

PROJECT IMPLEMENTATION SUPPORT

Project implementation support (PIS) includes hydrological stream gage monitoring, wildlife monitoring and efforts to develop a new operating plan for the entire C&SF Project.

The final operating plan, known as the Combined Operating Plan, will be an integrated operational plan for WCA-3A, ENP and the South Dade Conveyance System that includes the completed modifications of the MWD and the Canal III South Dade Projects for the purpose of restoring the naturally-occurring ridge and slough land formation, vegetation, and water flow and depth patterns in the system. The restoration of these formations will require additional flows which will need to be mitigated.

The first increment of the G-3273 and S-356 Pump Station Field Test was initiated Oct. 15, 2015. This is the first step in the incremental approach to develop the Combined Operating Plan and the data collected during the test will be used in the plan's development. Additional information on the field test is available at: http://bit.ly/MWD_FieldTest



MODIFIED WATER DELIVERIES TO EVERGLADES NATIONAL PARK



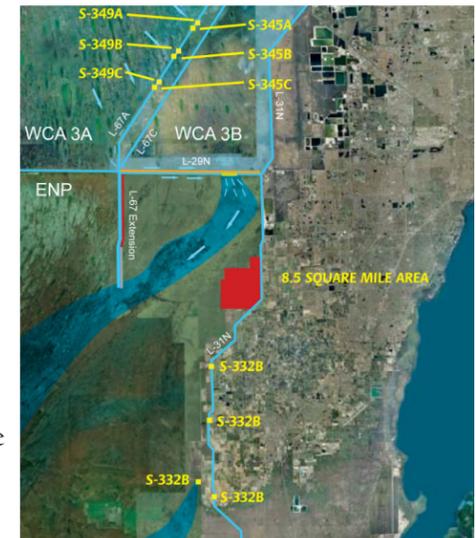
JANUARY 2016

PROJECT PURPOSE

The purpose of this project is to make modifications to the existing Central and Southern Florida (C&SF) project to improve the natural water flows to Shark River Slough, the lifeline of Everglades National Park. The project will enable restoration of more natural hydrologic conditions using three dimensions: timing, location and volume of water. The project consists of four major components: 1) 8.5 Square Mile Area (SMA) Flood Mitigation Plan; 2) Conveyance and Seepage Control Features; 3) Tamiami Trail Modifications; and 4) Project Implementation Support.

8.5 SQUARE MILE AREA

The purpose of the 8.5 SMA Flood Mitigation Plan is to provide flood mitigation. The 8.5 SMA residential area south of Tamiami Trail and east of Everglades National Park is going to experience increased water stages and durations when Tamiami Trail construction is complete and new operations are implemented.



The 8.5 SMA Flood Mitigation Plan will provide mitigation for these improved conditions in Shark River Slough and Everglades National Park. The mitigation is to maintain conditions consistent with what existed in 1983 which was the baseline used for analyzing the pre-project conditions. The 8.5 SMA Flood Mitigation Plan includes acquisition of approximately 4,320 acres of land, construction of a levee, seepage canal, pump station, and detention area. The 8.5 SMA Flood Mitigation Plan is located in south Miami-Dade County, approximately 6.6 miles south of Tamiami Trail.

PROJECT LOCATION



FOR MORE INFORMATION



US Army Corps of Engineers
Jacksonville District

DONNA GEORGE
U.S. Army Corps of Engineers
Jacksonville District
P.O. Box 4970
Jacksonville, FL 32232-0019
(904) 232-1766
donna.s.george@usace.army.mil

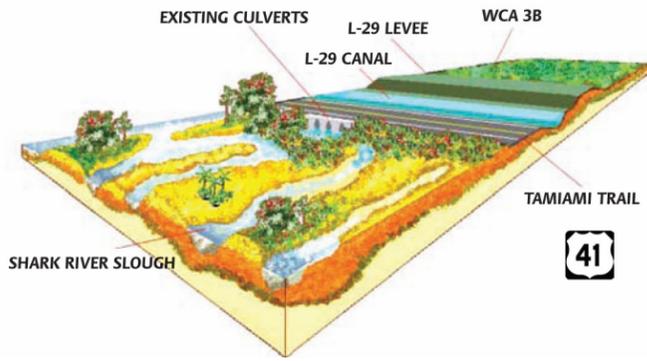


ROBERT JOHNSON
U.S. Department of the Interior
National Park Service
Everglades National Park
950 N. Krome Avenue
Homestead, Florida 33030
(305) 224-4240
robert_johnson@nps.gov



SEAN SCULLEY
South Florida Water Management District
3301 Gun Club Road
West Palm Beach, FL 33406
(561) 682-6109
ssculley@sfwmd.gov





TAMIAMI TRAIL MODIFICATIONS

The purpose of the Tamiami Trail modifications is to allow for increased flow into Everglades National Park. Tamiami Trail creates an enormous barrier to water flow into Everglades National Park. Not only does it physically block water flow from the north, but because the roadbed and road will be damaged if inundated on a regular basis, water levels in the natural areas north and south of the trail must be kept significantly lower than the crown of the road.

