

CEPP SOUTH INFORMATIONAL PUBLIC MEETING

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Planning Formulation Branch

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WEBINAR PROTOCOL

Please mute all audio/phone lines so you are in listen-mode only.

Please place only respectful, collegial comments or questions in the webinar chat box.

Questions related to the topic of this webinar:

- Will be read to presenters in the order that they were received in the chat box.
- A summary of questions from this webinar and their answer(s) that will be e-mailed to participants three weeks after this webinar.

PURPOSE

The purpose of this webinar meeting is to inform the public about the USACE progress on implementation of the Central Everglades Planning Project (CEPP) South project, and the path forward.

USACE will address questions after the meeting in writing.



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AGENDA

CEPP Overview – presented by Christyn D. Figueroa

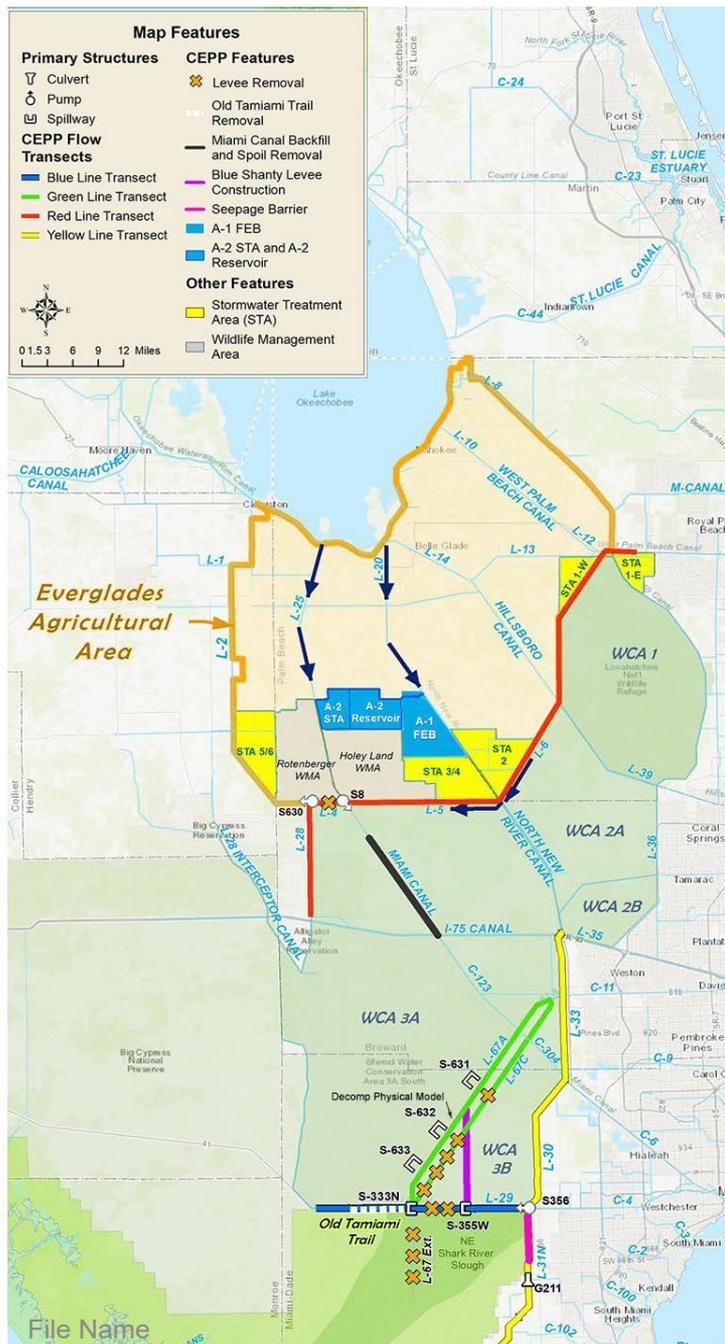
- CEPP New Water.
- CEPP North.
- CEPP South.

CEPP South Detailed – presented by Christyn D. Figueroa

- Validation Report.
- Blue Shanty Levee/Flowway.
- Decartmentalization Physical Model (DPM).
- L-67A Structures (contract 1).

