

Strategic Beach Management Plan:
Central Atlantic Coast Region
Office of Resilience and Coastal Protection
Florida Department of Environmental Protection
August 2026



For questions or additional information on the [Strategic Beach Management Plan](#), please contact:

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List of Acronyms

Acronyms associated with the Florida Department of Environmental Protection’s Strategic Beach Management Plan and coastal management activities:

Coastal Associations Acronyms:

- ASBPA – American Shore & Beach Preservation Association
- FSBPA – Florida Shore & Beach Preservation Association
- DCA – Dredging Contractors of America

Federal Agencies Acronyms:

- BOEM – Bureau of Ocean Energy Management
- CBRA – Coastal Barrier Resources Act
- CHL – Coastal and Hydraulics Laboratory
- CIRP – Coastal Inlets Research Program
- CMS – Coastal Modeling System
- CSRMS – Coastal Storm Risk Management
- CZMA – Coastal Zone Management Act
- EA – Environmental Assessment
- EIS – Environmental Impact Statement
- ERDC – Engineer Research and Development Center
- FCCE – Flood Control and Coastal Emergency
- FEMA – Federal Emergency Management Agency
- FRF – Field Research Facility
- GRR – General Reevaluation Report
- HCPs – Habitat Conservation Plans
- HSDR – Hurricane and Storm Damage Reduction
- LPP – Locally Preferred Plan
- LRR – Limited Reevaluation Report
- MMP – Marine Minerals Program
- NAVD 88 – North American Vertical Datum of 1988
- NEPA – National Environmental Policy Act
- NGVD 29 – National Geodetic Vertical Datum of 1929
- NHC – National Hurricane Center

- NOAA – National Oceanic and Atmospheric Administration
- NPS – National Park Service
- NWR – National Wildlife Refuge
- ODMDS – Ocean Dredge Material Disposal Site
- OCS – Outer Continental Shelf
- RSM – Regional Sediment Management
- PIR – Project Impact Report
- SAJ – Jacksonville District, South Atlantic Division
- SPP – Shore Protection Project
- SLC – Sea Level Change
- SLR – Sea Level Rise
- TSP – Tentatively Selected Plan
- USACE – United States Army Corps of Engineers
- USFWS – United States Fish and Wildlife Service
- WRDA – Water Resources Development Act

State Agencies Acronyms:

- AIWW – Atlantic Intracoastal Waterway
- APP – Aquatic Preserve Program
- BIPP – Beaches, Inlets and Ports Program
- BMA – Beach Management Agreement
- BMFA – Beaches and Mines Funding Assistance Program
- BMP – Best Management Practices
- BSM – Bureau of Survey and Mapping
- CCCL – Coastal Construction Control Line
- COASTS – Collection of Aerials and Shoreline Trends Systems
- DEP – Department of Environmental Protection
- DMMA – Dredge Material Management Area
- DSL – Division of State Lands
- DWRM – Division of Water Resource Management
- ECL – Erosion Control Line
- EOC – Emergency Operation Center
- FAC – Florida Administrative Code
- FAR – Florida Administrative Register

- FDEM – Florida Department of Emergency Management
- FDFS – Florida Department of Financial Services
- FDOT – Florida Department of Transportation
- FHCF – Florida Hurricane Catastrophe Fund
- FIND – Florida Inland Navigation District
- FPS – Florida Park Service
- FS – Florida Statutes
- FWC – Florida Fish and Wildlife Commission
- HCP – Habitat Conservation Plan
- IMP – Inlet Management Plan
- IWW – Intracoastal Waterway
- JCP – Joint Coastal Permit
- LABINS – Land Boundary Information System
- LGFR – Local Government Funding Request
- LRBP – Long Range Budget Plans
- MHWL – Mean High Water Line
- MLLW – Mean Lower Low Water
- MLW – Mean Low Water
- MOA – Memorandum of Agreements
- MOU – Memorandum of Understandings
- NERR – National Estuarine Research Reserve
- OCULUS – DEP’s Electronic Document Management System
- OGC – Office of General Counsel
- ORCP – Office of Resilience and Coastal Protection
- R – Range or Reference Monument/Survey Marker
- RCP – Resilience and Coastal Protection
- ROSSI – Regional Offshore Sand Source Inventory
- SAND – Sediment Assessment and Needs Determination Study
- SBMP – Strategic Beach Management Plan
- SOP – Standard Operating Procedures
- SOW – Scope of Work
- TAC – Technical Advisory Committee
- TIITF – Trustees of the Internal Improvement Trust Fund
- WCIND – West Coast Inland Navigation District



Project Photo 3. The federal (USACE) Martin County Shore Protection Project showing pre-project (1991) and construction project (2026). Photos courtesy of Wendy Laurent, P.E., with Taylor Engineering. See additional [construction photos](#) of beach nourishment projects.

Introduction – Central Atlantic

The Central Atlantic Coast Region has a total of 136.6 miles of beaches of which 86.3 miles are critically eroded, and 57.6 miles are actively managed. There are also four inlets within the Central Atlantic Coast Region, all of which have an [inlet management plan](#). For additional inlet management and sand bypassing information, see the [Annual Inlet Report](#). For additional beach management or project information, see the current [Critically Eroded Beaches Report](#), the [joint coastal permits \(JCP\)](#) by county, the [JCP projects under construction](#) or the [local government funding requests](#) by county. Each subregion listed below will have the introductory paragraph listing the miles of coastline and erosional events/storms that have affected the subregion.

Each title within the subregion will list the coastal location, the county and the Department Reference or Range (R monument) for the critical erosion area. For inlets, river entrances or passes, the title, the county and the adjacent R monuments will be stated. On federal lands near Cape Canaveral, virtual (V) monuments are used to identify project locations. In addition, there will be a subregion map highlighting the critical erosion areas and the managed project areas. Finally, references to coastal reports will also be listed at the end of each subregion.

For more specific information concerning projects or strategies along Florida’s coastline, see the following links for the other six coastal regions of Florida. For background information, see the Strategic Beach Management Plan’s Introduction.

[Strategic Beach Management Plan’s Introduction](#)

[Northeast Atlantic Coast Region](#)

[Southeast Atlantic Coast Region](#)

[Florida Keys Region](#)

[Southwest Gulf Coast Region](#)

[Big Bend Gulf Coast Region](#)

[Panhandle Gulf Coast Region](#)

For additional information pertaining to beach and ocean conditions, coastal associations, educational institutions or government agencies, see these [related coastal sites](#).

The State of Florida was significantly impacted by two hurricanes in 2022, Hurricane Ian and Hurricane Nicole. For additional information on funding to address recovery for the beaches and

dunes, see the [Hurricanes Ian and Nicole Recovery Plan](#). For all other hurricane reports, see the [post-storm impact reports](#), and for other hurricane-related material visit DEP’s Office of Resilience and Coastal Protection [hurricane web page](#).

Cape Canaveral

The Cape Canaveral subregion has 71.6 miles of beaches, extending from the Volusia–Brevard County line to Sebastian Inlet at the Brevard–Indian River County line, as shown in Figure 1. There are 41.2 miles of critically eroded beaches in this subregion, of which 17.2 have been restored and maintained through beach nourishment. Brevard County also has additional 18.8 miles of engineered dune projects that are administered by the County.

Erosion is attributed to frequent northeasters, occasional tropical storms and hurricanes and the effects of Canaveral Inlet. The most erosive storms in recent years were Hurricane David in 1979, northeasters in November and December 1981, the Thanksgiving Day northeaster of 1984, Hurricane Erin (1995), Hurricanes Floyd and Irene (1999), Tropical Storm Gabrielle (2001), Hurricanes Frances and Jeanne (2004), Hurricanes Ophelia and Wilma (2005), Subtropical Storm Andrea (2007), October northeasters (2007), Tropical Storm Noel (2007), Tropical Storm Fay (2008), Hurricane Sandy (2012), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricane Ian (2022), Hurricane Nicole (2022) and Hurricane Milton (2024).

Strategies for Inlets and Critically Eroded Beaches

Kennedy Space Center, Brevard County, V365-V390

Kennedy Space Center (KSC) was established in 1962 as a launch facility and has been operating at that capacity for over 50 years at Cape Canaveral. In 2012, a 4.7-mile segment along Kennedy Space Center’s shoreline (V365-V390) was classified as critically eroded and threatening manned spacecraft facilities, launch pads, Phillips Parkway and buried infrastructure. A truck haul using upland sand that was stockpiled in the Cape Canaveral Air Force Station placed 85,000 cubic yards (cy) between V374 and V379 in the Spring 2014 to rebuild and reinforce dunes in the Kennedy Space Center. Additional beach and dune restoration was investigated in 2015 by the KSC team with an Environmental Assessment Report for a potential KSC Shoreline Protection project. The KSC team began to evaluate the best alternatives for shoreline protection and soon the shoreline study became an emergency response activity due to the impacts of Hurricane Matthew in 2016 that caused overwash and major

damages to the existing fragile dunes within the critically eroded segment of shoreline. The KSC team soon developed a plan to restore and construct a new dune system along approximately 4 miles of shoreline between V365 to V385 in 2019. Phase I of the dune project placed approximately 460,000 cy of sand to rebuild the dune system in 2019. A phase II of the dune project was required due to Hurricane Dorian erosion (2019) with construction along 1.7 miles of shoreline. Construction began in January 2020 and was completed in early 2021 with approximately 220,000 cy of sand placed at the southern end (V376-V384.8) of the project near the Cape Canaveral Space Force Station. The dune project, when more precisely measured, is 3.7 miles long (V365.3 to V384.8) that constructed a continuous dune system with a total volume of 680,000 cy with native dune vegetation plantings. The new dunes that were constructed are approximately 90 ft. in width with an average berm height of 17 ft. (NAVD 88). The KSC has partnered with the Jacksonville District of USACE to complete the design and construction of a full beach restoration project in 2027/2028 with placement of approximately 2.5 million cy between V365 and V387 to protect critical infrastructure, including Launch Complexes 39A and 39B, that are threatened by chronic shoreline retreat and storm-induced erosion, along with maintaining an area suitable for wildlife habitat in an undeveloped beach area.

Strategy: Coordinate beach and dune erosion control activities with the KSC and the USACE; design and construct a beach and dune restoration project; maintain the project through monitoring and nourishment.

Canaveral Inlet, Brevard County, V467-R1

In 1939, the Florida Legislature created the Canaveral Port District, which obtained funding authority in 1941. In 1945, the U.S. Congress, under the Rivers and Harbors Act, authorized construction of a deep-water harbor and channel on the recurving shoreline immediately south of Cape Canaveral. Canaveral Inlet was constructed in 1951 as part of the federal **Canaveral Harbor Navigation Project** at Port Canaveral and was dedicated on November 4, 1953, see the port's [history page](#). The port and harbor construction were fully completed in September 1954. The lock that connects the west turning basin to the barge canal was constructed in 1965. Maintenance dredging of the entrance channel generally occurs on an annual or biannual basis by the USACE, with placement of the dredged material within a nearshore or offshore disposal area also known as Ocean Dredged Material Disposal Site (ODMDS). The high percentage of fine grain sediment in the dredged material from the federal channel and turning basins within the harbor has precluded beach placement. Material used for sand bypassing is dredged from the Air Force Station borrow area on the north side of the north jetty of

Canaveral Inlet. The Sand Bypass I project was constructed in 1995, which bypassed 930,000 cy to R1 to R8. The Sand Bypass II project was constructed in 1998, which bypassed 1,035,000 cy of sand using material from the nearshore or beach zone north of the inlet, with beach placement south of the inlet between R3 and R14. Sand-tightening improvements to the south jetty were completed in 1995. The Florida Department of Environmental Protection (Department or DEP) adopted an inlet management plan (IMP) in 1996 to implement strategies for bypassing objectives and comprehensive monitoring. The Strategic Beach Management Plan of 2008 further adopted a minimum average annual bypassing objective of 156,000 cy for placement south of Port Canaveral Inlet. Dredging was performed in 2004 to remove material shoaled in during Hurricane Frances. Sand-tightening construction and a 300-ft seaward extension of the north jetty were completed in November 2005. Sand bypassing was completed in December 2007 for the Sand Bypass III project, with placement of 750,000 cy between R3.5 and R10. Sand bypassing occurred again in the spring of 2010 for the Sand Bypass IV project, with placement of 683,100 cy between R2.3 and R3, and between R4 and R12.6. A study was completed in 2014 to update the inlet’s sediment budget. The DEP subsequently adopted the [Port Canaveral Inlet Management Plan](#) (2014). The Sand Bypass V project was completed in April 2019 and was 100% federally funded, with placement of 1,298,420 cy between R1 and R18. The Sand Bypass VI project was completed in May 2025 and was 100% federally funded, with placement of 1,524,800 cy between R3 to R21 and R33 to R48 that covered six miles of shoreline. The Canaveral Port Authority and consultant updated the inlet sediment budget in a December 2023 study. The Department is working with the Canaveral Port Authority to update inlet management plan in 2026/2027. Learn more about [Port Canaveral's projects](#) and see Table 1.

Table 1. Port Canaveral Sand Bypass projects.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
June 1995	956,800	North Beach – north of north jetty	R1-R8	1.5
June 1998	1,035,400	North Beach – north of north jetty	R2-R15	2.1
December 2007	750,000	North Beach – north of north jetty	R2-R11	1.2
April 2010	683,100	North Beach – north of north jetty	R2.3-R3 and R4-R12.6	1.8

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 2019	1,298,420	North Beach – north of north jetty	R1-R18	3.4
May 2025	1,524,800	North Beach – north of north jetty	R3 to R21 and R33 to R48	6.0

Strategy: Comply with the strategies listed in the updated (2014) Port Canaveral IMP:

- 1) Continue the existing comprehensive beach and inlet hydrographic monitoring program.
- 2) Continue the authorized inlet sand bypassing protocol.
- 3) The average annual bypassing objective shall achieve a minimum placement of 156,000 cy per year.
- 4) In order to bypass the natural net annual longshore sediment transport (approximately 210,000 cy), in addition to the minimum bypassing quantity in Strategy #3, an additional quantity equal to at least 54,000 cy per year equivalence of beach quality material shall be placed between R20 and R75, with priority placement south of R42.
- 5) All suitable material from maintenance dredging the Canaveral Harbor Entrance and the south jetty sediment trap containing less than 20 percent fines shall be placed in the authorized nearshore disposal area in the vicinity of R28 to R38 offshore from Cocoa Beach.