Tamiami Trail greatly reduces water flow into Northeast Shark River Slough, which is located in the far northeastern corner of the park. The reduction in flows to Northeast Shark Slough has caused changes in the area's substrate and flora and fauna. In addition, reduced water levels have deprived Taylor Slough, located farther to the south, of water needed to feed eastern Florida Bay.

The Tamiami Trail modifications component involves constructing a one-mile eastern bridge, allowing L-29 Canal stage to reach 8.5 feet National Geodetic Vertical Datum (NGVD), and reinforcing the remaining roadway to mitigate for impacts from the 8.5-foot stage. The Tamiami Trail modifications will allow for water levels in the L-29 Canal to rise periodically to 8.5 feet NGVD and will open and increase flows that are now being constricted by existing culverts underneath the Tamiami Trail roadway.

TAMIAMI TRAIL ONE-MILE BRIDGE

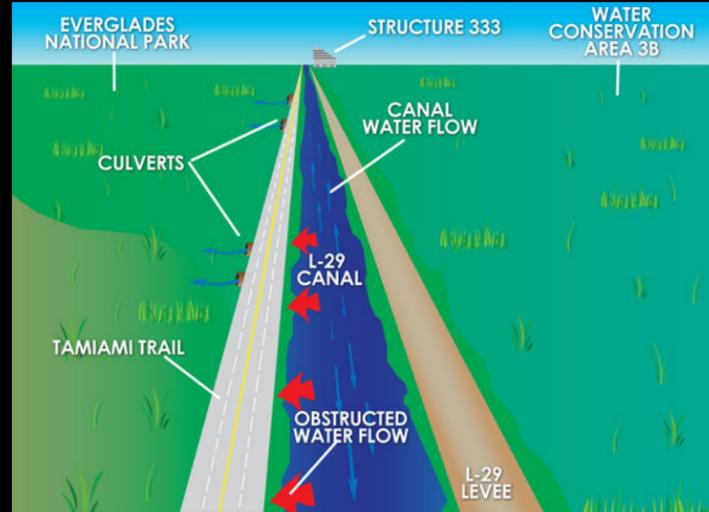
The Corps awarded the \$81 million contract for the Tamiami Trail Modifications Project to Kiewit Construction Company in September 2009. The contract included the construction of the one-mile bridge, removing a one mile section of the old Tamiami Trail roadway and reinforcing approximately 9.7 miles of roadway to accommodate future increased water levels in the L-29 Canal.

The one-mile bridge was constructed immediately south of the existing roadway and provides two 12-foot wide travel lanes with 10-foot shoulders. Construction of the bridge was completed and opened to traffic in March 2013. Approximately 9.7 miles of roadway reinforcement and milling and surfacing was complete in December 2013.

Once the comprehensive integrated water management plan for the southern portion of the Everglades ecosystem, known as the Combined Operating Plan, is completed and the elevation in the L-29 Canal is raised to a maximum of 8.5 feet, the bridge will increase annual flow volumes to Everglades National Park by about 92 percent.

