



TAMIAMI TRAIL MODIFICATIONS: NEXT STEPS

South Florida Natural Resources Center
Everglades and Dry Tortugas National Park
Homestead, FL

Everglades National Park

National Park Service
U.S. Department of the Interior



Agenda

- Purpose of the EIS/Report
- Objectives
- Importance to Everglades National Park
- Update on Status of Activities
- Recreational Concerns--Discussion



Project Purpose

- “To immediately evaluate the feasibility of **additional bridge length**, beyond that to be constructed pursuant to the Modified Water Deliveries to Everglades National Park Project (16 U.S.C. § 410r-S), **including a continuous bridge, or additional bridges or some combination thereof**, for the Tamiami Trail (U.S. Highway 41) **to restore more natural water flow** to Everglades National Park and Florida Bay and **for the purpose of restoring habitat within the Park and the ecological connectivity** between the Park and the Water Conservation Areas”.

From 2009 Omnibus Appropriations Act passed by Congress March 10, 2009



Project Objectives

- **Restore Natural Water Flow to ENP:**
 - Ø *Construct additional bridging and road raising of the Tamiami Trail to provide for unconstrained flows to Northeast Shark River Slough (NESRS) and Florida Bay*
- **Restore Ecological Connectivity:**
 - Ø *Improve ecological connectivity by removing obstructions to sheet flow*
 - Ø *Improve movement of species between WCA-3B and Everglades National Park*
- **Restore Habitat Within ENP:**
 - Ø *Restore slough vegetation and the deep water sloughs*
 - Ø *Restore processes that produce and maintain ridge and slough communities in ENP east of the L-67 Extension*

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Importance to ENP—Enabling Legislation

“ENP is a public park for the benefit and enjoyment of the people. It is set apart as a permanent wilderness preserving essential primitive conditions, including the natural abundance, diversity, behavior, and ecological integrity of the unique flora and fauna.”

