



FEBRUARY 2020

PROJECT PURPOSE

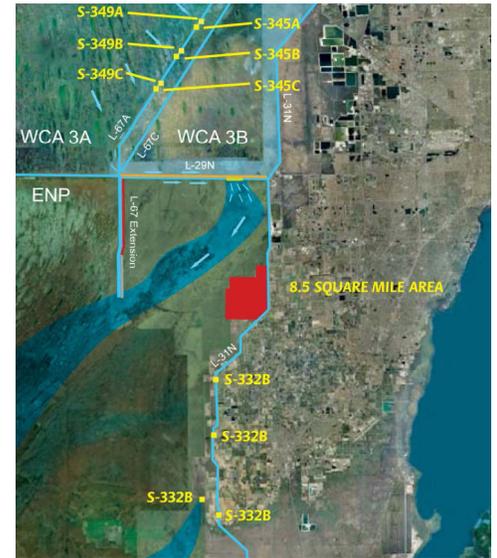
The Modified Water Deliveries to Everglades National Park (MWD) project will modify the existing Central and Southern Florida project to improve the natural water flows to Shark River Slough, the lifeline of Everglades National Park. The project will enable restoration of more natural hydrologic conditions using three dimensions: timing, location, and volume of water. The project is composed 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.

PROJECT LOCATION



8.5 SQUARE MILE AREA FLOOD MITIGATION PLAN

The 8.5 Square Mile Area (SMA) project area is located in south Miami-Dade County, east of the Everglades National Park and approximately 6.6 miles south of the Tamiami Trail. The remaining residents of the 8.5 SMA and surrounding lands will experience increased water stages and durations when the new operations are implemented. The



Mitigation Plan is expected to maintain conditions in the 8.5 SMA consistent with what existed in 1983, which was the baseline used for analyzing the pre-project conditions. The component includes acquisition of approximately 4,320 acres of land and construction of a pump station, a detention area, a control structure, levees, and seepage canals.



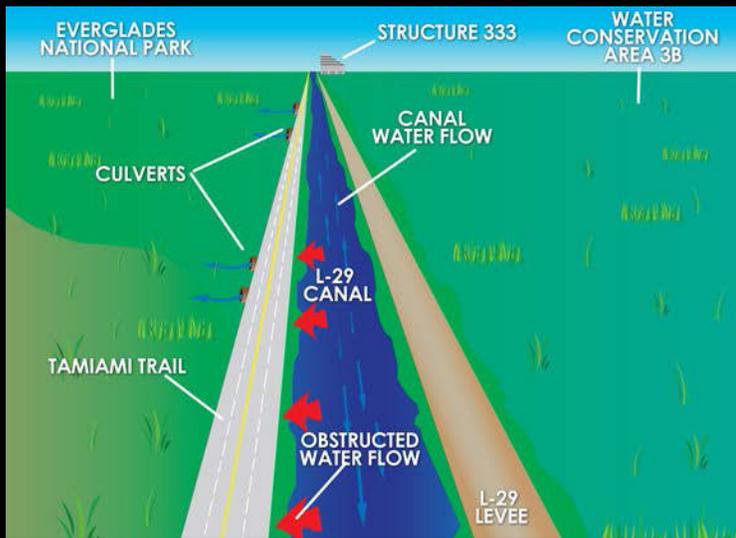
TAMIAMI TRAIL MODIFICATIONS

The Tamiami Trail Modifications component allows for increased flow into Everglades National Park. Tamiami Trail creates an enormous barrier to water flow into Everglades National Park. It physically blocks water flow from the north, and water levels in the natural areas north and south of the trail must be kept significantly lower than the crown of the road because the roadbed and road will be damaged if they are inundated on a regular basis.