Canaveral and Cocoa Beach (North Reach), Brevard County, R1-R53

This is a 9.5-mile segment of critically eroded beach in central Brevard County from the south jetty at Canaveral Inlet (R1) to the south limits of Cocoa Beach (R53). The project history for this segment of shoreline is described in Table 2. The federal Brevard County Shore Protection Project was constructed in 2001. The project design consists of a beach berm at elevation +9 ft NGVD to protect the existing dune and upland development. The project is authorized until 2050. Following the effects of the 2004 hurricane season, nourishment was accelerated with construction completed in the spring of 2005. Due to erosion from Hurricane Sandy, the North Reach was nourished again in 2014 with the assistance of Flood Control and Coastal Emergency (FCCE) funds. The next nourishment was completed in April 2018 and placed approximately 825,616 cy of beach quality material in the North Reach from an offshore borrow site. The 2025 project was classified as a Sand Bypass (VI) project with 1,524,800 cy of material being placed along six miles of shoreline within the North Reach.

Table 2. Brevard County Shore Protection Project - North Reach project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 2001	3,140,000	Offshore – Canaveral Shoals II	R3-R53	9.1
May 2005	754,600	Offshore – Canaveral Shoals II	R4-R20 and R33-R45	5.9
April 2014	972,410	Offshore – Canaveral Shoals II	R6-R24 and R33-R54	7.4
April 2018	825,616 *	Offshore – Canaveral Shoals II	R3.5-R22.5 and R34-R54	8.7
April 2021	472,526*	Offshore – Canaveral Shoals II	R34-R54.5	3.7
May 2025	1,524,800	North Beach – north of north jetty	R3 to R21 and R33 to R48	6.0

* Contract/ Pay volume.

Strategy: Maintain the project through monitoring, inlet sand bypassing and nourishment.

Patrick Space Force Base, Brevard County, R53-R75.3

This is a 4.0-mile segment of critically eroded beach extending the length of Patrick Space Force Base. The project history for this segment of shoreline is described in Table 3. The **Patrick Space Force Base Beach Nourishment Project (R53-R75.3)** was constructed between December 2000 and April 2001. Following the effects of the 2004 hurricane season, nourishment was accelerated and constructed during the spring of 2005. A dune restoration project was constructed in 2011, placing 51,200 cy of material along two miles of shoreline between R64.5 and R75.3. A small dune project occurred in 2014, placing 17,000 cy of material between R64.5 and R70 and again in 2018 in the amount of 25,000 cy between R64 and R75.3. Beach nourishment occurred again in early 2020 with placement of 10,044 cy of material between R68 and R69.5 and in February 2021 with placement of approximately 457,860 cy of material on the beach from an offshore borrow site between R54.7 and R75.4.

Table 3. Patrick Space Force Base Beach Nourishment project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 2001	600,000	Offshore – Canaveral Shoals II	R53-R70	3.2
March 2005	258,300	Offshore – Canaveral Shoals II	R54.5-R65	2.0
March 2005	63,200	Offshore – Canaveral Shoals II	R65-R75.4	2.0
2011	51,200	Nearshore north of Port Canaveral's north jetty	R64.5-R75.3	2.0
2014	17,000	Nearshore north of Port Canaveral's north jetty	R64.5-R70	1.0
2018	25,000	Nearshore north of Port Canaveral's north jetty	R64.5-R75.3	2.0
April 2020	10,044	Offshore – Canaveral Shoals II (stockpile)	R68-R69.5	0.3
February 2021	457,860	Offshore – Canaveral Shoals II	R54.7-R75.4	3.8

Strategy: Maintain the project through monitoring and nourishment.

Satellite Beach and Indian Harbour (Mid-Reach), Brevard County, R75.3-R118

This is a 7.7-mile segment of critically eroded beach beginning at the southern boundary of Patrick Air Force Base and extending to just north of Indian Harbour Beach (R80-R104). This area includes the communities of Satellite Beach and Indian Harbour Beach (R80-R104). Following the effects of the 2004 hurricane season, the design and permitting of a beach restoration project at the Mid-Reach segment of the federal **Brevard County Shore Protection Project** began. The federal shore protection project is authorized until 2050. Dune restoration projects have been constructed in 2005, 2006, 2008, 2009, 2014, 2018 and the full restoration occurred in 2020, see Table 4. This work maintained the emergency protective berms and was partially funded by the state in 2005, 2008, 2014 and 2018. The emergency protective berms were fully funded by the Federal Emergency Management Agency (FEMA), with additional sand and vegetation placed in 2006/2009. Dune restoration occurred again in 2014, when 191,770 cy of material was placed in the Mid-Reach segment in response to damages sustained during Hurricane Sandy. Due to Hurricane Irma, emergency dune restoration occurred in early 2018 from R75.4 to R118.3, with placement of 156,590 cy of sand along the eroded toe of dune shoreline. Between 2005 and 2018,

the dune projects placed a total of 970,843 cy of sand on the Mid-Reach shoreline. The Department issued a permit in December 2009 for the restoration project, and the federal permit was issued in 2012. Construction of the reef modules was completed in early 2019 and sand placement began in winter 2019/2020. The beach restoration project was completed by April 2020 with placement of 406,600 cy of sandy material between R75.4 to R118.3 from an offshore borrow site that was stockpiled and then trucked northward into the Mid Reach segment from Spessard Holland Park.

A beach nourishment project was constructed in two phases with phase I that began the construction from January to April 2024, and the second phase began January 2025 and was completed in March 2025 with a total placement of 367,100 cy between R75.4 to R117. The first phase of sandy material was from an offshore borrow site that was stockpiled and then trucked northward to the Mid Reach segment from Spessard Holland Park. Due to dredge mechanical trouble, the second phase used sand from an upland quarry sand mine.

Table 4. Mid Reach Beach and Dune Restoration history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2005	307,300	Upland	R75.3-R118	7.7
2006	127,584	Upland	R75.3-R118	7.7
2008	95,777	Upland	R75.3-R118	7.7
2009	91,822	Upland	R75.3-R118	7.7
2014	191,770	Upland	R75.3-R118	7.7
2018	156,590	Upland	R75.4-R118.3	7.7
April 2020*	406,600*	Offshore	R75.4-R118.3	7.7
April 2024	101,980*	Offshore/stockpiled/trucked	R75.4-R81.2 and R83.7-R101.6	3.8
March 2025	265,120*	Upland	R75.4-R117	7.4

*Beach restoration for the federal shore protection project.

Strategy: Maintain the Mid-Reach beach and dune restoration segment of the Brevard County Shore Protection Project through monitoring and nourishment.

Indialantic to Spessard Holland Park (South Reach), Brevard County, R118-R141.2

This is a 3.8-mile segment of critically eroded beach beginning at Indialantic and extending to Spessard Holland Park. The project history for this segment of shoreline is described in Table 5. Beach restoration was initially conducted in 1980, but the project was not maintained. A subsequent beach restoration project was completed in two segments. Segment I (R122.5-R139) was completed between February and April 2002. Segment II (R118.3-R123.5) was completed between March and April 2003. Following the effects of the 2004 hurricane season, nourishment of this project, referred to as the South Reach segment of the federal Brevard County Shore Protection Project, was accelerated. The project design consists of a beach berm at elevation +9 ft NGVD to protect the existing dune and upland development. The project is authorized until 2050. Beach nourishments were constructed during the spring of 2005, spring of 2010 and early winter of 2014. The next nourishment was completed in April 2018 and placed approximately 273,312 cy of beach quality material in the South Reach from an offshore borrow site. Two phases of beach nourishment construction began in the winter of 2019/2020 with placement of approximately 123,055 cy between R135.5 to R141 and again in early 2021, the amount of 686,400 cy between R118.3 to R138.5 within the South Reach project limits. The South Reach beach was nourished again in the spring of 2026 with approximately 395,000 cy of sandy material from an offshore borrow site with placement between R127.7 to R141. The northern portion of the project (R118 to R127.7) was not completed in 2026 due to mechanical problems with the dredge; as a result, the northern portion of the project is scheduled to be completed in winter-spring of 2026/2027.

Table 5. Brevard County Shore Protection Project - South Reach project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
1980	No data	Trident Submarine Base	Indialantic Beach	No data
April 2003	1,431,000	Offshore – Space Coast Shoals II and Canaveral Shoals II	R118.3-R139	3.8
April 2005	578,910	Offshore – Canaveral Shoals II	R118-R139	3.8
April 2010	650,000	Offshore – Canaveral Shoals II	R118-R139	3.8

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
February 2014	692,418	Offshore – Canaveral Shoals II	R118-R139	3.8
April 2018	273,312	Offshore – Canaveral Shoals II	R118.5-R127 and R132-R139	2.9
April 2020	123,055	Offshore – Canaveral Shoals II	R135.5-R141	1.0
March 2021	686,400	Offshore – Canaveral Shoals II	R118.3-R138.5	3.8
March 2026	395,000	Offshore – Canaveral Shoals II	R127.7-R141	2.5

Strategy: Maintain the project through monitoring and nourishment.

South Beaches Dune Project, Brevard County, R141.2 – R202

This is an 11.5-mile segment of critically eroded beaches. Following the effects of the 2004 hurricane season, emergency protective berms were funded by FEMA and the Department. The **South Beaches Dune Restoration project** (R141.2-R202, critical erosion segment) has been constructed in 2005, 2006, 2008, 2009, 2014, 2017, 2018, 2020, 2021, 2023, 2024 and 2026 to maintain emergency protective berms with additional sand and vegetation (Table 6). Between 2005 and 2026, these projects placed 1,351,769 cy of sand on the South Beaches of Brevard. The dune restoration that occurred in 2014 placed 47,262 cy of upland material in the South Beaches. A state and local feasibility study was initiated in 2007 to study economic costs and benefits of storm-damage reduction associated with construction of an erosion control project along the 14.5-mile shoreline (R139-R219) of the Southern Brevard County study area. The study concluded that there were two shoreline reaches with potential net storm damage reduction benefits that are greatest, relative to project costs from a beach nourishment project. The two reaches are Reach A from R139 to R149.3 (1.8 miles), which is south of the existing South Reach project area and Reach C between R164.5 to R176 (2.2 miles). Construction of a nearshore placement project in Reach A (R141-R151) has been permitted for the South Beaches. The proposed project was to place approximately 150,000 cy of beach compatible material in the nearshore at water depths of -24ft to -11ft NAVD 88, but the nearshore placement project has not been constructed.

The South Beaches received emergency dune restoration due to Hurricane Matthew beginning in late October 2016, with upland sand placement in the amount of 99,384 cy between R143 to R213. The project was completed in March 2017. Emergency dune restoration occurred again in spring of 2018 due to Hurricane Irma from R141 to R213, with placement of 78,828 cy of sand along the eroded dune toe shoreline. Between 2005 and 2018, the dune projects placed 625,524 cy of beach quality sand in the South Beaches area. Hurricane Dorian caused additional erosion to the dune project in September 2019, and the county conducted post-storm dune maintenance in 2020. A dune restoration project was completed again in February 2021 with placement of approximately 47,167 cy between R143.5-R199.2. This area experienced dune erosion losses due to Hurricanes Ian and Nicole in 2022 in the estimated amount of 363,417 cy. Dune restoration efforts are being conducted by the county in 2023 with FEMA and the dune work is expected to be completed in the spring of 2024. The county placed 244,450 cy between R146 to R203 for dune restoration in April 2023. A dune restoration project was completed in March 2024 by placing 140,380 cy between R141 and R213. Between December 2025 and April 2026 Brevard County completed 193,864 cy of additional dune nourishment between R142 to R159 and R161.4 to R202.2 for a total of 10.6 miles of dune shoreline to restore losses associated with Hurricane Milton. A portion of the work is expected to be FEMA eligible.

Table 6. South Beaches Dune Restoration history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2005	252,200	Upland	R141-R202	12.0
2006	47,770	Upland	R141-R202	12.0
2008	30,948	Upland	R141-R202	12.0
2009	69,132	Upland	R141-R202	12.0
2014	47,262	Upland	R141-R200	12.0
2017	99,384	Upland	R141-R213	13.1
2018	78,828	Upland	R141-R213	13.1
2020	99,898	Upland	R141-R213	13.1
2021	47,167	Upland	R143.5-R199.2	10.6

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 2023	244,450	Upland	R146-R203	10.6
March 2024	140,830	Upland	R141-R213	13.1
April 2026	193,864	Upland	R142-R159 and R161.4-R202.2	10.6

Strategy: Maintain the dune project; construct a nearshore placement project and monitor.

Regional Strategies for Beach and Inlet Management

Sponsors and Funding

This subregion contains the governmental entities of Brevard County, the Canaveral Port Authority, the U.S. Army Corps of Engineers (USACE), the cities of Cape Canaveral, Cocoa Beach, Satellite Beach, Indian Harbour Beach, Melbourne, Indialantic and Melbourne Beach. The beaches of Cape Canaveral are within the [Canaveral National Seashore](#), Kennedy Space Center and Cape Canaveral Air Force Base. Patrick Air Force Base includes 4 miles of shoreline on Canaveral Peninsula.

Participants with the Department as sponsors of beach management projects include Brevard County, the Canaveral Port Authority and the [USACE](#). The sand bypass projects at Port Canaveral in 1995, 1998, 2007 and 2010 were carried out by the USACE, and were 100 percent federally funded. The USACE agreed to provide 100 percent federal cost share for construction of the North Reach in 2009 due to the results of the independent coastal expert study. Project cost estimates may be found in the [Beach Management Funding Assistance Program – Long Range Budget Plan](#).

Project Coordination

Regionalization is the funding and coordination of multiple erosion control projects 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 the implementation of maintenance dredging and sand bypassing at Canaveral Inlet, which should and has been coordinated as much as possible with nourishment of the Brevard County Shore Protection Project. The USACE has acknowledged that 100 percent of the North Reach and Canaveral Inlet Sand Bypassing “construction costs” are federal responsibility to mitigate the impacts of Canaveral Inlet. The coordination between the Canaveral Port Authority, Brevard County and USACE represents one of the state’s better examples of regional sediment management (RSM) to bypassing inlet material (R1-R14) and

maintaining the North Reach Shore Protection Project (R1-R53) of Brevard County.

Environmental Protection

The protection of marine turtles, right whales, beach mice, shorebirds and the nearshore hardbottom and sabellariid worm reef communities are primary environmental concerns within this subregion. Sensitive areas for shorebirds include Canaveral National Seashore and Canaveral Air Force Station. Sensitive areas for beach mice include Canaveral National Seashore, Merritt Island National Wildlife Refuge, Kennedy Space Center, Cape Canaveral Air Force Station, Archie Carr National Wildlife Refuge, Ponce Landing, Coconut Point Sanctuary, Twin Shores Park and Sebastian Inlet State Park (north). Within those sensitive areas, natural communities identified as primary and secondary dunes as well as scrub dunes, back dunes, coastal scrub and/or coastal strand all provide essential habitat for beach mouse populations. Additionally, primary dunes and secondary dunes that occur on private lands are important for resilience of those developed lands and sustaining wildlife populations and should be maintained or restored. These areas can be subject to change as conditions change, and coordination with [FWC shorebird staff](#) and the FWC regional species conversation biologist for the FWC region where the project is occurring is encouraged during project development. The timing of construction activities has been restricted during the annual marine turtle nesting season (March 1 through October 31). The [Archie Carr National Wildlife Refuge](#) is within – and near – the beach projects of this subregion. Project design and methods of construction may be restricted to avoid or minimize adverse impacts to the listed species and their habitat. The operation of hopper dredges is restricted to avoid adverse impacts on marine turtles and right whales. The boundaries of project activities have been limited to minimize impacts to hardbottom and worm reef communities.