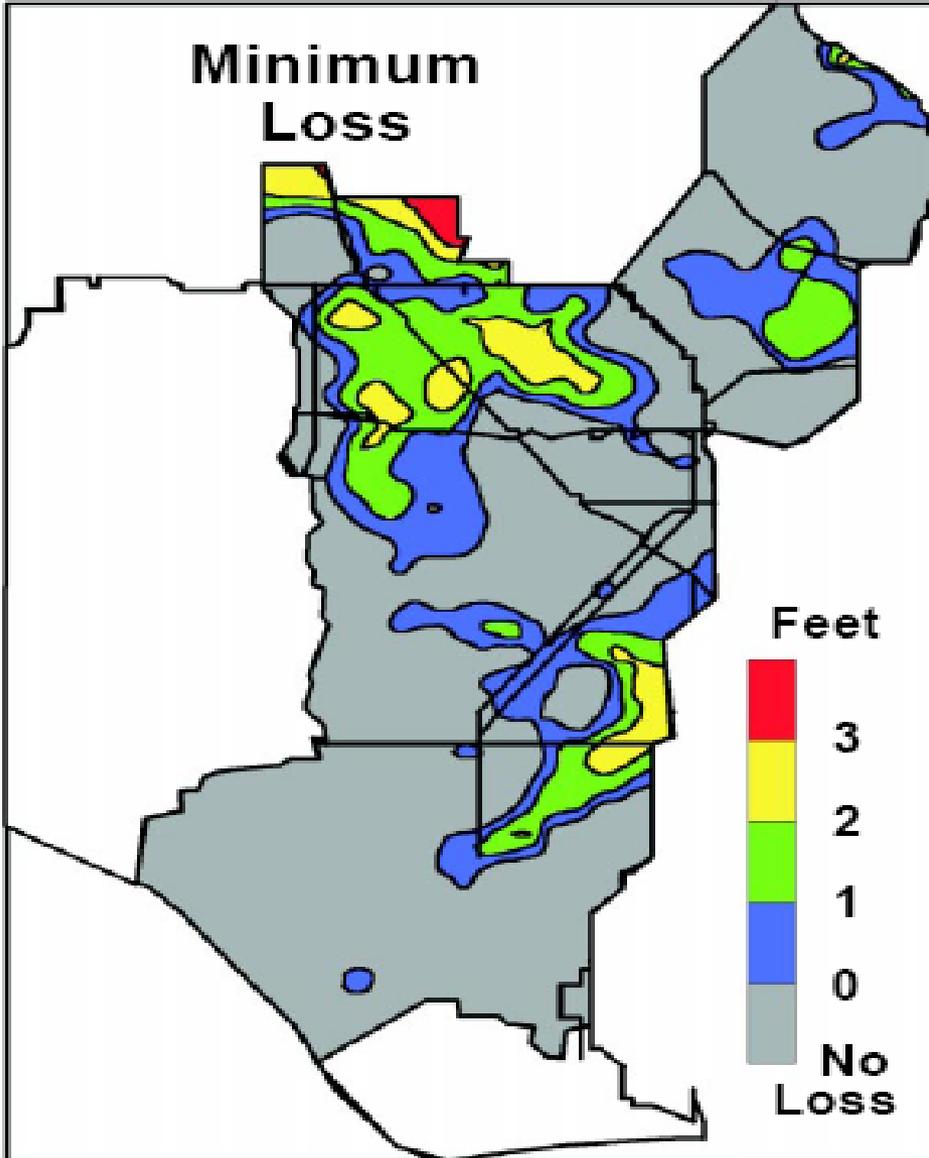
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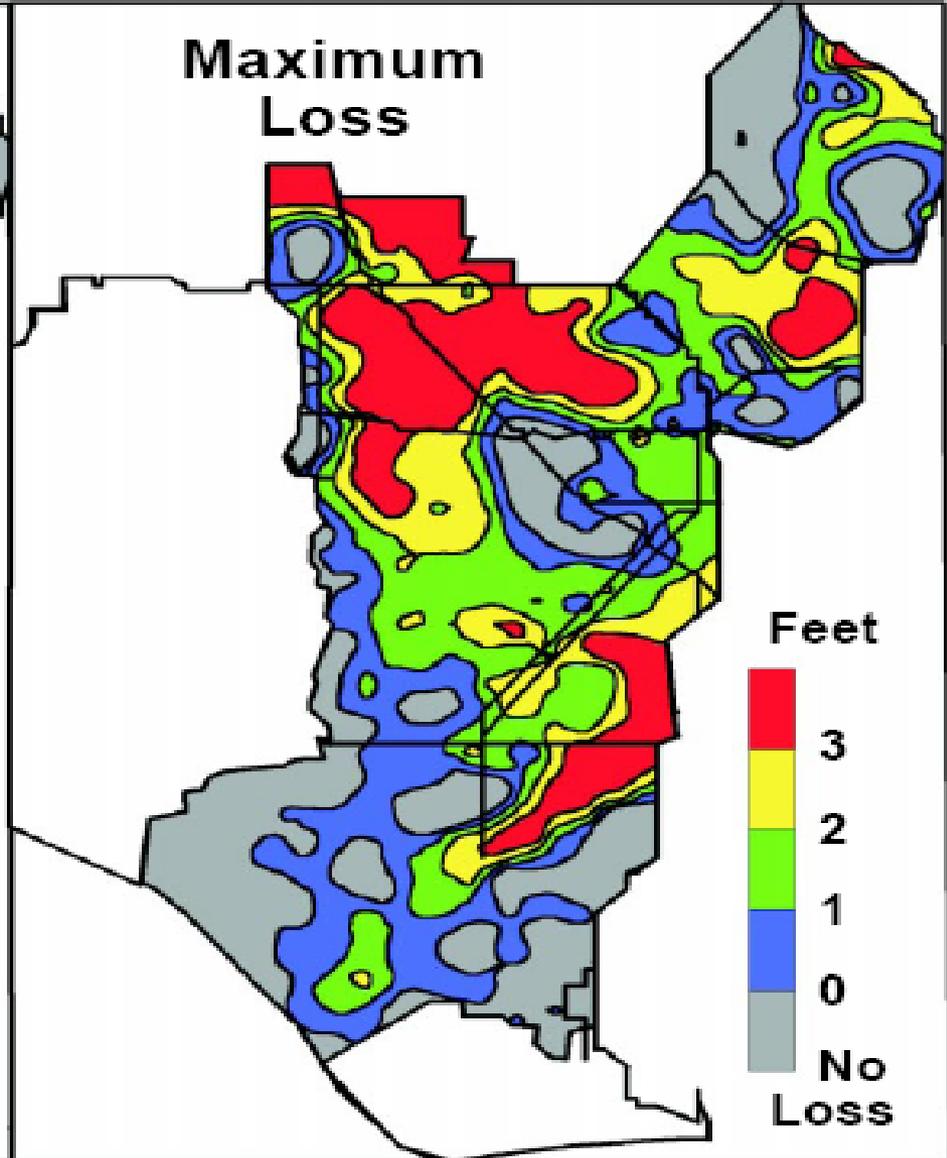


