C-111 | Spreader Canal Western Project

FACTS & INFORMATION

JANUARY 2015

The C-111 canal in south Miami-Dade County is the southernmost canal of the Central and South Florida (C&SF) Flood Control Project. The canal was constructed under the authority of the Flood Control Act of 1962 to extend flood protection while improving conservation and distribution of available water. The canal provides several critical functions, including flood damage reduction for the roughly 100-square-mile C-111 basin.

PROJECT BACKGROUND

Congress recognized that Everglades National Park (ENP) is a nationally and internationally significant resource, and has and continues to be adversely affected by external factors that have altered the ecosystem including the natural hydrologic conditions within the park. Congress enacted the Everglades National Park Protection and Expansion Act in 1989. The Act directed the Secretary of the Army to take all measures feasible and consistent with the purposes of the C&SF Project to protect natural values associated with ENP. As a result, the U.S. Army Corps of Engineers completed the C-111 General Reevaluation Report (GRR) in 1994.

The GRR recommended construction of bridge crossings, pump stations, levees and canals to restore the ecosystem in Taylor Slough and the eastern panhandle of ENP. Included in the recommended plan were pump station 332E, a spreader canal, and plugs in the C-110. These elements of the GRR recommended plan were later made part of the Comprehensive Everglades Restoration Plan (CERP). The C-111 Spreader Canal project is being evaluated via two Project Implementation Reports (PIR). The western PIR focuses on the restoration of flows to Florida Bay via Taylor Slough as well as the restoration of the Southern Glades and Model Lands. The eastern PIR will address restoration of the remainder of the project area through features such as a spreader canal and backfilling of the C-111 canal.

PROJECT PURPOSE

The C-111 Spreader Canal Western Project is an enhancement to the 1994 C-111 General Reevaluation Report. Its goal is to improve ENP conditions by establishing more natural water flows in Taylor Slough. This, in turn, will improve the timing, distribution and quantity of water in Florida Bay. Both the slough and bay are within ENP. The western project also begins features that will jumpstart environmental restoration in the Southern Glades and Model Lands. These areas form a contiguous habitat corridor with Everglades National Park, Biscayne National Park, Crocodile Lakes National Wildlife Refuge, the north Key Largo Conservation and Recreational Lands (CARL) purchases, John Pennekamp State Park and the National Marine Sanctuary. It is estimated that about 252,000 acres of wetlands and coastal habitat may be affected by the proposed project.

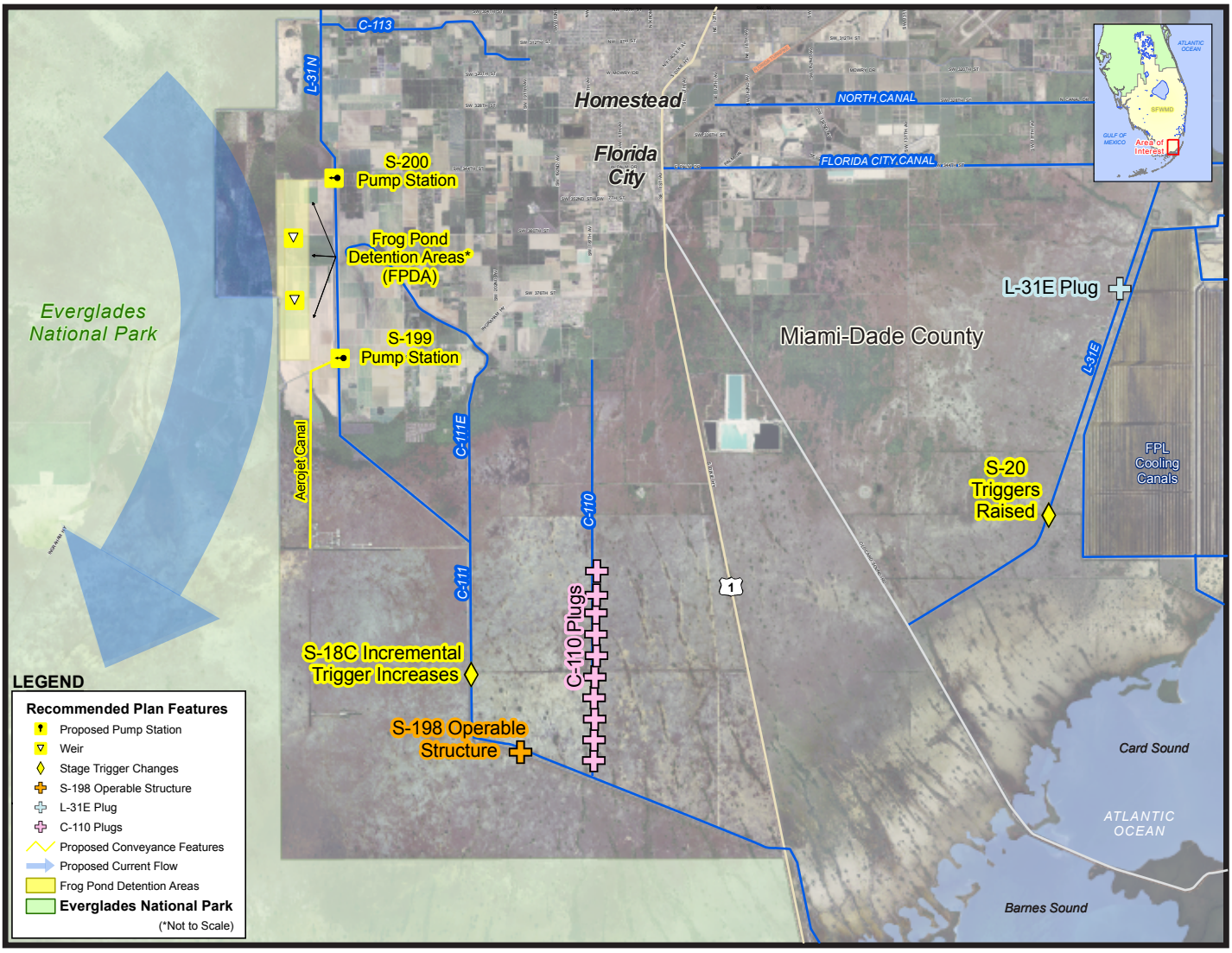
PROJECT DESCRIPTION

The C-111 Spreader Canal Western Project will create a nine-mile hydraulic ridge adjacent to ENP that will keep more of the natural rainfall and water flows within Taylor Slough. The hydraulic ridge will be created by constructing a 590-acre above-ground detention area in the Frog Pond area, installing two 225 cubic feet per second pump stations, and integrating other project features. The project will also begin restoration of the Southern Glades and Model Lands with an operable structure in the lower C-111 canal, incremental operational changes at the S-18C structure, a plug at S-20A, operational changes at the S-20 structure, and construction of earthen plugs at the C-110 canal.

PROJECT STATUS

On June 10, 2014, the project received congressional authorization in the Water Resources Reform and Development Act (WRRDA) of 2014. Congressional authorization now makes the project eligible for funding during the appropriations process.

In February 2012, SFWMD completed construction of the C-111 Spreader Canal Western Project as part of its state-expedited program. The C-111 Spreader Canal Western Project includes the Frog Pond Detention Area, Aerojet Canal features, plugs in the C-110, a plug at S-20A, and operational changes at S-18C and S-20. A new structure in the lower C-111 Canal is still scheduled for construction in the future.



FOR MORE INFORMATION

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