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

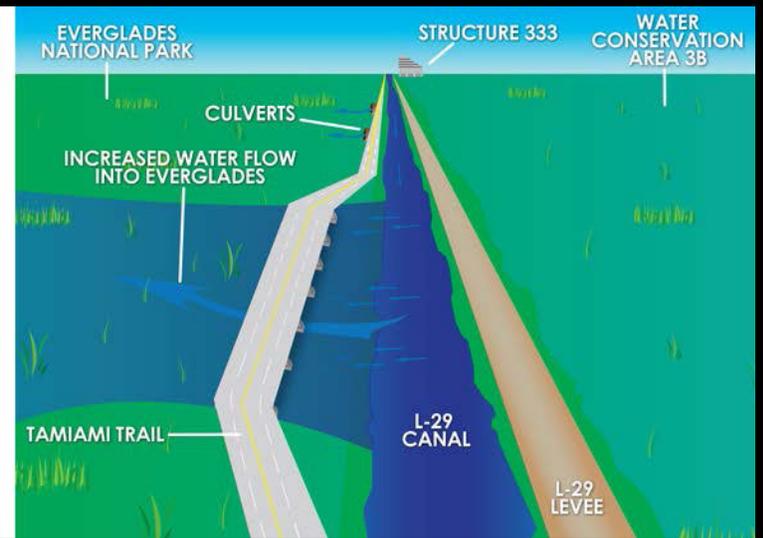
The Tamiami Trail Modifications component includes a one-mile eastern bridge and reinforcement of the remaining roadway. These modifications will allow for water levels in the L-29 Canal to rise periodically up to 8.5 feet National Geodetic Vertical Datum, and will open and increase flows that were constricted by culverts underneath the Tamiami Trail roadway.

WATER FLOW BEFORE CONSTRUCTION



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 was constructed to replace two culvert sets.

WATER FLOW AFTER CONSTRUCTION



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.

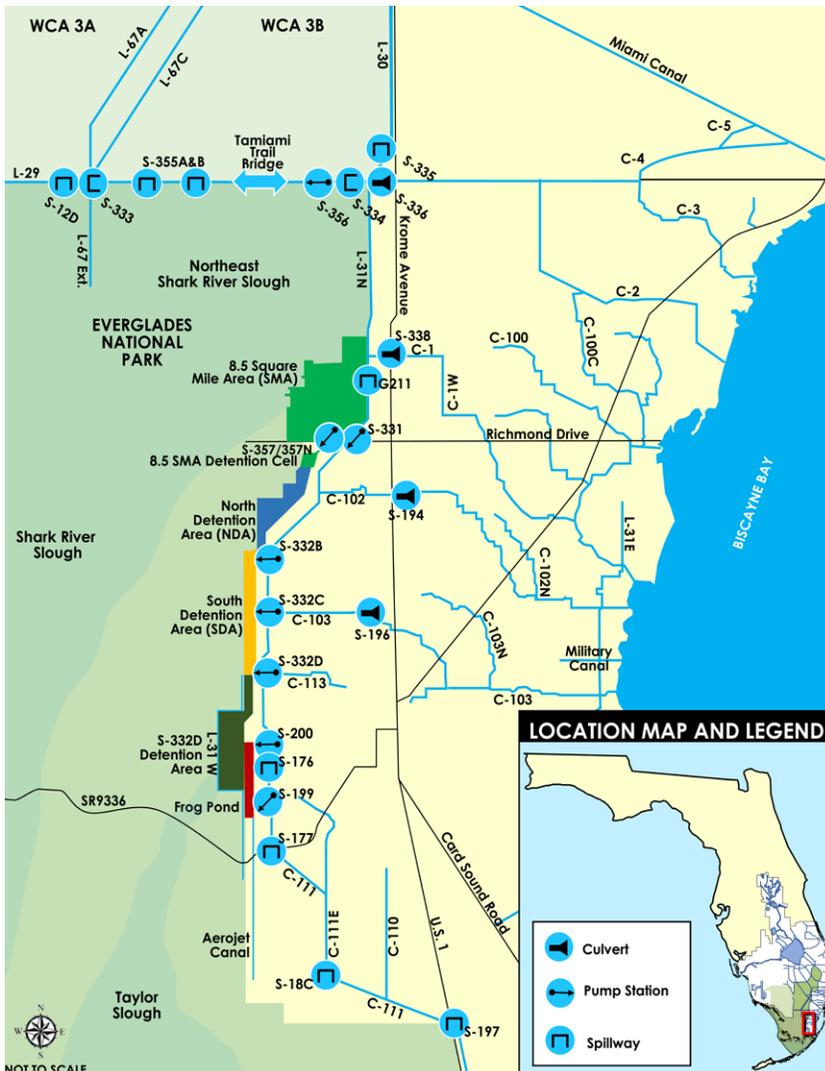


TAMIAMI TRAIL ONE-MILE BRIDGE

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, providing two 12-foot wide travel lanes with 10-foot shoulders. The bridge opened to traffic in March 2013. Approximately 9.7 miles of roadway reinforcement, milling, and surfacing was completed in December 2013.