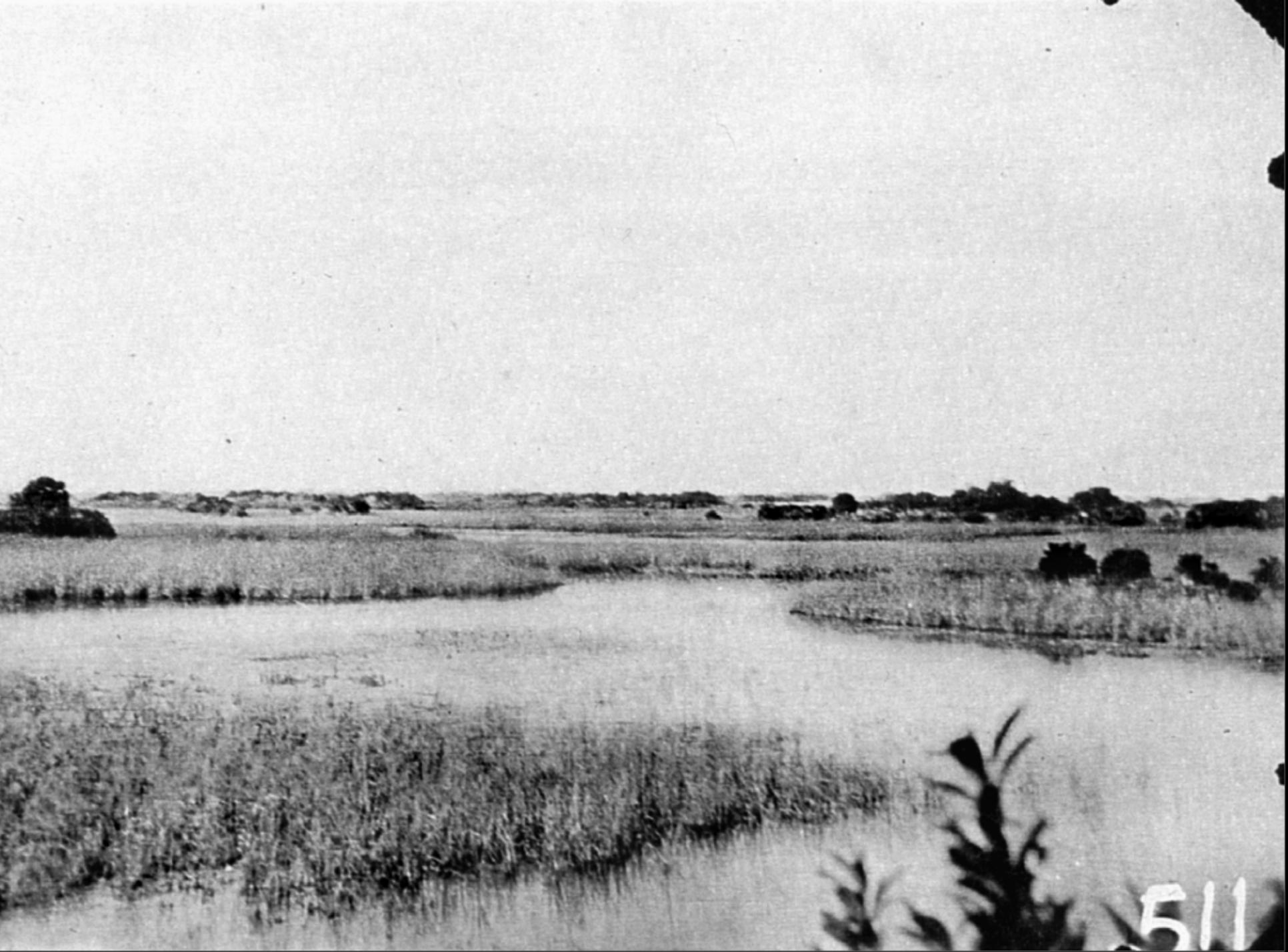
Soil loss in feet across the Everglades from 1946 to 1996 (Scheidt et al. 2000).

Minimum Loss



Maximum Loss





511

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Photographic view of "Shark River Headwater" and "lake like" conditions, taken late February 1917 at or near Section 20, Range 37 E, Township 54 South



“Florida Bay’s Ecology on Brink of Collapse.”

A photograph of a sunset over a body of water. The sun is a bright yellow-orange orb on the horizon, with its reflection visible in the water. The sky is a gradient of orange and red. A single bird is seen in flight in the upper center of the sky. The foreground shows a dark, silhouetted landmass on the left side.

“Experts fear a collapse of the entire ecosystem, threatening not only some of the nation's most popular tourism destinations – Everglades National Park and the Florida Keys – but a commercial and recreational fishery worth millions of dollars.”