Sand Sources

Sand sources identified in a previous study and during design of the inlet bypassing and beach restoration projects appear to contain sufficient material for nourishment during the next 15 years. The Canaveral Shoal is estimated to contain more than 100 million cy of beach compatible sand. However, borrow sources more conveniently located offshore of central and southern Brevard County are being investigated. A regional sediment management strategy that uses beach quality sand from upland dredged material management areas (DMMA) and the maintenance dredging of the navigation project has been incorporated into the maintenance of the beach restoration projects since the mid-1990s. Dune restoration efforts in the Mid Reach and South Beaches have placed 1.6M cy of upland beach quality sand from various mines and quarries. There is continued coordination between the Department, the USACE, [Bureau of Ocean Energy Management \(BOEM\)](#) and local governments to

use best management practices with these offshore resources and determine where sand borrow sites are located offshore along the Atlantic shoreline. For additional information on sand sources, the Department manages the [Regional Offshore Sand Source Inventory \(ROSSI\)](#) database.

Additional Information

The introduction of the state’s Strategic Beach Management Plan provides additional background information on the Department’s Beach Management Programs, and includes overviews of:

- The principles and statutes followed to help guide the state’s management strategies
- Comprehensive list of Florida’s inlets
- 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
- Beaches, Economics and Tourism

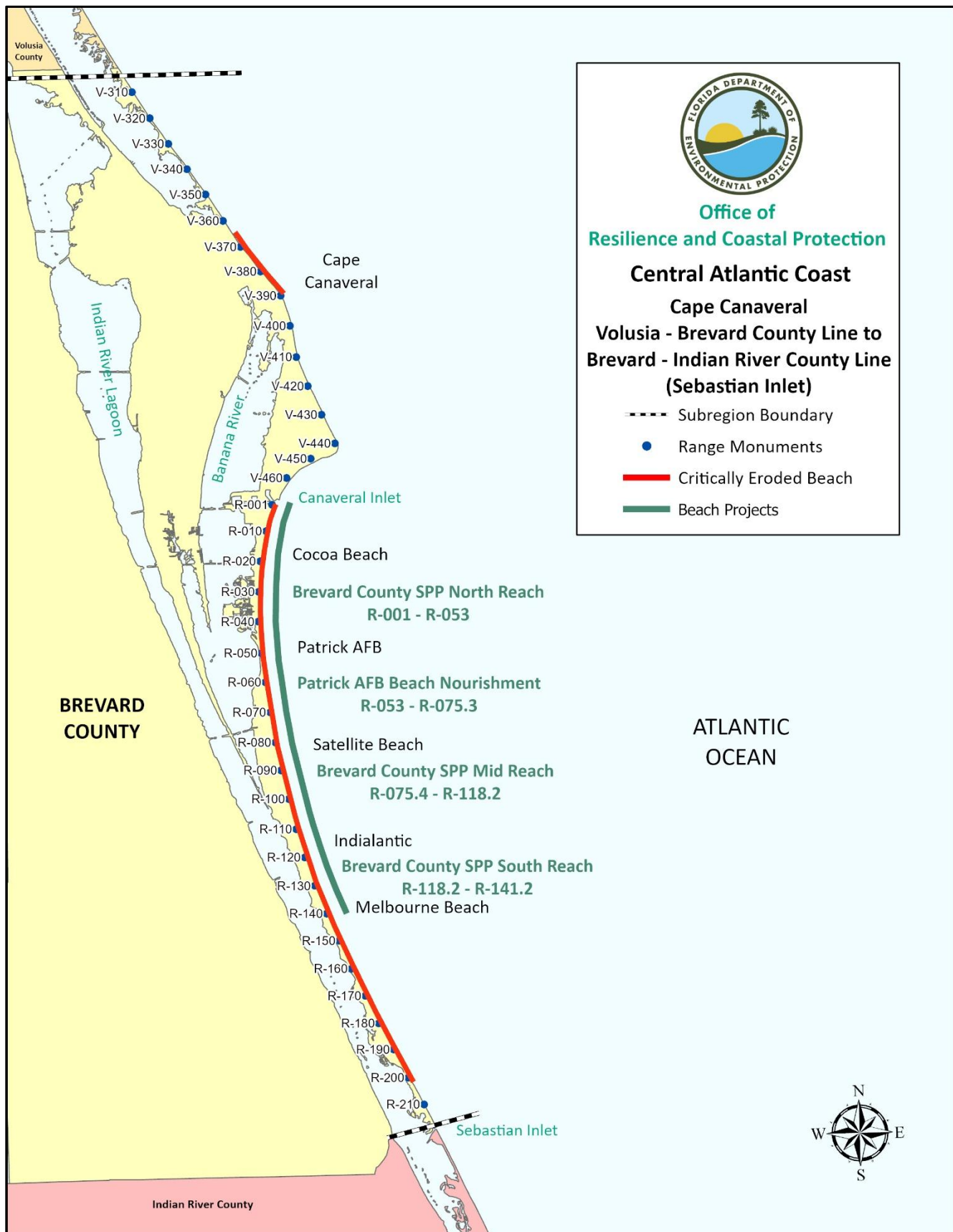


Figure 1. Map of the beaches of Brevard County, including Cape Canaveral. View the department's [interactive map](#).

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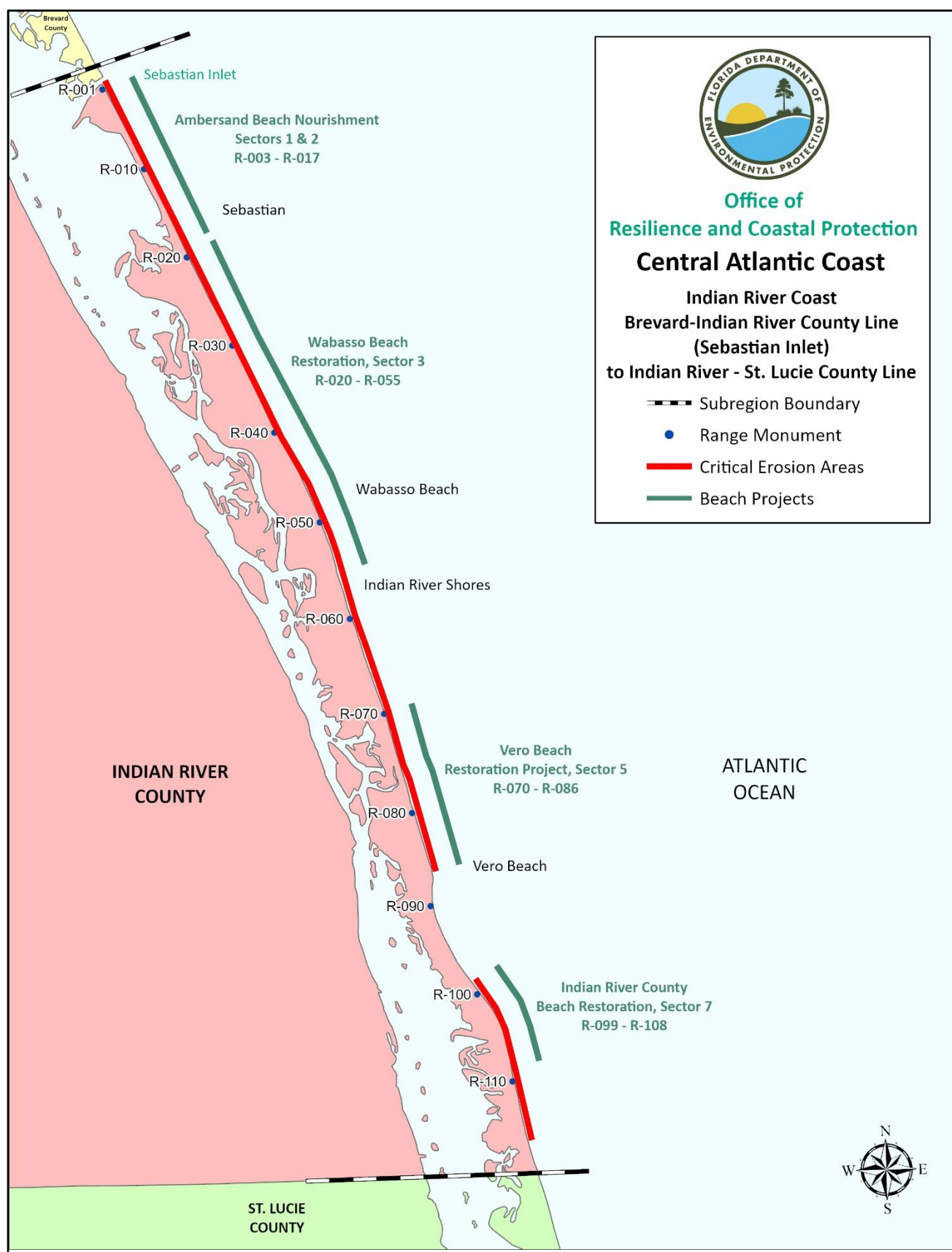
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Indian River Coast

There are 22.4 miles of beaches in the Indian River Coast subregion, which extends from Sebastian Inlet to the Indian River-St. Lucie County line, as shown on



miles have been restored and maintained.

Erosion is attributed to frequent northeasters, occasional tropical storms and hurricanes and the effects of Sebastian Inlet. The most erosive storms in recent years were Tropical Storm Gilda (1973), a northeaster in October of 1974, Hurricane David (1979), the Thanksgiving Day Northeaster of 1984, the Halloween Day Northeaster of 1991, Hurricane Erin (1995), Hurricanes Floyd and Irene (1999), Tropical Storm Gabrielle (2001), Hurricanes Frances and Jeanne (2004), Hurricane Wilma (2005), Subtropical Storm Andrea (2007), October northeasters (2007), Tropical Storm Noel (2007), Tropical Storm Fay (2008), Hurricane Sandy (2012), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricane Ian (2022) Hurricane Nicole (2022) and Hurricane Milton (2024).

Strategies for Inlets and Critically Eroded Beaches

Sebastian Inlet, Brevard R219 to Indian River County R1

Sebastian Inlet is a man-made tidal inlet that was constructed in its present position in 1948 and is maintained by the Sebastian Inlet District (SID). Sebastian Inlet State Park encompasses both the north and south sides of the inlet. Maintenance dredging of the channel and sediment impoundment basin (sand trap) occurs regularly, with placement of suitable material on the downdrift beaches south of the inlet. The Department adopted the Sebastian Inlet Management Study Implementation Plan in March 2000, which prescribed a bypassing requirement of 70,000 cy per year. The Department convened a new Technical Advisory Committee (TAC) in June 2004 for Sebastian Inlet. After examining available data, reports and analyses related to Sebastian Inlet, its sediment budget, and its impact on adjacent shorelines, the TAC recommended an updated bypassing objective of 90,000 cy on an average annual basis. This objective was never established in an updated inlet management plan but was adopted within the strategies in the 2008 strategic beach management plan. To meet the bypassing objective, the district places material from dredging of the navigation channel and sand trap on the downdrift beaches. In addition to placement of maintenance dredge material, sand from upland sources has been placed on the beaches south of the inlet to meet the bypassing requirement. Most recent efforts to improve the inlet by SID have included the construction of the 30,000 cy capacity Dredge Material Management Area (DMMA) in 2011 to allow for more efficient processing of dredge material, re-alignment of the inlet channel to improve navigability and increase dredge maintenance intervals, and expansion of the existing sand trap to a 42-acre depression within the inlet to increase structure efficiency and capacity.

SID has also implemented a comprehensive beach and inlet monitoring and modeling program to quantify inlet processes. This effort includes biannual surveys of the inlet and adjacent beaches, collection of local wave and water level data, modeling of inlet processes, and annualized updates to the State of The Sebastian Inlet Reports. Placements within the DMMA consist of a range of material (silt/clay, sand and rock) that is not immediately beach compatible. The DMMA allows for sorting and screening of this material to recover beach compatible material, which is subsequently placed on the beach. Learn more of the [inlet history](#) from the district's web page.

Following the impacts of Hurricane Frances and Jeanne in 2004, a project was constructed in the spring of 2007 between R4 and R17, using approximately 85,700 cy of beach quality sand that was dredged from the sediment impoundment basin of Sebastian Inlet. Additional material from an offshore sand source was placed on the beach south of the inlet in 2007 in the amount of 204,900 cy. A newly constructed sediment impoundment basin (DMMA) was constructed in 2011 within Sebastian Inlet State Park that can hold up to 30,000 cy of dredge material. Maintenance dredged material from the sand trap and channel in the amount of 141,251 cy and of that 119,851 cy was placed on the beach and the remainder (21,400 cy) was placed in the DMMA in 2012 for phase I of the project. The beach quality material was placed along the beaches south of the inlet between R4 – R8.5. Additional material of 34,600 cy was placed on the beach between R8.5 and R17 in 2013.

The SID removed 160,539 cubic yards of material from the Sebastian Inlet interior sand trap in 2014 through hydraulic excavation. Of this volume, 111,242 cubic yards of beach compatible material was placed on the beach between R3 and R7. The remaining 49,297 cubic yards was placed in the DMMA. The SID performed a Screening and Truck Haul Beach Placement Project in February 2015 using material stored in the DMMA, which resulted in approximately 55,818 cy of material being placed on the downdrift beaches between R11 and R17. In 2017, the SID placed 30,742 cy of material from the DMMA between R10 and R17 in response to Hurricane Matthew. In 2019 the SID removed approximately 150,000 cubic yards of material from the inlet sand trap and channel through hydraulic excavation. Of this volume, 120,000 cubic yards of sand was placed on the down drift beach between R10 and R17. The remaining 30,000 cy of material was stockpiled in the DMMA to be available for future emergency dune restoration or beach placement. The district completed placing material from the DMMA in February 2021 in the amount of 60,200 cy of sand on the beach between R9 to R17. The Department and the SID in January 2022 initiated TAC meetings with stakeholders to develop an updated sediment budget for the purpose of developing an updated inlet management plan. The Department updated the [Sebastian Inlet Management Plan](#) in November 2023. The district completed

truck hauling sand from an upland mine in February 2023 in the amount of 30,019 cy to Ambersand Beach in Indian River County between R10 to R17 with the material placed above mean high water on the beach and dune. The district dredged the inlet sand trap in 2025 in the amount of 43,197 cy and placed the sandy material on the Ambersand Beach in Indian River County between R3 (day access) to R11 (McClarty Treasure Museum). An additional 92,222 cy of upland sand was placed at Ambersand Beach for a total of 135,419 cy that was placed south of the inlet in 2025 by SID between R3 to R17. It is expected in 2026 that SID will dredge the channel to place approximately 130,000 cy of sandy material between R3 to R11. It is expected an additional 40,000 cy of inlet channel material will be placed in the DMMA that would not be considered beach quality material. See the Department's [Annual Inlet Report](#) for additional information on inlet bypassing.

