south branch of Estero River
- Spring Creek exotic removal
- Worked with FDOT to ensure maintenance of I75 culverts
- Halfway Creek - exotic removal from Halfway Creek

RECOMMENDATIONS

The following actions are recommended for implementation, in order of decreasing priority:

- 1) Increasing conveyance in the North Branch Estero River at Rivers Ford Road. **COMPLETE**
- 2) Increasing conveyance in the South Branch Estero River at Country Creek Drive near Split Oak Way. **COMPLETE**
- 3) Connection of Halfway Creek to the Rapallo Lake west of Via Coconut Point and east of Via Villaggio. **COMPLETE**
- 4) Improve vegetation maintenance in Halfway Creek east and west of U.S. 41. Vegetation removed east of U.S. 41 should be removed from the flood way and not stacked in “tee-pees”. Fallen vegetation and dense brush west of U.S. 41 should be removed and any recently deposited sediment should be removed. **COMPLETE**
- 5) Improve conveyance through the emergency by-pass gate and channel from the Brooks to the South Branch Estero River without decreasing groundwater elevations in the vicinity of Three Oaks Parkway and Williams Road. **COMPLETE**
- 6) Ensure that accumulated sediments are removed in the culverts under I-75 at Halfway Creek and maintained as required to meet design capacity. **COMPLETE**
- 7) Consideration of construction of weirs upstream of I-75 for Halfway Creek and South Branch Estero River to maintain adequate wet and dry season water levels consistent with wetland hydroperiod needs. Additional modeling is needed using more accurate topographic data east of I-75 to determine the invert elevation and the size of the weirs. **NO**
- 8) Construction of up to two 60” diameter culverts under I-75 to Bonita Bill Canal in the Spring Creek watershed. The culverts should either be:
 - a) capped with concrete until conveyance improvements downstream have been implemented to a sufficient degree to allow for delivery of storm flows to the Spring Creek watershed, or

b) controlled by a gate to only allow flows when water levels at the upstream side of the Moriah weir are less than 10.8 ft-NAVD and water depths upstream of the gate are greater than 1.5 feet. **NO**

9) Enlargement of culverts downstream of the Old U.S. 41 culverts in the Spring Creek tributary that receive flows from the Moriah weir. The capacity of the downstream culverts at the railroad, FPL crossing, and Cedar Lane should be at least as large as the Old U.S. 41 culverts (two 8' x 4' box culverts). **NO**

10) Enlargement of the Countess Lane culverts to be at least as large as the Old U.S. 41 culverts in Spring Creek at the USGS gaging station (two 8' x 4' box culverts). **NO**

11) Further evaluation of restoration of flood flow deliveries from the Kehl Canal watershed to wetlands south of Bonita Beach Road and east of I-75 for ultimate conveyance to Cocohatchee Canal. The maximum flood flow deliveries are only necessary for the 25- and 100-year design storm events, and the peak flow is expected to be in the range of 200 cfs. Additional modeling and evaluation is needed to assure that the wetlands south of Bonita Beach Road (east of I-75) and the Cocohatchee Canal can safely receive these flows. **NO**