“Man’s unforgiving push to develop South Florida has left the land dissected with roads, dikes and miles of flood control canals to make way for homes and farms, choking off the freshwater flow and slowly killing the bay.”

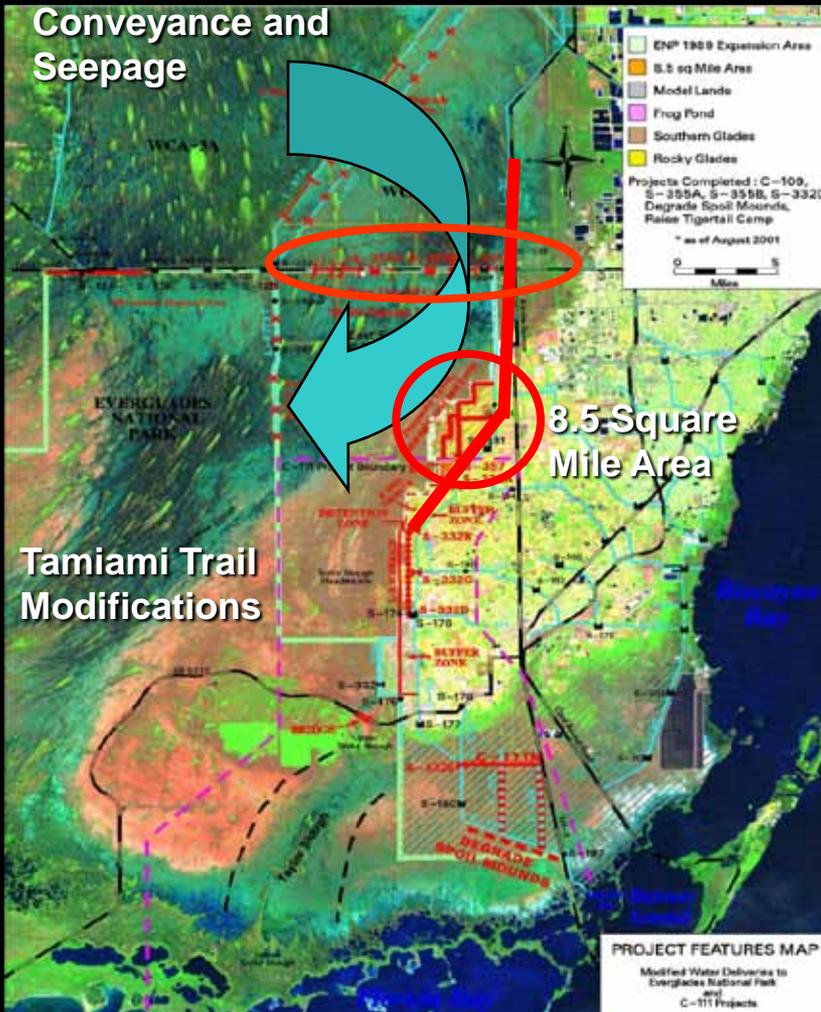
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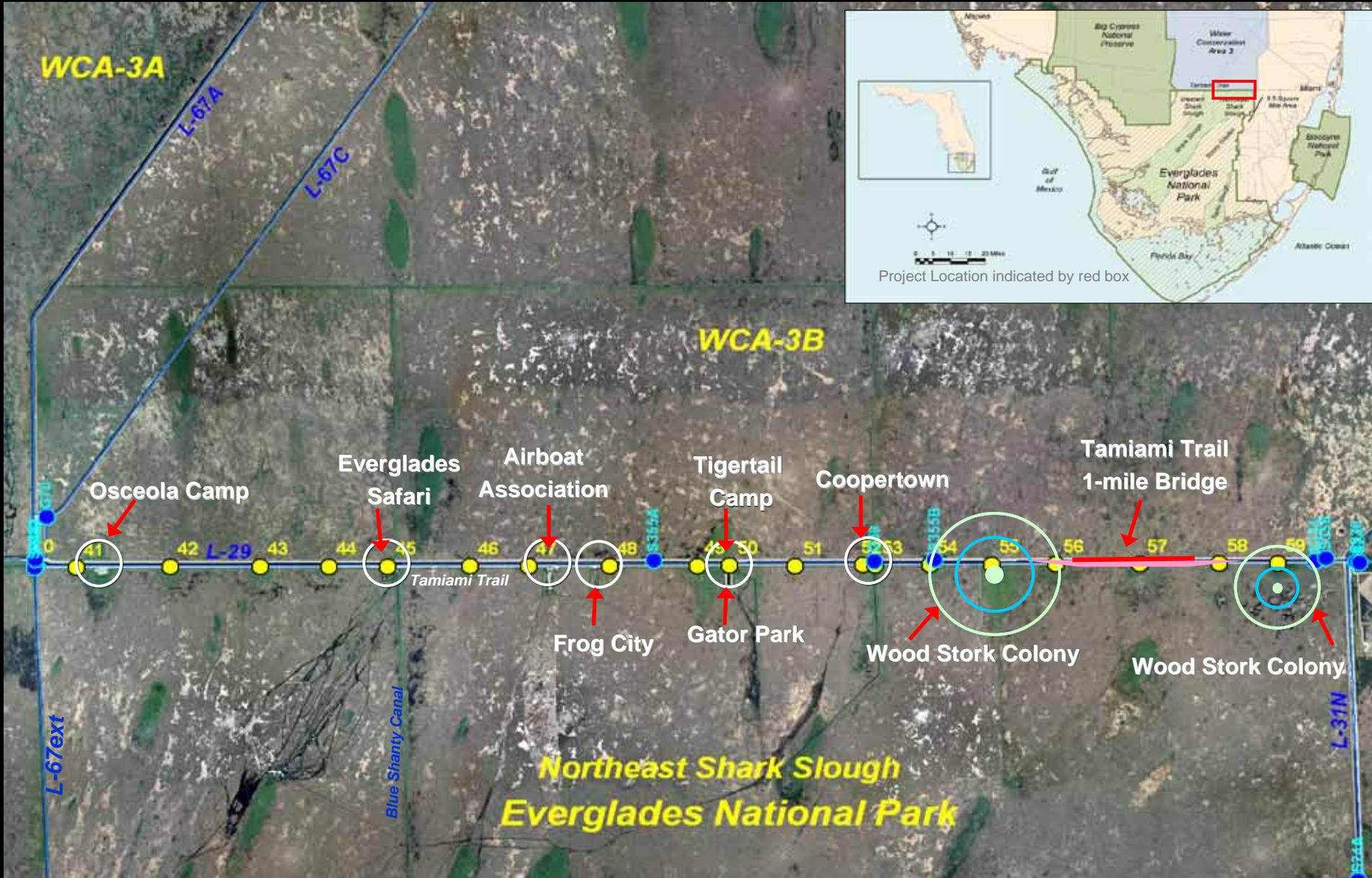
ENP Modified Water Deliveries Project