Strategy: Comply with the updated IMP (2023) strategies:

- 1) A comprehensive beach and inlet hydrographic monitoring program shall be conducted to evaluate the performance and impact of existing sand bypassing and nourishment projects and to periodically update the inlet sediment budget. Beach and nearshore surveys between FDEP Range/Reference Monuments R-179 (Brevard County) to R-30 (Indian River County) shall be conducted. Periodic inlet hydrographic surveys to include the inlet channel, the sand trap, and the ebb and flood shoals in their entirety should be conducted. Along with topographic and hydrographic surveys of the inlet system and adjoining beaches, hydraulic monitoring may be conducted to enhance future modeling input data for investigations of inlet management alternatives.
- 2) Sand bypassing shall be performed from the inlet system to the adjacent Atlantic-fronting beaches to the south of the inlet between the south jetty near FDEP Range/Reference Monuments R-1 and R-30. The quantity of material to be bypassed shall be based on available inlet reservoir quantities documented through the monitoring protocol of Strategy #1 above.
- 3) On an average annual basis, the initial target inlet sand bypassing quantity shall be 75,000 cubic yards per year to the south. This target quantity may be modified or updated based on a minimum of four years of additional monitoring data indicating a change in the sediment budget. However, the sediment budget should cover a period of at least 10 years.
- 4) The source of sediment for meeting the target sand bypassing quantities in Strategy # 3 may be the Sebastian Inlet sand trap and channel, or as otherwise authorized by permit. The inlet channel and sand trap shall be prioritized for a portion of the bypass material, but other alternatives may be considered for further geotechnical and engineering design and permitting and implementation to develop an environmentally acceptable project with suitable quality sediment. Acceptable beach quality sand may

also be obtained from the inlet's tidal pool, upland sand mines or offshore sources to achieve the target sand bypassing quantities.

5) The north and south jetties, which have been impacted by numerous recent major storms like Hurricanes Sandy, Matthew, Irma, Dorian, Ian, and Nicole as well as numerous northeasters, shall be repaired and maintained.

Countywide Studies and Projects, Indian River County

In 1986, the federal Indian River County Shore Protection Project was authorized for the Atlantic shoreline of Sebastian Inlet State Park (1.7 miles) and the City of Vero Beach (1.7 miles), with periodic nourishment. Studies completed in 1987 showed that it was economically feasible to extend the Vero Beach segment northward 0.9 miles to Tracking Station County Park. The federal project has not been implemented yet. A limited re-evaluation report of the Vero Beach segment was completed in 2000 by the USACE.

In 1988, the Indian River County Board of County Commissioners adopted a [Beach Preservation Plan](#), which has been updated in 1998, 2008, 2015, 2019, and 2026. This plan divided the county into eight sectors. The updated plan proposed restoration and maintenance of beaches that have been impacted by the presence of Sebastian Inlet, and beach restoration and maintenance of critically eroded beaches within the remainder of the county. A feasibility study of beach management alternatives was performed in 1999, along with preliminary engineering and design for beach and dune restoration. As of 2025, most of the alternatives contained in this plan have been implemented. DEP's strategy for each segment of shoreline in Indian River County is presented below.

Ambersand Beach, Indian River County, R1–R17

This is a 3.1-mile segment of critically eroded beach immediately south of Sebastian Inlet that includes Sebastian Inlet State Park (R1-R4) and unincorporated Ambersand Beach (R4-R17). This segment of beach includes Sector 1 (R1-R11) and Sector 2 (R11-R17) in the county's Beach Preservation Plan.

Sand from inlet bypassing is placed within the area from R4 to R17. The non-federal **Ambersand Beach Nourishment Project** was initially constructed from February to April of 2003 by Indian River County using an offshore sand source. The project design consisted of a beach berm at elevation of +9 ft NGVD and a dune crest elevation at +14 ft NGVD that constitutes six years of advance nourishment to protect the existing dune and upland development. During this 2003 project,

approximately 536,600 cy of beach quality sand was placed between R3.5 and R17. The project constructed 6.6 acres of artificial reef to mitigate for adverse impacts to 3.8 acres of nearshore hardbottom. A physical and environmental monitoring program was implemented in conjunction with project construction.

Following the impacts of Hurricanes Frances and Jeanne in 2004, FEMA funded the construction of the emergency protective berms. The project was constructed in the spring of 2007 between R4 and R12, using approximately 85,700 cy of beach quality sand that was dredged from the sediment impoundment basin of Sebastian Inlet. Additional material in the amount of 204,900 cy from an offshore borrow source was placed on the beach between R4 and R17 in December 2007. Maintenance dredging of the Sebastian Inlet sand trap and channel in the amount of 119,851 cy was placed on the beach in 2012 between R4 and R8.5 for phase I of the project. Additional material was placed on the beach between R8.5 and R17 in 2013 in the amount of 34,600 cy. Material in the amount of 111,200 cy was placed on the beach between R4 and R7 in 2014. Phase II maintenance dredging was completed in February 2015 to remove sand and rock from the sand trap, and beach compatible material of approximately 55,818 cy was placed in the Ambersand project area between R11 and R17. In early 2019, the SID placed 120,000 cubic yards of beach compatible material at Ambersand beach between R10 and R17. The district completed placing material from the DMMA in February 2021 in the amount of 60,200 cy of sand on the beach between R9 to R17. The district completed truck hauling sand from an upland mine in February 2023 in the amount of 30,019 cy to Ambersand Beach in Indian River County between R10 to R17 with the material placed above mean high water on the beach and dune. The district dredged the inlet sand trap in 2025 in the amount of 43,197 cy was placed on the Ambersand Beach in Indian River County between R3 (day access) to R11 (McClarty Treasure Museum). An additional 92,222 cy of upland material was placed on the downdrift beach in 2025 for a total of 135,419 cy placed between R3 to R17. The district will dredge the channel in 2026 with placement of approximately 130,000 cy of sandy material between R3 to R11. It is expected an additional 40,000 cy of inlet channel material will be placed in the DMMA that would not be considered beach quality. See the department's [Annual Inlet Report](#) for additional information on inlet bypassing. See project history in Table 7.

Table 7. Ambersand (Sectors 1 & 2) Project placement history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
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Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2000	50,100	Inlet	R8-R10	0.4
2001	114,700	Inlet	R8-R10	0.4
2002	50,000	Inlet	R8-R10	0.4
May 2003	589,350*	Offshore	R3.5-R17	2.5
April 2007	85,700	Inlet	R4-R12	1.5
December 2007	290,600*	Offshore	R4-R17	2.4
2012	119,900	Inlet	R6-R17	2.1
2013	34,600	Inlet	R6-R17	2.1
2014	111,200	Inlet	R6-R17	2.1
February 2015	55,818	DMMA and Upland	R6-R17	2.1
2017	30,700	DMMA	R6-R17	2.1
2019	113,570	Inlet	R10-R17	1.3
2021	59,925	Inlet	R10-R17	1.3
2023	30,019	Inlet	R10-R17	1.3
2025	135,419	Upland and Sand Trap	R6-R17	2.1

*Beach restoration and nourishment events.

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

Orchid Island and Wabasso Beach, Indian River County, R17-R55

This area includes 7.1 miles of critically eroded beaches in northern Indian River County. This segment is known as Sector 3 (R17-R55) in the county's Beach Preservation Plan. This area was severely impacted by Hurricanes Floyd and Irene (1999), Hurricanes Frances and Jeanne (2004), Hurricane Sandy (2012), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricanes Ian (2022), Hurricane Nicole (2022), and Hurricane Milton (2024). Dune restoration projects have been constructed at the county parks of Treasure Shores (R25), Golden Sands (R32), Wabasso Beach County Park (R39), Seagrape Trail (R47), and Turtle Trail (R51), following major storms, to supplement the emergency protective berms funded by FEMA.

The **Indian River County Sector 3 Beach and Dune Nourishment Project** constructed a beach restoration project, which was first constructed in three separate phases. The first phase was completed in 2010, which placed 267,182 cy; the second phase was completed in 2011, which placed 207,491 cy; and the third phase was completed in 2012, which placed 85,919 cy. The Sector 3 Project spans 6.6 miles of shoreline between R20 and R55 that had a total placement of approximately 560,592 cy of beach quality sand from upland sand mines. R51.3 through R55 was outside the state's designated critically eroded area, and this portion of the restoration/nourishment project was not cost-shared by the state before 2025, except for emergency funds that were allocated by the Legislature in 2022/2023 due to hurricane damages. The dune crest elevation from R25 to R27 was +12ft NAVD, and the dune crest elevation from R28 to R55 was +15ft NAVD. See project history in Table 8.

The Indian River County Sector 3 Beach and Dune Restoration Project sustained damages during Hurricane Sandy (2012). Emergency dune repairs were constructed in Orchid Beach, Wabasso Beach Park, and Golden Sands Park under the Department's Emergency Order, with placement of 15,000 cy in 2013. An additional amount of 10,000 cy of sand was placed in the southern Sector 3 private project area (R51.3-R55) through the Emergency Order. A repair project was constructed in winter 2014/2015, which placed a total of 173,068 cy of upland sand within the fill template (R24-R55) landward of the mean high water (MHW), and another 9,363 cy of sand seaward of the MHW between R38 and R40.

The county received a Joint Coastal Permit from the Department in July 2020 to construct a beach and dune nourishment project. This project was constructed in two phases, with phase I in 2021 from R20 to R40 and phase II from R40 to R55 in 2022. The project completed all construction by March 2022 with the placement of approximately 552,400 cy from an approved upland sand mine.

Hurricanes Ian and Nicole (2022) damaged the recently completed Sector 3 Beach and Dune Nourishment Project. Emergency dune repairs were constructed in Golden Sands (R32), Wabasso Beach County Park (R39), Seagrape Trail (R47), Turtle Trail (R51) and Orchid Beach, under the Department's Emergency Order. Due to the impacts from Hurricanes Ian and Nicole (2022), a dune restoration project was completed in April of 2023, placing approximately 8,750 cy of beach compatible sand within Sector 3 between R20 to R37. A more comprehensive dune restoration project was completed in April of 2024, placing approximately 210,100 cy of beach compatible sand within Sector 3 between R20 to R55. In 2025, the Department designated the southern end (R51.3 - R55) of Sector 3 as critically eroded in 2025.

Table 8. Indian River County Sector 3 Beach and Dune Nourishment Project placement history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2010	267,182	Upland	R20 – R37	3.3
2011	207,491	Upland	R37 – R50	2.5
2012*	85,919	Upland	R50 – R55	1.0
2013	25,000	Upland	R45 – R55	1.9
2015	182,431	Upland	R24 - R55	5.8
2022	552,400	Upland	R20 - R55	6.6
April 2023*	8,750	Upland	R20 - R37	3.3
April 2024*	210,100	Upland	R20-R55	6.6

*Emergency dune/beach repairs.

Strategy: Maintain the dune and beach restoration project through monitoring and nourishment.

Indian River Shores, Indian River County, R55–R72

This is a 3.2-mile segment of critically eroded beach in the town of Indian River Shores and is known as Sector 4 (R55-R72) in the county’s Beach Preservation Plan. This area was impacted by Hurricanes Ian and Nicole in 2022 that caused beach and dune erosion. Sector 4 was designated critically eroded by the Department in 2025.

A dune restoration project (R55-R70) was constructed in the winter of 2024/2025 between R55 and R70. Approximately 116,970 cy of upland material from an approved sand mine was placed to restore the beach dune. The county received a Joint Coastal Permit from the Department in May 2024 to construct a dune project. The dune features a variable crest height between +12.3 to +16.9 feet NAVD88, a variable crest width between 9 and 20 feet, and a 3:1 foreslope from the seaward edge of the dune crest down to the berm crest. The berm includes a berm crest elevation of +8 feet NAVD88 with an 8H:1V foreslope from the seaward edge of the dune to existing grade. All sand placed occurred landward of the mean high-water line (MHWL).

Strategy: Maintain the dune restoration project after post-storm events and monitor.

Vero Beach, Indian River County, R72–R86

This is a 2.6-mile segment of critically eroded beach along the City of Vero Beach that is known as Sector 5 (R72-R86) in the county’s Beach Preservation Plan. This area was severely impacted by Hurricanes Frances and Jeanne (2004), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricanes Ian and Nicole (2022).

Following the effects of the 2004 hurricane season, emergency protective berms were constructed using funds from FEMA. Seawalls have been constructed throughout much of this sector. A dune restoration project consisting of 103,400 cy of sand and vegetation was constructed in 2005/2006 to supplement the emergency protective berms funded by FEMA. Another dune restoration project was conducted at Conn Beach Access in 2009 with placement of 4,500 cy of upland sand. Between 2009 and 2017 there have been selective properties that needed regular maintenance of the engineered dune project of 2005/2006. The County’s Beach Preservation Plan recommends beach nourishment for the Sector 5 segment. The County completed a feasibility study and environmental assessment in 2017, and it constructed the first beach restoration project in Sector 5 during winter 2019/2020. The **Sector 5 Beach Nourishment Project** (R70-R86) was completed in February 2020 and used approximately 171,400 cy of beach compatible sand from an upland sand source to restore damages along 3.1 miles of shoreline caused by Hurricane Matthew (2016), Irma (2017), and Dorian (2019) providing a protective berm and dune with native dune vegetation for the County’s most developed section of beach using funds from FEMA, Division of Emergency Management, FDEP, and the County. The project history for this segment of shoreline is described in Table 10.

Hurricanes Ian and Nicole (2022) damaged the Sector 5 Beach Nourishment Project. Emergency dune repairs were constructed in Tracking Station Beach Park (R73). A dune restoration project was completed by April of 2023, placing approx. 8,225 cy of beach compatible sand within Sector 5. In the winter of 2025/2026, the county placed approximately 115,900 cy of material from an approved upland sand mine in the Sector 5 Beach Nourishment Project (R70-R86).