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



CONVEYANCE AND SEEPAGE

The Conveyance and Seepage Control Features will reconnect freshwater flows and control seepage from west to east and out of Everglades National Park. These features 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. No further modifications to levees and canals will be completed under the MWD project. All funds are fully allocated to other project components.



PROJECT IMPLEMENTATION SUPPORT

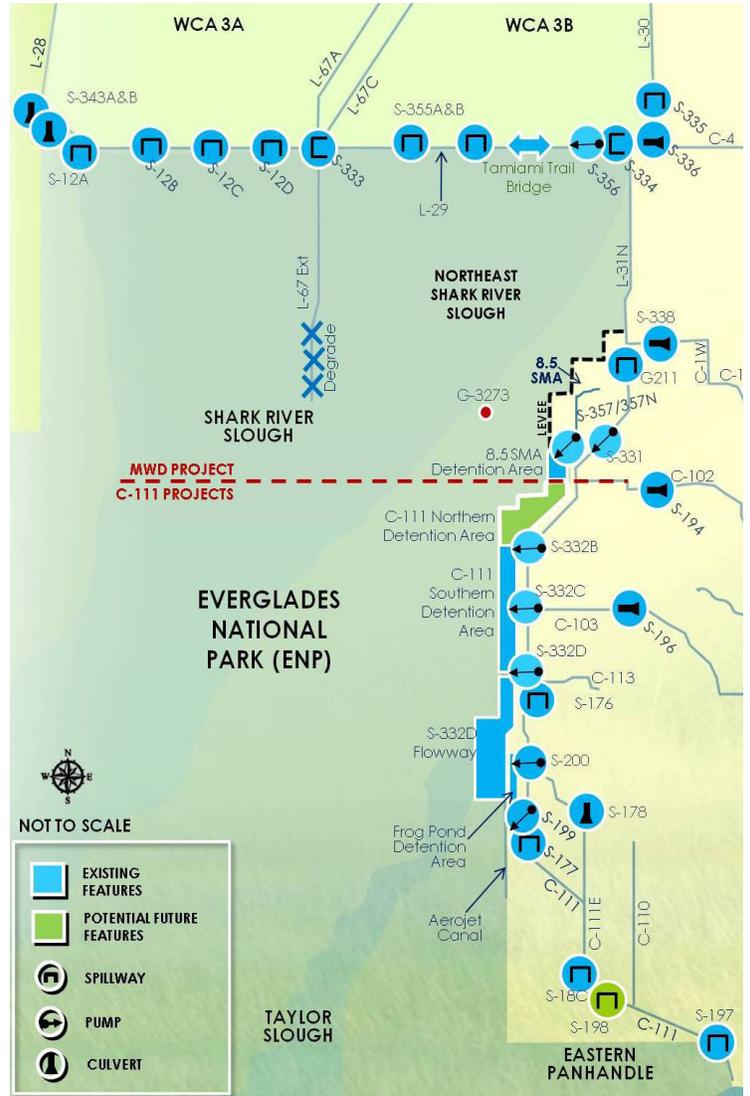
The Project Implementation Support component includes hydrological stream gauge monitoring, incremental testing, and efforts to develop a new operating plan.

The final operating plan, known as the Combined Operational Plan, will be an integrated operational plan for WCA-3A, Everglades National Park, and the South Dade Conveyance System that includes the constructed features of the MWD and the C-111 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 first increment of the G-3273 and S-356 Pump Station Field Test began in October 2015; Increment 1.1 began in March 2017. Increment 2 was implemented in March 2018. The data collected during the incremental field tests was used to develop Increment 3, the Combined Operational Plan, which will be implemented in August 2020.

Additional information on the field test is available online:

www.saj.usace.army.mil/Missions/Environmental/Ecosystem-Restoration/G-3273-and-S-356-Pump-Station-Field-Test/



FOR MORE INFORMATION



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