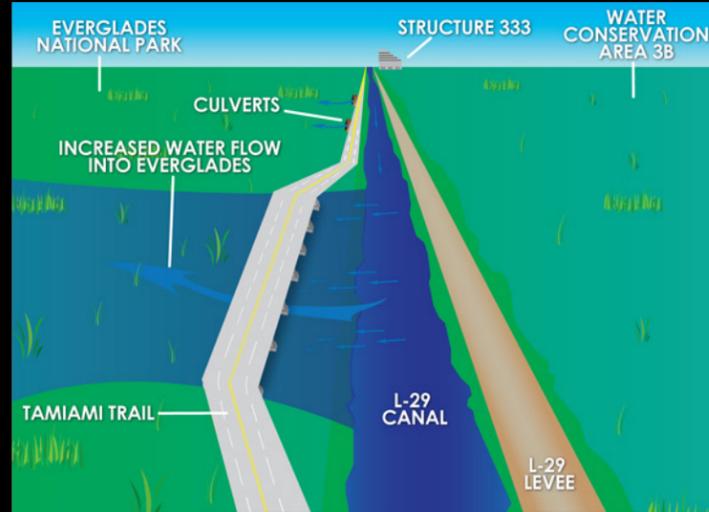


CURRENT CONDITION OF TAMIAMI TRAIL

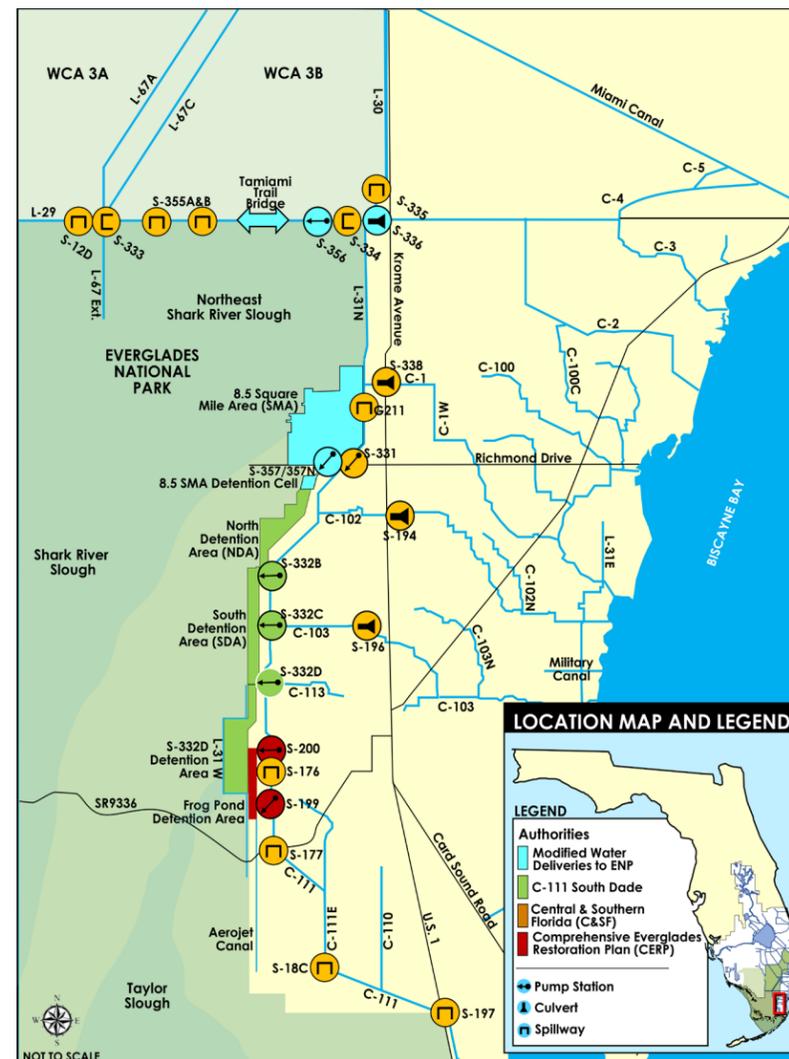


The pattern of water flow is very important to Everglades restoration. Sheet flow is more desirable than water that flows from discrete points. For this reason, the bridge will be constructed to replace two culvert sets.

WATER FLOW AFTER BRIDGE IS COMPLETED



When the bridge is complete, the unneeded portion of the highway and its embankment will be removed. Because the Levee on the north side of the L-29 Canal will remain, water will flow into the L-29 Canal through the S-333 structure at the west end of the project. The water will flow east for approximately nine miles until it can flow south under the bridge and into the Park and Northeast Shark River Slough.



CONVEYANCE AND SEEPAGE

The purpose of the Conveyance and Seepage Control Features (CSCF) is to reconnect freshwater flows and control seepage from west to east and out of Everglades National Park. The following features of CSCF have been constructed and are complete: Spillway structures S-355A and B in the L-29 Levee; S-333 modifications; removal of four of the nine miles of L-67 Extension Levee; Tigertail Camp raising; Pump Station S-356 between L-31N Canal and L-29 Canal; Osceola Camp elevation evaluation; and S-331 Command and Control. Currently, all funds are fully allocated to other components of the Modified Water Deliveries project. It is expected that no further modifications to levees and canals will be completed under the MWD project.