Table 9. Indian River County Sector 5 Beach Nourishment Project placement history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2005/2006*	103,400	Upland	R72 – R86	2.7
2009	4,500	Upland	R77-R79	0.6
2010	3,000	Upland	Dune segments between R70 & R86	-
2012	2,000	Upland	Dune segments between R70 & R86	-
2013	15,600	Upland	Dune segments between R70 & R86	-
2016	800	Upland	Dune segments between R70 & R86	-
February 2017	26,593	Upland	Dune segments between R70 & R86	-
February 2020	171,400	Upland	R70 – R86	3.1
April 2023*	8,225	Upland	R73	0.3
February 2026	115,900	Upland	R70 – R86	3.1

*Emergency dune/beach repairs.

Strategy: Maintain the beach restoration project through monitoring and nourishment.

South County Beach, Indian River County, R99–R115.7

This is a 3.1-mile segment of critically eroded beach in southern Indian River County. This segment of the beach includes most of Sector 7 (R97-R108) and a portion of Sector 8 (R108-R119) as described in the county’s Beach Preservation Plan. Seawalls have been constructed throughout much of this shoreline area. This area was severely impacted by Hurricanes Floyd and Irene (1999), Hurricanes Frances and Jeanne (2004), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricanes Ian and Nicole (2022).

Following the effects of the 2004, 2016, and 2017 hurricane seasons, emergency protective berms were constructed using funds from FEMA. A dune restoration project consisting of additional sand and vegetation was constructed in 2005 to supplement the emergency protective berms funded by FEMA. The Indian River County Sector 7 Beach Restoration Project was completed in the spring of 2007, which placed approximately 348,500 cy of beach quality sand between R97.1 and R108 using an offshore borrow site to restore 2.0 miles of shoreline. Sixty-three percent of the total volume of

sand was placed at the northern portion (R97-R102) of the project area, and the project was designed to be wider than the southern portion (R102-R108) to serve as a feeder beach. The northern portion (42 percent of total length) of the project has shown significant loss of material that had been placed, while the southern portion has shown gain due to the feeder beach effect.

The county received a Joint Coastal Permit from the Department in 2019 to construct a beach and dune restoration project in Sector 7, was scheduled for 2023/2024, and was expecting an anticipated placement of approximately 400,000 cy. This recent effort to maintain the project has faced issues obtaining necessary local easements and has not been constructed as of 2026. Following Hurricanes Ian and Nicole (2022), private property owners placed approx. 1,500 cy of beach compatible material to repair the dune. This placement was completed under the Department's Emergency Order in early 2023.

Strategy: Maintain the beach restoration project through monitoring and nourishment.

Regional Strategies for Beach and Inlet Management

Sponsors and Funding

This subregion contains the governmental entities of Indian River County, Town of Orchid, Indian River Shores the City of Vero Beach, the [SID](#) and the [Florida Inland Navigation District](#), all of which are participants with the Department as sponsors of beach management projects, except the City of Vero Beach. [Indian River County beach preservation plan](#), dated 2026, highlights the county's initiatives to preserve and manage their coastline. The [Division of Recreation and Parks](#) manages the Sebastian Inlet State Park and McLarty State Museum (R1-R11). Project cost estimates and schedules may be found in the [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 the coordination of placement of sand from bypassing activities at Sebastian Inlet with construction and maintenance of beach and dune restoration and nourishment projects.

Previous Intracoastal Waterway maintenance dredging activities near Sebastian Inlet have not

placed sand on the beaches, and neither does FIND's Long-Range Dredge Material Management Plan specifically identify the future beach placement of dredged material; however, further coordination of future projects may provide the opportunity for beach placement of dredged material.

Environmental Protection

The protection of marine turtles, right whales, shorebirds, beach mice, and the nearshore hardbottom and sabellariid worm reef communities are primary environmental concerns within this subregion. Sensitive areas for beach mice include Sebastian Inlet State Park (south), Archie Carr National Wildlife Refuge, Pelican Island National Wildlife Refuge, and Treasure Shores Park. Within those sensitive areas, natural communities identified as primary and secondary dunes as well as scrub dunes, back dunes, coastal scrub, and/or coastal strand all provide essential habitat for beach mouse populations. Additionally, primary dunes and secondary dunes that occur on private lands are important for resilience of those developed lands and sustaining wildlife populations and should be maintained or restored. These areas can be subject to change as conditions change, and coordination with the FWC Regional Species Conservation Biologist for the FWC region where your project is occurring is encouraged during project development. Construction activities are not permitted during marine turtle nesting season (May 1 – October 31), and they must adhere to specific permit conditions during the beginning and end of season from March 1 to April 30 and November 1 to November 30. The [Archie Carr National Wildlife Refuge](#) is in close proximity to the beach projects of this subregion. Project design and method of construction are restricted to avoid or minimize adverse impacts to the federal and state listed species and their habitat, as well as hardbottom communities. The Sebastian Inlet sediment impoundment basin is located within the boundaries of the [Indian River – Malabar to Vero Beach Aquatic Preserve](#). Projects located within and near the Aquatic Preserve boundaries require additional protection, including more stringent water quality standards than outside the Aquatic Preserve's water boundaries during permitting and construction, to ensure preservation of the existing conditions.

Sand Sources

Sand sources to meet the needs of future projects in this subregion over the next 15 years have not been updated. An updated regional sand search and inventory should be performed to locate and characterize beach compatible sand. SID places material from an upland source on the downdrift beaches when sufficient material is not available from the channel and sediment impoundment basin

(sand trap) for bypassing. SID began investigating in 2026 for an offshore borrow site to use for inlet bypassing. The North, Central, and South, borrow areas offshore contain sand for nourishment. The South borrow area has been used before, in 2003 (Ambersand Project) and 2007 (Sector 7). Both the North and Central borrow areas need additional geotechnical investigation to consider their use. The proposed sand source for the Indian River Sector 7 project is the South Borrow Site, which is located roughly 2 miles offshore between R-105 and R-119, near the southern Indian River County Line. The borrow site is composed of three sub-areas named Sub-areas 1, 2, and 3. The primary borrow area will be Sub-area 2 while Sub-area 3 will be used as a secondary borrow site.

There is continued coordination between the Department, the [USACE](#), [BOEM](#), and local governments to use best management practices with these offshore resources, and to determine where sand borrow sites are located offshore along the Atlantic shoreline. For additional information on sand sources, the Department manages the [Regional Offshore Sand Source Inventory \(ROSSI\)](#) database.

Innovative Projects

In 1996, PEP Reef™ experimental submerged breakwaters were installed along a segment of shoreline in Vero Beach (R80-R83). An evaluation report of the structures' performance, based upon a physical monitoring program, was published in 2003 by an independent third-party reviewer. The reviewer concluded that the PEP Reef's™ effect on attenuating wave energy was comparable to the effect of the natural hardbottom. After 34 months of monitoring, the beach in the vicinity of the PEP Reef™ lost volume. Based on the Department's assessment, the beneficial effects of the PEP Reef™ were not proven. The PEP Reef™ remains in place.

Additional Information

The introduction of the state's Strategic Beach Management Plan provides additional background information on the Department's Beach Management Programs and includes overviews of:

- The principles and statutes followed to help guide the state's management strategies
- Comprehensive list of Florida's inlets
- 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
- Beaches, Economics and Tourism

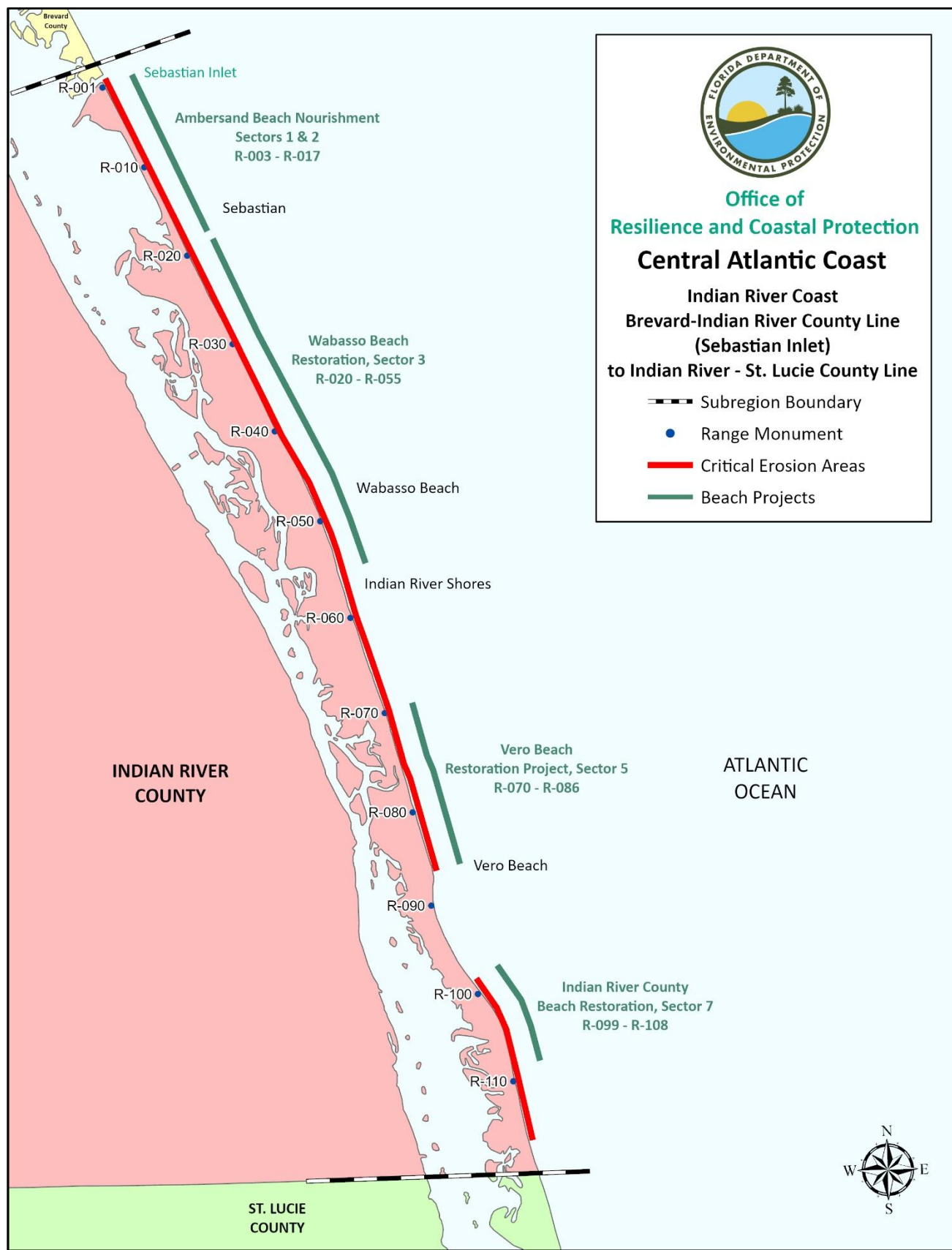


Figure 2. Map of Indian River County within the Central Atlantic Coast. View the department's [interactive map](#).

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St. Lucie Beaches

There are 14.8 miles of beaches in the **St. Lucie Beaches** subregion, which extends from the Indian River–St. Lucie County line to R80 in St. Lucie County, as shown on Figure 3. There are 2.3 miles of critically eroded beaches in this subregion, of which 2.3 miles are maintained.

Erosion is attributed to frequent northeasters, occasional tropical storms and hurricanes, and the effects of Fort Pierce Inlet. The most erosive storms in recent years were Hurricane David (1979), the Thanksgiving Day Northeaster of 1984, Hurricane Irene (1999), Hurricanes Frances and Jeanne (2004), Hurricane Wilma (2005), Subtropical Storm Andrea (2007), October northeasters (2007), Tropical Storm Noel (2007), Tropical Storm Fay (2008), Hurricane Sandy (2012), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Dorian (2019), Hurricane Ian (2022) and Hurricane Nicole (2022).

Strategies for Inlets and Critically Eroded Beaches

Fort Pierce Inlet, St. Lucie County, R33-R34

Fort Pierce Inlet, part of the federal Fort Pierce Harbor Navigation Project, was constructed in 1920–1921, initially dredged in 1938, and deepened in 1995. Maintenance dredging of the entrance channel was conducted in 1978, 1987, 1989, 1990, 1994, 1995, 1998, and 2014, with disposal of the beach compatible dredged material on the adjacent downdrift beach south of the Inlet. Construction of a spur jetty attached to the south jetty was completed in 1997. The Fort Pierce Inlet Management Study Implementation Plan was adopted by the Department in 1997. A feasibility study was conducted in 2005 to evaluate potential sand bypassing at Fort Pierce Inlet. Feasibility study and design alternatives for the Fort Pierce Inlet sand trap have been considered by St. Lucie County, and the design of a sand trap was considered (alternative 2) with a capacity of 180,000 cy. The Department issued a Joint Coastal Permit in May 2016 for the construction (Phase I) of a 60,000-cy sediment impoundment basin (sand trap) to periodically bypass the beach compatible material from the basin to the south side of Fort Pierce Inlet. In addition, the USACE issued Standard Permit No. SAJ -2014-02065 (SP-KDS) on August 8, 2019, authorizing Phase I construction of sand trap. In addition to the sand trap, the county completed construction of an inlet mitigation reef in May 2020 just west of the proposed sand trap. Phase I of the sand trap construction was completed in August of 2022 that created a 3.1-acre sand trap. The county also conducted a sand tracer study in 2016/2017 that used benign fluorescent sand tracers to evaluate the patterns of deposition over time, and spatially, to determine the transport

pathways and quantities. The tracer work was intended to support the impoundment basin project and provided valuable data in updating the sediment budget for Fort Pierce Inlet. The tasks for updating the sediment budget included collection of topographic and hydrographic beach profile surveys and inlet bathymetry, along with analysis of historical inlet shoreline changes. Inlet studies with updated sediment budgets were submitted to the Department in 2018 and in 2021 to develop an updated inlet management plan. Based upon the 2021 sediment budget, the Department updated the [Ft. Pierce Inlet Management Plan](#) in May 2022. The construction of the Phase I inlet sand trap was completed in July 2022, and the performance of the trap is being monitored.