Intent of this Foundation Project:



- Restore more natural flows through WCA 3A and 3B into Northeast Shark Slough.
- Reconnect Shark Slough and Taylor Slough via surface water flows across the Rocky Glades.
- Reduce seepage losses from the Everglades into the L-30, L-31N, and C-111 canals.
- 3 major components

Tamiami Trail Project Area and Features



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Proposed Alternatives

No Action Alt : 2008 LRR Plan (1 mile east) and remaining road raised to allow for 8.5' stage in the L-29C

- 1. 1.5-miles of bridging/conspans east and west of the Tiger Tail Camp with the remaining road raised to allow 9.7' stage in the L-29C**
- 2. ~4.0-miles of bridges and conspans with the remaining road raised to allow 9.7' stage in the L-29C**
- 3. 2.0-miles of bridges and/or conspans (1.0 mile east and 1.0 mile west of the Tiger Tail Camp) with the remaining road raised to allow 9.7' stage in the L-29C**
- 4. 1-mile long western bridge and remaining road raised to allow 9.7' stage in the L-29C**
- 5. 1.5-mile bridge west of Everglades Safari Park and 0.5-mile span east of Everglades Safari with the remaining road raised to allow 9.7' stage in L-29C**
- 6. A. Maximum bridging (~6.0 miles) with off-ramps to the commercial properties, and B. Without off-ramps.**

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Major Deliverables/Milestones

- Complete/execute IA between NPS and COE—March 30, 2009
- Complete PMP—May 12, 2009
- Complete Scoping—June 29, 2009
- Finalize Range of Alternatives—July 15, 2009
- Award Contract for Engineering and Design Report—August 19, 2009
- **Update Ecological Benefits Analysis—Sept. 18, 2009**
- **Update Design, Engineering, and Cost Analysis—Oct. 6, 2009**
- **Complete Choosing by Advantages Workshop and Select Preferred Alternative—Nov. 9, 2009**
- **Review of Draft Eng. Report—Oct. 22-Nov.12**
- **Complete Feasibility Report and Technical Analyses—Nov. 4, 2009**
- **Public Meeting on Draft EIS—Feb. 12-19**
- **Complete Executive Summary—March 18, 2009**
- **Complete Draft EIS—April 2, 2010**
- **Complete Final EIS—Nov. 18, 2010**