Strategy: Comply with the six updated IMP (2022) strategies which are:

- 1) A comprehensive beach and inlet hydrographic monitoring program shall be conducted to evaluate the performance and impact of existing sand bypassing and nourishment projects and to periodically update the inlet sediment budget. Beach and nearshore surveys between FDEP Reference Monuments R-1 and R-60 shall be conducted. Periodic inlet hydrographic surveys to include the inlet channel and the ebb and flood shoals should also be conducted. Along with topographic and hydrographic surveys of the inlet system and adjoining beaches, hydraulic monitoring may be conducted to enhance future modeling input data for investigations of inlet management alternatives.
- 2) Sand bypassing shall be performed from the inlet system to the adjacent Atlantic-fronting beaches to the south of the inlet between the south jetty near FDEP Reference Monument R34 and R41. The quantity of material to be bypassed shall be based on available quantities documented through the monitoring protocol of Strategy #1 above.
- 3) On an average annual basis, the initial target inlet sand bypassing quantity shall be 140,000 cubic yards per year to the south. This target quantity may be modified or updated based on a minimum of four years of additional monitoring data indicating a change in the sediment budget.
- 4) The source of sediment for meeting the target sand bypassing quantities in Strategy #3 may be the Ft. Pierce Inlet navigation channel, the authorized inlet sediment impoundment basin or as otherwise authorized by permit. The navigation channel and authorized sediment impoundment basin shall be prioritized for a portion of the bypass material, but other alternatives may be considered for further geotechnical and engineering design and permitting, and implementation to develop an environmentally acceptable project with suitable quality sediment. Acceptable beach quality sand may also be obtained from inland sand mines or offshore sources to achieve the target sand bypassing quantities;

- 5) The Phase I pilot sediment impoundment basin shall be constructed as authorized. Based upon the performance of the reduced capacity pilot basin, the full design sediment impoundment basin shall be constructed, as appropriate.
- 6) Evaluate possible alternatives to facilitate the bypassing of sand from the shoreline north of the inlet to the downdrift beaches.

Fort Pierce, St. Lucie County, R34–R46

This is a 2.3-mile segment of critically eroded beach at Fort Pierce extending south of the inlet. The project history for this segment of shoreline is described in Table 10. In 1971, the federal Fort Pierce Shore Protection Project restored 1.3 miles of shoreline immediately south of the inlet (R34-R41), using sand from a borrow area located 2,000 feet offshore of the project area. The initial project design consisted of a beach berm at elevation +8.9 ft NGVD that constitutes ten years of advanced nourishment to protect the existing dune and upland development. Section 934 Reauthorization Report, approved by USACE in 1996, updated the nourishment cycle to seven years. Subsequently, a Limited Reevaluation Report (LRR) was approved by the USACE in 2007, which changed the frequency of future nourishments from a seven-year to a two-year nourishment cycle. Although the project is authorized until 2020, the 2018 Water Resources Development Act (WRDA) included language providing for a six-year extension to the federally authorized project. The local government is conducting a Section 203 Study which is intended to provide justification for 1) a new 50-year federal project life (beyond the year 2020) and 2) shoreline structures along the northernmost segment to combat the recurring high erosion rate and lengthen the nourishment cycle. The final Section 203 Report was submitted to the Assistant Secretary of the Army (Civil Works) in June 2018 and then went on to be Congressionally approved in the WRDA bill of 2020.

Nourishment has been conducted using dredged material from maintenance of the Fort Pierce Inlet navigation channel. Additionally, nourishment was conducted in 1980 using sand from a borrow area located 2,500 feet offshore of the project area. Three sand-filled geotextile fabric tubes were placed as groins within 1,000 feet of the south jetty in 1994 to address the ongoing erosion problem. In 1997, a jetty spur was constructed on the south jetty to accumulate sand south of the south jetty. The geotextile groins began to deteriorate and were eventually removed. In 1999, the shoreline was nourished using sand from a borrow area located three miles offshore at Capron Shoal, with subsequent nourishment utilizing the same source in 2003, 2004, 2005, 2007, 2009, 2012, 2013, 2015, and 2018. The 1999 project included construction of 5.0 acres of artificial reef, sea oat

planting, and exotic vegetation removal from Coon Island as a multi-component mitigation to offset adverse impacts to 8.9 acres of nearshore hardbottom. The nourishment project acts as a feeder beach for an additional one mile beyond the 1.3-mile placement area. Performance monitoring of the beach has demonstrated that the placement of sand within the 1.3- mile project area maintains the entire critically eroded area.

Following the effects of the 2004 hurricane season, maintenance nourishment was conducted from April to June of 2005. The 2005 nourishment event placed approximately 616,000 cy of beach quality sand from R34 to R41. Nourishment from 2007 through 2013 used material from the offshore borrow site (Capron Shoal), except in 2011 when an upland sand source was used for emergency response. Material was also placed in the project template in 2014 as a part of the FCCE inlet dredging project. Additional material in the amount of 319,091 cy was placed on the beach in 2015, between R34 to R38. The Atlantic Intracoastal Waterway was dredged in 2017, when 74,326 cy of material were placed on the beach between R34 and R35. The nourishment in May 2018 was completed with an approximate volume of 501,284 cy of material from the offshore Capron Shoal and placed between the South Jetty (R34) and R38.2. A truck haul was completed in May 2020, with placement of 81,000 cy of upland material. A beach nourishment with material from the Capron Shoal placed 503,429 cy of material between the south jetty and R38.2. The next federal nourishment was completed in May 2023, placed approximately 493,226 cy (pay volume) of offshore material between the south jetty at Ft. Pierce Inlet and R41. In May 2025, beach nourishment from an upland sand mine occurred with placement of 94,996 cy between the South Jetty and R35.5. St. Lucie County engaged in an emergency truck haul due to persistent erosion between the South Jetty and R35.5 by placing 10,648 cy of material on South Beach. The USACE placed approximately 565,000 cy of offshore material in May 2026 between the S. Jetty to R37.4.

Table 10. Fort Pierce Shore Protection Project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
July 1971	718,000	Offshore	R34 - R41	1.3
July 1978	49,800	Channel	Adjacent Beach	0.2
1980	346,000	Nearshore	R34 - R41	1.3
December 1987	29,800	Channel	Adjacent Beach	0.2
January 1989	47,800	Channel	Adjacent Beach	0.2

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
March 1990	55,700	Channel	Adjacent Beach	0.2
January 1994	7,200	Channel	Adjacent Beach	0.1
1992-1994	14,400	Upland	South Beach	0.1
1995	166,700	Channel	Adjacent Beach	0.6
March 1995	54,400	Upland	Upland	0.2
January 1998	23,300	Channel	Adjacent Beach	0.2
March 1999	830,000	Capron Shoal	R34 - R41	1.3
April 2003	336,000	Capron Shoal	South Jetty - R36	0.42
April 2004	406,000	Capron Shoal	S. Jetty - R36.5	0.51
May 2005	616,000	Capron Shoal	R34 - R41	1.3
April 2007	503,800	Capron Shoal	R34 - R41	1.3
May 2009	189,600	Capron Shoal	R34 - R35.4	0.27
April 2011	62,700*	Upland	R34 - R35	0.20
March 2012	499,800	Capron Shoal	R34 - R38	0.82
May 2013	431,301	Capron Shoal	R34 - R38	0.82
May 2014	164,100	Inlet and IWW	R34 - R35.5	0.28
May 2015	319,091	Offshore	R34 - R38	0.82
May 2017	74,326	IWW	S. Jetty - R35	0.20
May 2018	501,284	Capron Shoal	S. Jetty - R38.2	0.82
May 2020	81,000*	Upland	R34 - R35.5	0.28
May 2021	503,429	Capron Shoal	S. Jetty – R38.2	0.82
May 2023	493,226*	Capron Shoal	S. Jetty - R41.2	1.3
May 2025	94,996	Upland	S. Jetty - R35.5	0.3
February 2026	10,648	Upland	S. Jetty -R35.5	0.3
May 2026	565,000	Capron Shoal	S. Jetty -R37.4	0.7

**Emergency Response for 2011, 2020, and 2026 projects. The 2023 project volume is the pay volume. Sand sources from Capron Shoal, offshore or nearshore indicate federal participation.*

Strategy: Maintain the project through monitoring and nourishment using sand from inlet bypassing that includes beneficial use of maintenance dredge material, offshore sources, and upland sources.

Continue to evaluate alternatives, such as coastal structures, to address the recurring erosional hot spot along the northernmost shoreline segment (R34-R36) of this beach; design an environmentally acceptable solution that considers the entirety of the project shoreline including down drift beaches.

Regional Strategies for Beach and Inlet Management

Sponsors and Funding

This subregion contains the governmental entities of St. Lucie County, the City of Fort Pierce, the [Florida Inland Navigation District](#), and the [USACE](#), which are all, except the City of Fort Pierce, participants with the Department as sponsors of beach management projects. Project cost estimates and schedules may be found in the [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 coordinating the placement of sand from inlet bypassing activities at Fort Pierce Inlet, with construction and maintenance of the beach and dune restoration project.

Environmental Protection

The protection of marine turtles, right whales, shorebirds, beach mice, and the nearshore hardbottom and sabellariid worm reef communities and their habitat are primary environmental concerns within this subregion.

Sensitive areas for beach mice include Avalon State Park, Queens Island Park, Pepper Park, Fort Pierce Inlet State Park, Frederick Douglass Park, John Brooks Park, Blind Creek Natural Area, and Jane Brooks Park. Within those sensitive areas, natural communities identified as primary and secondary dunes as well as scrub dunes, back dunes, coastal scrub and or coastal strand all provide essential habitat for beach mouse populations. Additionally, primary dunes and secondary dunes that occur on private lands are important for resilience of those developed lands and sustaining wildlife

populations and should be maintained or restored. These areas can be subject to change as conditions change, and coordination with the FWC Regional Species Conservation Biologist for the FWC region where your project is occurring is encouraged during project development. The timing of construction activities has been restricted during the marine turtle nesting season of May 30 through October 31 in the northern portion (R34-R37) and May 15 through October 31 in the southern portion (R37-R41). Project design and method of construction are restricted to avoid or minimize adverse impacts to the federal and state listed species and their habitat. The boundaries of project activities are limited to avoid impacts to hardbottom and worm reef communities.

Sand Sources

During planning and design of the Fort Pierce Shore Protection Project, enough sand for completion of initial restoration and nourishment for the next 15 years was identified in the Capron Shoal. A regional sediment management strategy that uses beach quality sand from upland dredged material management areas and the maintenance dredging of the navigation project has been developed through the utilization of long-term state and federal permits for the maintenance of the beach restoration project. Since there are limited sand resources existing in state waters in Southeast Florida, the Department and the USACE completed the [Sediment Assessment and Needs Determination \(SAND\) study](#). This study was conducted in a collaborative manner, and it was reviewed by and vetted through all the participating stakeholders. The SAND study indicates that the regional offshore supply of sand in state and federal waters is more than adequate to meet the volumetric needs of all the beach nourishment projects in the five southeastern coastal counties (St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade) for the next 50 years (through year 2062), according to Ousley et al. (2014). Subsequently, the Department analyzed the need for sand over the next 10 to 20 years for the five southeastern counties and determined that approximately 20 to 30 million cy will be needed for beach nourishment projects. Due to the narrow continental shelf adjacent to Florida's southeastern shoreline, it is expected that some counties may need to look for sand resources in upland sand mines and/or offshore borrow sites in neighboring counties; Miami-Dade County has already initiated this process.

Coordination is recommended between the Department, the [USACE](#), [BOEM](#), and local governments to use best management practices with these offshore resources. For additional information on sand sources, the Department manages the [Regional Offshore Sand Source Inventory \(ROSSI\)](#) database.

Additional Information

The introduction of the state’s Strategic Beach Management Plan provides additional background information on the Department’s Beach Management Programs and includes overviews of:

- The principles and statutes followed to help guide the state’s management strategies
- Comprehensive list of Florida’s inlets
- 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
- Beaches, Economics and Tourism

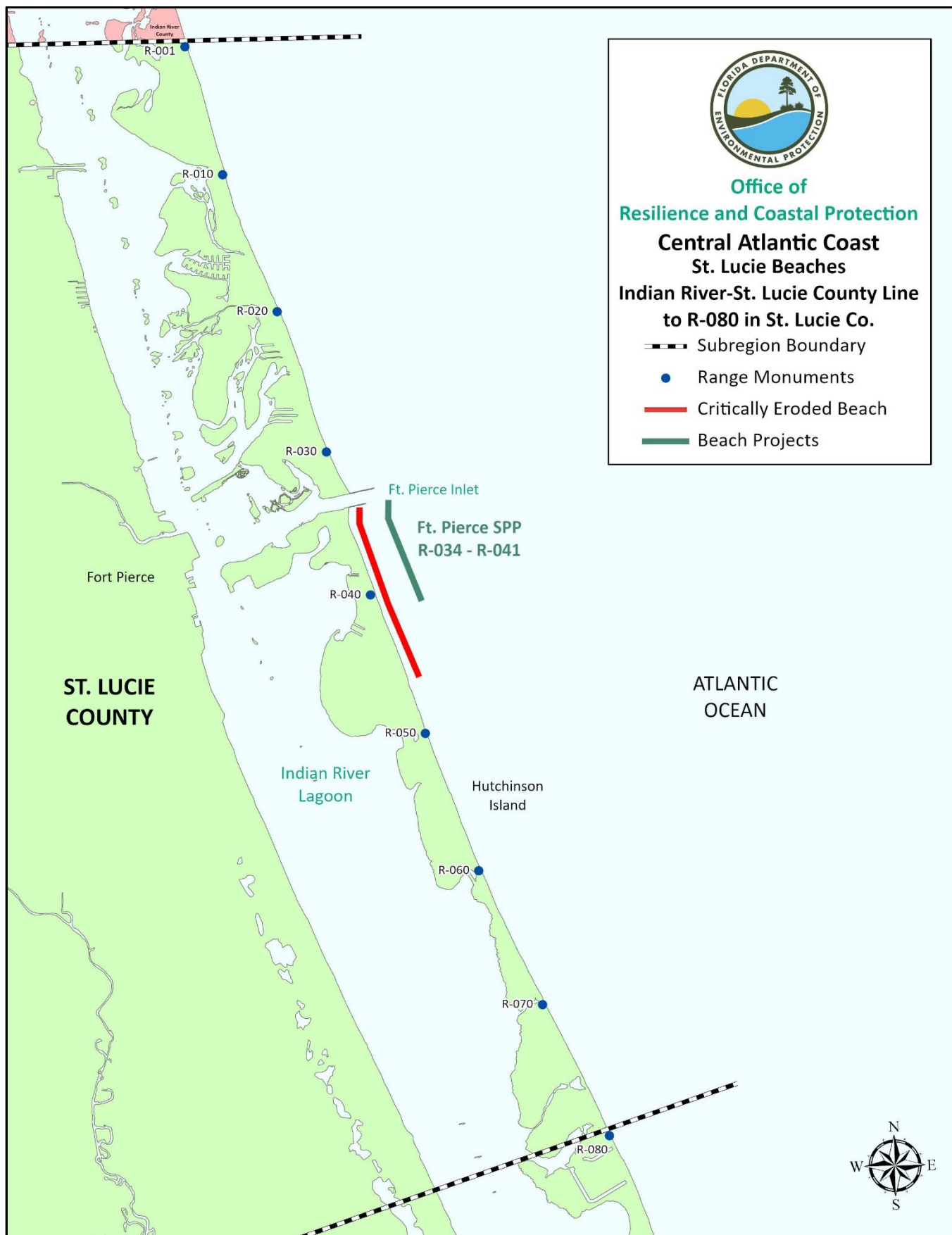


Figure 3. Map of St. Lucie County beaches. View the department's [interactive map](#).

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Treasure Coast

There are 27.8 miles of beaches in the Treasure Coast subregion, which extends from R80 in St. Lucie County to the Martin–Palm Beach County line, as shown on Figure 4. There are 23.3 miles of critically eroded beaches in this subregion, of which 14.9 have been restored and maintained.

Erosion is attributed to frequent northeasters, occasional tropical storms and hurricanes, and the effects of St. Lucie Inlet. The most erosive storms occurring in recent past years were Hurricane David (1979), the Thanksgiving Day Northeaster of 1984, Hurricane Irene (1999), Hurricanes Frances and Jeanne (2004), Hurricane Wilma (2005), Subtropical Storm Andrea (2007), October northeasters (2007), Tropical Storm Noel (2007), Tropical Storm Fay (2008), Hurricane Sandy (2012), Hurricane Matthew (2016), Hurricane Irma (2017), Hurricane Ian (2022) and Hurricane Nicole (2022).

Strategies for Inlets and Critically Eroded Beaches

Walton Rocks, St. Lucie County, R80-R90.3

This segment includes 1.9 miles of critically eroded beaches on Hutchinson Island in southern St. Lucie County, where the St. Lucie Nuclear Power Plant facilities, Walton Rocks County Park, and private condominium developments are located. This segment is predominantly within the U.S. Fish and Wildlife Service – Coastal Barrier Resources Act – Unit P11, in which the Power Plant Facilities and the Sand Dollar Shores and Dune Walk Condominiums are excluded. This area was severely impacted by Hurricanes Frances and Jeanne (2004). In 2004, the U.S Army Corps of Engineers initiated a feasibility study to evaluate a beach restoration project from R77 to just south of R115 (the Martin County line). In 2007, dune restoration was conducted from R88 to R90. In 2012, at the St. Lucie Nuclear Power Plant facilities, a steel sheet-pile seawall along 350 ft. of coast at R81 was constructed to protect the nuclear power plant’s cooling water intake canal. A breakwater, specifically three storm reef ball mats were installed offshore of the St. Lucie Nuclear Power Plant in 2020.

Strategy: Monitor and maintain the dune restoration project.

South St. Lucie County Beaches, St. Lucie County, R98-R115+1000 (County Line)

This is a 3.4-mile segment of critically eroded beach on Hutchinson Island in southern St. Lucie County seaward of private residential condominium developments. This area was severely impacted

by Hurricane Irene (1999) and Hurricanes Frances and Jeanne (2004). In 2004, the USACE initiated a feasibility study, which encompasses R77 to just south of R115 (the Martin County line). An Environmental Impact Statement and sand search were completed by the County in conjunction with the planning and design for a non-federal project on South St. Lucie County Beaches, completed in 2013. The county identified the St. Lucie Shoal as a sand source for the 2013 non-federal restoration project area and any future federal projects. Work by St. Lucie County was applied as a credit against an ongoing federal feasibility study for the proposed future federal project. In 2005/2006, an emergency dune restoration project was constructed from R97.7 to R114, using 160,000 cy of sand. The dune project was impacted by the passage of Hurricane Sandy shortly before the full beach restoration project was scheduled to begin, so storm repairs were designed to be completed in conjunction with the restoration. Restoration was completed in May 2013 between R98 and R115 + 1000 (County Line), with 635,164 cy of sandy material from an offshore borrow site placed along 3.4 miles of critically eroded beach. Construction of a 1.89-acre mitigation reef offshore was initiated in 2013 to mitigate for hardbottom impacts. Construction of the mitigation reef was completed in 2015.

St. Lucie County pursued a federally authorized project for this segment of shoreline, in coordination with the federally authorized Martin County Shore Protection Project just south of the South St. Lucie Project area. The [USACE](#) completed the Integrated Feasibility Study and Environmental Assessment in April 2016 of St. Lucie County's southern 7.4-mile shoreline between R77 and R115/County Line. The study determined the final alternatives or tentatively selected plan (TSP) for the project area and was approved by the USACE review board and chief in July 2017. The **St. Lucie County Coastal Storm Risk Management Project** (R98-R115.9/ county line) was federally authorized in the 2018 Water Resources Development Act bill. The 50-year project life last begins after initial construction that was completed in May 2022. The department permitted the federal project in 2021. Construction of the 3.4 miles federal project was completed in May 2022 with the placement of approximately 387,165 cy of material between R98.0 to R115.9 (southern St. Lucie County line). The sand used was from an offshore borrow area known as A1 is 3.5 miles offshore in federal waters within the St. Lucie Shoals. Due to erosion from Hurricane Nicole (2022) and nor'easters a project was constructed between January and March of 2026 to place approximately 255,745 cy from the St. Lucie offshore borrow areas A1 and A2 and material placed between R98.2 and R115 (county line). The project history for this segment of shoreline is described in Table 11.

Table 11. South St. Lucie County Coastal Storm Risk Management Project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2006	160,000	Upland	R97.7-R114	3.1
May 2013	635,164	Offshore	R98-R115 +1000'	3.4
May 2022	387,165*	Offshore	R98-R115 +1000'	3.4
March 2026	255,745*	Offshore	R98.2-R115 +1000	3.4

* Indicates federal participation.

Strategy: Maintain and monitor the beach nourishment project.

Hutchinson Island, Martin County, R1-R34.3

This is a 5.7-mile segment of critically eroded beach along southern Hutchinson Island fronting private residential development and county beach access parks. The federal **Martin County Shore Protection Project** provides for beach restoration and periodic nourishment along the northernmost 4.2 miles of the county shoreline (R1-R23). The local sponsor is Martin County. The federal project design consists of a beach berm at elevation +8.0 ft NGVD to protect the existing dune and upland development. The project history for this segment of shoreline is described in Table 12. The project is authorized until 2046. Beach restoration was completed in April 1996, including an extension of the beach fill from R23 to R25 as a non-federal (locally preferred) project feature.

The federal project was constructed again in 2005 with placement of approximately 791,000 cy of material between R1 to R25.6. South of the federal project template, this critically eroded area was severely impacted by Hurricanes Frances and Jeanne (2004), as the eye of both storms made landfall near the House of Refuge (R29.5). From R25 to R26, emergency protective berms were constructed along MacArthur Blvd in 2005 to supplement the emergency protective berms funded by FEMA, with placement of approximately 94,000 cy of upland sand by way of a truck haul between R25.6 and R34. In May 2013, Hutchinson Island beaches were nourished with approximately 613,017 cy of material between R1 to R25 from an offshore borrow area site. Hutchinson Island beaches were nourished again with approximately 427,763 cy of material between R1 to R20 from an offshore borrow area site (B) and construction was completed in April 2018. Following Hurricanes Ian and Nicole in 2022, the Department issued a permit for this project area (R25-R34.3) for future dune restoration; the

County also monitors the MacArthur Blvd project area and will maintain as the conditions dictate. The most recent nourishment of the beach began in April 2026 and placed 251,221 cy between monuments R3.5 to R10.6 and R12.5 to R21.

Table 12. Martin County Shore Protection Project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 1996	1,340,000	Offshore	R1-R25	4.0
January 2001	178,000	Offshore	R16.2-R22.3	1.2
February 2002	126,000	Offshore	R13.5-R16.2	0.5
April 2005	885,000*	Offshore	R1-R25.6, and dune work R25.6-R34	4.2
May 2013	613,017	Offshore	R1-R25	4.0
April 2018	427,763	Offshore	R1-R19	3.0
May 2026	251,221	Offshore	R3.5-R10.6 and R12.5-R21	2.7

*The 2005 total volume combines the beach nourishment (R1–R25.6) and dune restoration volume (R25.6 – R34).

Strategy: Maintain the federal beach and dune project through monitoring and nourishment; monitor and maintain the MacArthur Blvd Beach and Dune Project area between R25 and R34.3.

Bathtub Beach and Sailfish Point, Martin County, R34.3-R40

Bathtub Beach and Sailfish Point (R34.3-R42.3) are south of the federal shore protection project area on Hutchinson Island, with a 1.0-mile segment (R34.3 to R40) of critically eroded beach at both Bathtub Beach and Sailfish Point. This critical erosion area added a 0.4-mile segment to their critical erosion area in 2015, which now reaches down to R40 for design integrity of the beach nourishment project.

Both Bathtub Beach and Sailfish Point encountered severe erosion from the 2004 hurricane season. The county and the community of Sailfish Point obtained a permit in October 2015 to construct a beach nourishment project between R34.3 and R37.8 (Bathtub Beach), and a restoration project between R37.9 and R40 (Sailfish Point). The beach restoration project was completed in May 2016

and placed 325,400 cy of material on the 1,350-foot segment of Bathtub Beach and the 3,550-foot segment of Sailfish Point. Due to erosion from Hurricane Matthew, the beach was nourished again between R34.5 to R38 with the placement of 72,106 cy of material from inlet Borrow Area A and the Sailfish Point Navigation and Entrance Channel. The project was partially completed in May 2017. Due to erosion from Hurricane Irma, the volume required to finish the project was increased and the final phase of the project was completed in April 2018, when 142,843 cy of material were placed between R34.5 and R37.4. The material for this second phase came from Borrow Area A, the Sailfish Point Navigation Channel, and the Impoundment Basin. Beach nourishment occurred again in 2021 and placed approximately 200,904 cy of dredged material between R34.5 to R38. Resilience type projects occurred in 2023/2024 that were constructed in two phases. The first phase building a seawall under the dunes (2023) at Bathtub Beach and the second phase involved raising MacArthur Boulevard elevation from 3ft to 5ft (2023/2024). Beach nourishment activities occurred again in early 2024 that placed inlet dredged material between R34.5 and R38, with the surveyed volume being 258,653 cy that were dredged from Borrow area A and C, the Sailfish Point Marina Channel, and the impoundment basin of St. Lucie Inlet. See all the project history in Table 13 (truck haul) and

Table 14 (dredge).

Table 13. Bathtub Beach and Dune Project history (truck haul).

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2008	2,855	Upland	R34-R36	0.3
2010	6,544	Upland	R34-R36	0.3
2011	6,664	Upland	R34-R36	0.3
2012	22,617	Upland	R34-R36	0.3
2013	2,554	Upland	R34-R36	0.3
2014	1,295	Upland	R34-R36	0.3
2017	27,477	Upland	R34-R36	0.3

Table 14. Bathtub Beach and Sailfish Point Beach Nourishment Project history (dredge).

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
2010	36,696	Inlet	R34.5-R35.5	0.2
May 2016	325,401	Inlet	R34.4-R40	1.1
May 2017	94,467	Inlet	R34.5-R38	0.7
April 2018	157,607	Inlet	R34.5-R37.4	0.5
April 2021	200,904	Inlet	R34.5-R38	0.7
May 2024	258,653	Inlet	R34.5-R38	0.7

Strategy: Maintain the project through monitoring and nourishment; bypass material in accordance with the updated IMP; conduct a feasibility study on erosion control alternatives.

St. Lucie Inlet, Martin County, R44-R45

St. Lucie Inlet was originally cut by local interests in 1892, and the inlet federal navigation project has been maintained since 1916. Between 1980 and 1982, construction of the south dog leg section of the north jetty, the sand impoundment basin, the detached breakwater south of the channel, and the south jetty were completed, which essentially established the current configuration of the St. Lucie Inlet.

Following the 1982 improvements, maintenance dredging of the entrance channel was conducted at approximately four-year intervals, with placement along the one-mile segment of shoreline immediately south of the inlet. An exception occurred in 1996, when dredged material was placed within a nearshore disposal area.

The St. Lucie Inlet Management Study Implementation Plan was adopted by the Department in 1995. Inlet sand bypassing in 1997 included the transfer of beach compatible dredged material from the FIND's M-5 Dredged Material Management Area and from the adjacent Intracoastal Waterway channels to the beaches south of the inlet (R59-R65, R75-R82). Sand from a portion of the inlet flood shoal was transferred to the beaches south of the inlet (R78-R84, R92-R100) within the Town of Jupiter Island in 1999.

The USACE's St. Lucie Inlet Design Memorandum and Final Environmental Assessment (2000)

identified both navigation and sand bypassing improvements. The project modifications include elevating the crest height of the north jetty beginning seaward of the weir section and ending at the southeasterly jetty extension, constructing a modified sediment impoundment basin, and disposing of maintenance dredge material on the beach beginning 5,000 feet south of the Inlet or into the nearshore south of the Inlet at a depth no greater than -16 feet NGVD. The first alternative was preferred, as the nearshore disposal option is normally used in emergency dredging situations. The construction of the sediment impoundment basin was completed in August of 2002. The north jetty rehabilitation, completed in 2009, increased the height of the jetty to +8ft MLW. An updated sediment budget for St. Lucie Inlet was prepared for Martin County in 2014. Several local stakeholders and the Department have reviewed and analyzed the 2014 sediment budget, with the intent of adopting an updated IMP. Maintenance dredging of shoal material in the entrance channel cut-1, transition area, and impoundment basin was completed in August 2018 with placement of 512,411 cy placed in the designated offshore borrow area. The Mobil groin located 430 ft. south of R42 at the south end of Sailfish Point involved approximately 80 ft. of repair work to the groin in April 2019 and additional repairs in April 2021 and April 2022 by Sailfish Point. To see inlet sand bypassing activities for St. Lucie Inlet, view the department's [Annual Inlet Report](#).

The USACE is working with the department and state parks to determine how to best rehabilitate the south jetty at St. Lucie Inlet to repair existing damage and upgrade the structure to current standards. The rehabilitation will involve design, permitting, determining project access, and construction improvements. The proposed improvements on the south jetty will likely include raising the eastern segment of the jetty to a crest elevation of approximately +10 ft. (NAVD 88).

An updated sediment budget was received by the department in 2021/2022 from the county to allow for a third update to the St. Lucie Inlet Management Plan by the department. The updated [St. Lucie Inlet Management Plan](#) was adopted by the Department in September 2023 and provides five new strategies and new bypass objectives. A summary of the IMP strategies is listed below.

Strategy: Comply with the updated IMP (2023) strategies which are:

- 1) Continue the existing comprehensive beach and inlet hydrographic monitoring program to evaluate performance and impact of existing bypassing and nourishment projects, and to update and define the inlet sediment budget. Periodic additional bathymetric surveys shall be conducted of the ebb shoal and active flood shoals of the inlet.
- 2) Modify the inlet sand transfer protocol to permit the placement of inlet dredge material along the

Atlantic beaches, both to the north and to the south of the inlet, within designated critically eroded areas between R34.5 and R111. The quantity of allowable fill placement in each area shall be based upon observed erosion patterns and beach erosion quantities documented through the monitoring protocol of Strategy #1. The Town of Jupiter Island and the Bathtub Beach – Sailfish Point beach nourishment projects shall be given first priority in the placement of inlet bypass material. In addition, the Peck's Lake area shall be prioritized for fill placement when necessary to mitigate the potential for a breach in the barrier during storm conditions. Bypassing quantities shall be accounted for by the net volume of material removed by the dredging contractor from the excavation\borrow areas, as determined by surveys or bin measurement, but may be supplemented with fill placement surveys when it is indicated that shoaling occurs during dredging.

3) The initial target bypassing quantities shall be the average annual placement of 163,000 cubic yards to the south and 36,000 cubic yards to the north. These target quantities shall be updated based upon a minimum of five years of monitoring and a more definitive determination of the sediment gains and losses within the ebb shoal and active flood shoals. These target bypassing quantities shall not be considered limitations upon sediment material removal from the inlet system; the affected parties may be allowed to remove additional material as necessary to mitigate critical erosion consistent with Strategy #4.

4) Material excavated from the inlet system, including the sediment impoundment basin, the federal navigation channel and transition area, the Sailfish Point Marina channel and the inlet's ebb, flood and interior shoals, shall generally be the source of sediment for meeting the target bypassing quantities in Strategy 3. The bypassing of material from the sediment impoundment basin and other inlet areas to the Jupiter Island beaches shall be conducted in a quantity and at a frequency that meets or exceeds the target bypassing quantities in Strategy #3. Sand transfer from the basin to Bathtub Beach and Sailfish Point may also be conducted; however, the volume of excavation cannot result in a deficit of sand bypassing from the basin to Jupiter Island, unless permits and funding have been secured for an equivalent quantity of sand from an alternative location. Acceptable beach quality sand may be obtained from inland sand mines or offshore sources to supplement or facilitate these target bypassing quantities.

5) The nearshore placement of inlet dredge material shall generally not be conducted except for emergency dredging in the federal navigation channel only, and when placed in nearshore water depths less than -12 feet (MLW). Nearshore placement of material excavated from the impoundment basin is not recommended; however, the offshore placement of material into a future borrow site or holding area may be conducted. Nearshore placement shall not be included in

meeting the target bypassing quantities of Strategy #3.

Jupiter Island, Martin County, R45–R111

This is an 11.5-mile segment of critically eroded beach south of St. Lucie Inlet along Jupiter Island, which includes the St. Lucie Inlet State Park and the Nathaniel P. Reed Hobe Sound National Wildlife Refuge (NWF). The project history for this segment of shoreline is described in Table 15. The non-federal **Jupiter Island Beach Nourishment Project** (R72.9-R117) places sand along a portion of the Town of Jupiter Island's shoreline using an offshore borrow source in 1973-74. The state only cost shares on the project boundary between R72.9 to R111 that is classified as critically eroded by the state. The project design consists of a beach berm at elevation of +9.9 ft NGVD to protect the existing dune and upland development. Nourishment of discrete segments of the Town's shoreline using offshore borrow areas was conducted on a three to four-year basis through 1996. In 1999, the St. Lucie Inlet flood shoal sand transfer project bypassed material to the Hobe Sound NWR segment of shoreline north of the Town of Jupiter Island. This area has sustained historic erosion, overwash, and breakthrough threats to the environmentally sensitive Peck's Lake and the culturally significant Joseph Reed Mound archeological site. Nourishment was initiated in the spring of 2006 and completed in 2007, due to damages sustained from the 2004 hurricane season. Jupiter Island was nourished again in 2016 with 1,670,455 cy of material obtained from offshore, and, of the total 2016 volume, the county contributed funding for the 500,000 cy that was considered inlet bypassing. Due to Hurricane Matthew (2016), the Town received a grant from FEMA to assist with the nourishment event of 2019 that placed 1,174,512 cy sandy material on Jupiter Island between R73 and R115. Of the total 2019 volume, 531,593 cy was considered inlet bypassing. Construction and placement of 663,000 cy from an offshore borrow site (B) was completed in March 2021 between R76 to R83 and R93 to R104. Inlet dredging occurred in early 2022 with placement of inlet channel dredged material between R-44.5 to R50.7 within the St. Lucie Inlet Preserve State Park. The Town nourished the beaches again in two segments in 2025. In sector A, located between R73 to R84, had placement of 473,284 cy of sandy material along the shoreline. In sector B further south between R91 to R116.5 had placement in the amount of 1,025,781 cy of sandy material along 6.3 miles shoreline. The total placement volume in both sectors A and B in 2025 was 1,1,499,065 cy of sandy material obtained from an offshore borrow site, and, of the total 2025 volume, the county contributed funding for 500,000 cy that is considered inlet sand bypassing. A summary of dredging events placed on Jupiter Island is presented below.

Table 15. Jupiter Island Beach Nourishment Project history.

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
1973-1974	3,488,759	Nearshore borrow area	R82-R111	4.9
1977-1978	1,327,289	Nearshore borrow area	R87-R110	3.9
1983	1,000,000	Nearshore borrow area	R89-R95 and R102- R106	1.7
1987	2,234,869	Nearshore borrow area	R76-R81 and R87- R100 and R105- R111	4.1
1990	585,308	Offshore	R96-R102 and R106-R111	1.9
1991	414,812	Offshore	R77-R81 and R91- R98	1.9
1993	203,736	Offshore	R106-R111	0.8
1995-1996	1,741,134	Offshore	R76-R105	5.0
1997	624,935	ICW and Crossroads	R59-R65 and R75-R82	2.2
1999	714,000	Flood Shoal, Impoundment Basin, ICWW	R73-R84 and R92-R103	3.8
2002-2003	1,519,561	Offshore	R75-R84 and R88- R113 and Nearshore	5.9
2006-2007	1,706,711	Offshore	R76-R84 and R89- R111	5.1
2012	1,150,858	Offshore	R76-R84 and R91- R108	4.3
April 2016	1,670,455	Offshore	R76-R84 and R91- R113	4.8
April 2019	1,174,512	Offshore	R73-R115	7.2
March 2021	663,000	Offshore	R76 - R83 and R93 - R104	3.1
April 2022	447,399	Inlet	R44.5 – R50.7	1.0

Date Completed	Volume (cy)	Sand Source	Project Location (by R monument)	Length (mi.)
April 2025	1,499,065	Offshore	R73-R84 and R91-R116.5	6.3

*Source: Gahagan & Bryant Associates and ATM for year 2016. Dune placement only in December 2020.

Strategy: Maintain the project through monitoring and nourishment; continue inlet sand bypassing in accordance with the updated IMP.

Regional Strategies for Beach and Inlet Management

Sponsors and Funding

This subregion contains the governmental entities of St. Lucie County, Martin County, the Town of Jupiter Island, the [Florida Inland Navigation District](#), and the [USACE](#), which are all participants with the Department as sponsors of beach management projects. St. Lucie Inlet State Park and Hobe Sound National Wildlife Refuge are located on northern Jupiter Island. Project cost estimates may be found in the [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 potential coordination to provide for future concurrent nourishment of the South St. Lucie County Beaches with Martin County's Shore Protection Project that could provide an opportunity for future cost savings. In addition, coordination of maintenance dredging activities at St. Lucie Inlet and the Intracoastal Waterway with the inlet sand bypassing activities to enhance the eroded adjacent beaches and optimize the maintenance of the Jupiter Island beach restoration project could be pursued.

Environmental Protection

The protection of marine turtles, right whales, shorebirds, beach mice, and hardbottom/reef communities and their habitats are primary environmental concerns within this subregion. Sensitive areas for shorebirds include Sailfish Point, emergent shoals within and near the St. Lucie Inlet, the Hobe Sound National Wildlife Refuge, and Jupiter Island. Additionally, emergent shoals are utilized

by resident and migrating birds. Sensitive areas for beach mice include Jensen Beach Park, Bob Graham Beach Park, St. Lucie Inlet Preserve State Park, Hobe Sound National Wildlife Refuge, and Blowing Rocks Preserve. Within those sensitive areas, natural communities identified as primary and secondary dunes as well as scrub dunes, back dunes, coastal scrub and/or coastal strand all provide essential habitat for beach mouse populations. Additionally, primary dunes and secondary dunes that occur on private lands are important for resilience of those developed lands and sustaining wildlife populations and should be maintained or restored. These areas can be subject to change as conditions change, and coordination with the FWC Regional Species Conservation Biologist for the FWC region where your project is occurring is encouraged during project development. Project design and method of construction are restricted to avoid or minimize adverse impacts to the federal and state listed species and their habitat. The westward portion of the federal navigation channel at St. Lucie Inlet is surrounded by the boundaries of the [Jensen Beach to Jupiter Inlet Aquatic Preserve](#). While the federally authorized navigation channel is not classified as part of the Aquatic Preserve, projects located within and near the Aquatic Preserve boundaries require additional protection, including more stringent water quality standards than outside the Aquatic Preserve's water boundaries, during permitting and construction to ensure preservation of the existing conditions.

Sand Sources

The sand source for nourishment of the South St. Lucie County Beach Restoration project has been the St. Lucie Shoal, located offshore of the St. Lucie and Martin County line. The sand source for nourishment of the federal Martin County Shore Protection project has been the Gilbert Shoal, located offshore of northern Martin County, and the St. Lucie Shoal (borrow area B) offshore of the St. Lucie County/Martin County Line. Martin County as of 2026 is beginning to look for new borrow area sites offshore to support future beach nourishment project needs. Additional borrow area sites A and B are located offshore of Jupiter Island. Since there are limited sand resources existing in state waters in Southeast Florida, the Department and the USACE completed the [Sediment Assessment and Needs Determination \(SAND\) study](#) was completed in September 2014. This study was conducted in a collaborative manner, and it was reviewed by and vetted through all the participating stakeholders. The SAND study indicates that the regional offshore supply of sand in state and federal waters is more than adequate to meet the volumetric needs of all the beach nourishment projects in the five southeastern coastal counties (St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade) for the next 50 years (through year 2062), according to Ousley et al. (2014). Subsequently, the Department analyzed the need for sand over the next 10 to 20 years for the five southeastern counties and

determined that approximately 20 to 30 million cy will be needed for beach nourishment projects. Due to the narrow continental shelf adjacent to Florida's southeastern shoreline, it is expected that some counties may need to look for sand resources in upland sand mines and/or offshore borrow sites in neighboring counties; Miami-Dade County has already initiated this process.

Coordination is recommended between the Department, the [USACE](#), [BOEM](#), and local governments to use best management practices with these offshore resources. For additional information on sand sources, the Department manages a database named the [Regional Offshore Sand Source Inventory \(ROSSI\)](#).

Additional Information

The introduction of the State's Strategic Beach Management Plan provides additional background information on the Department's Beach Management Programs, and includes overviews of:

- The principles and statutes followed to help guide the state's management strategies
- Comprehensive list of Florida's inlets
- 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
- Beaches, Economics and Tourism

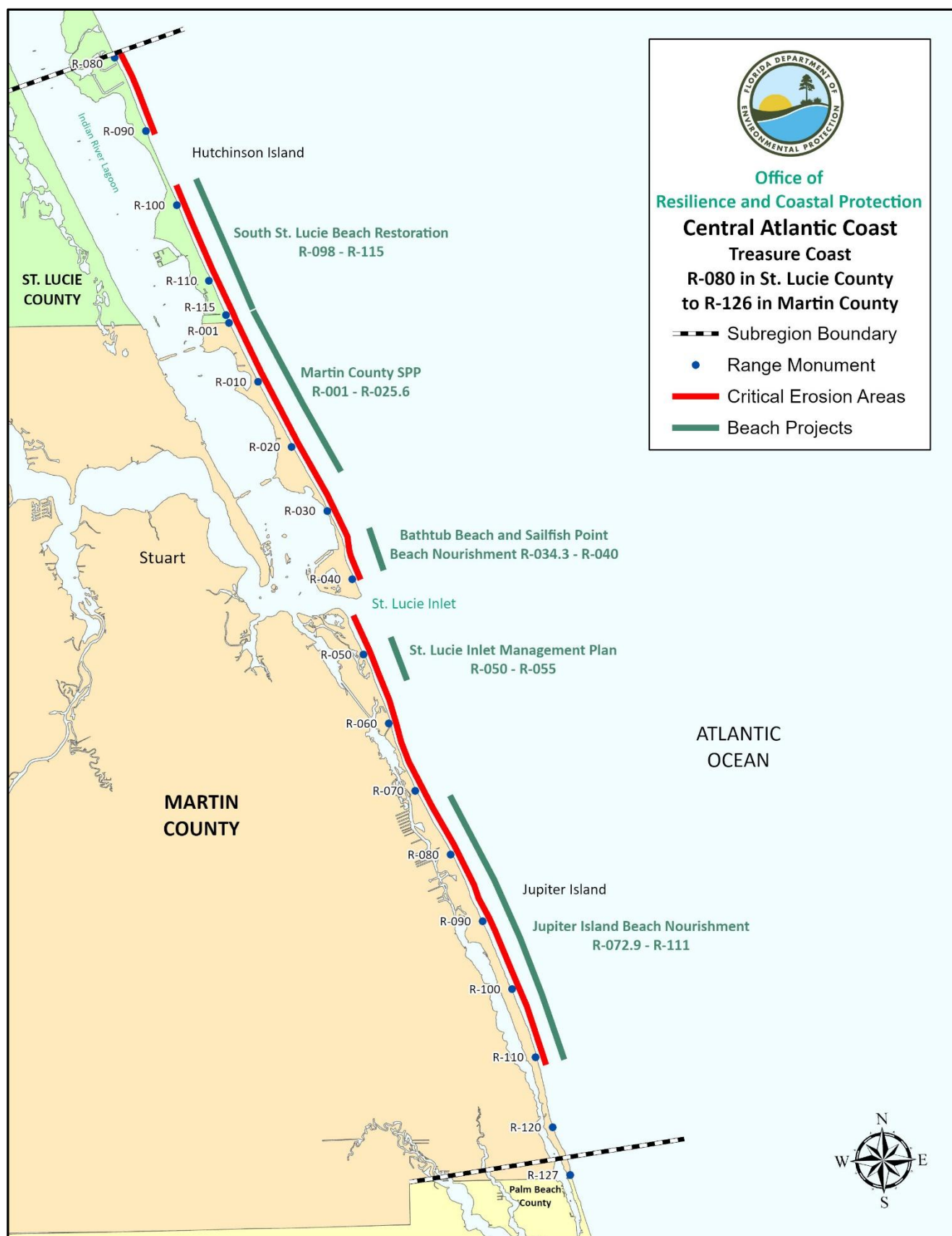


Figure 4. Map of the beaches located within the Treasure Coast in St. Lucie and Martin Counties. View the department's [interactive map](#).

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