Additional opportunities for engagement.





CEPP OVERVIEW

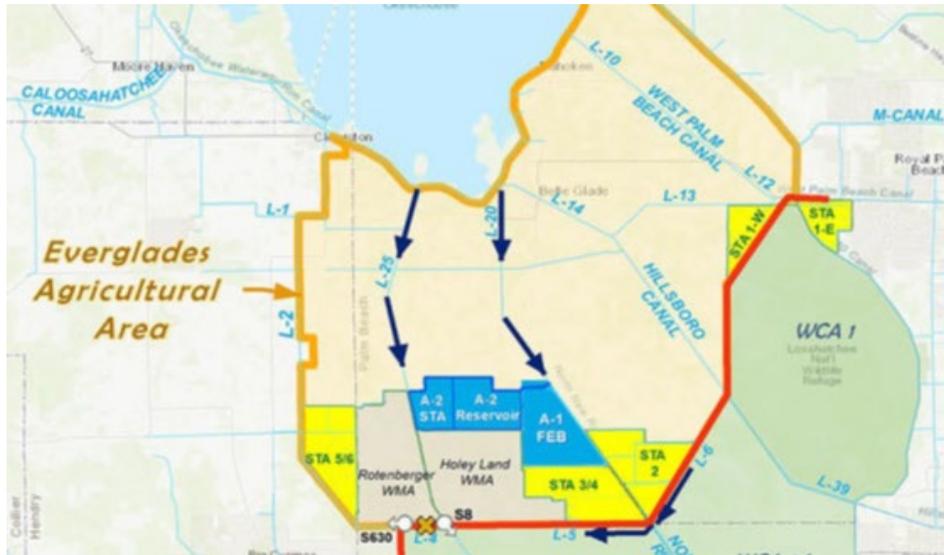
- CEPP was authorized in WRDA 2016.
- Proposed sequencing of CEPP: CEPP South, CEPP North, and CEPP New Water.
- CEPP was authorized with dependencies.
- Each phase of CEPP required a Validation Report prior to construction.
- The proposed 8-year schedule for CEPP is on the 2019 Integrated Delivery Schedule (IDS).



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CEPP NEW WATER – PROPOSED PLAN



Moves New Water South, Stores It, and Treats It Before Going to the Everglades

- Referred to as North of the Redline is the CEPP PIR.
- Construct 240,000 acre-foot A2 Reservoir and 6,500 acre-foot A2 stormwater treatment area (STA), and integrate with A-1 Flow Equalization Basin (FEB) operations.
- Conveyance Improvements to increase flow through Miami Canal and North New River Canal.
- Construct 4.2 mile partial-depth seepage barrier south of Tamiami Trail (along L-31N).

The Final Environment Impact Statement for CEPP New Water Modification (EAA) is available for public comment. We will not be accepting comments for Final EIS during this presentation.



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CEPP NORTH



Inflow facilities needed to restore northern WCA-3A and move additional water south to Everglades

- Diversion of L-6 flows, infrastructure, and L-5 canal improvements.
- S-8 Pump Station modifications.
- Remove approximately 2.9 miles of L-4 levee west of S-8 Pump Station.
- Construct 360 cfs pump station (S-630) at western terminus of L-4 levee removal.
- Backfill Miami Canal and Spoil Mound Removal from approximately 1.5 miles south of S-8 to I-75.



CEPP SOUTH – SLIDE 1 OF 2



Additional outlet structures needed to move more water south

- Construct S-333N Spillway with a capacity 1,150 cfs – under construction
- One 500 cfs gated structure (S-631) north of Blue Shanty levee and 6,000-foot gap in L-67C levee.
- Two 500 cfs gated structures in L-67A (S-632, S-633); 0.5 mile spoil removal west of L-67A canal north and south of structures.
- Remove approximately 8 miles of L-67C levee in Blue Shanty flow-way (no canal backfill).
- Construct approximately 8.5 mile levee (Blue Shanty levee) in WCA-3B, connecting L-67A to L-29.



CEPP SOUTH – SLIDE 2 OF 2



- Increase S-356 pump station capacity to approximately 1,000 cfs.
- Remove approximately 4.3 miles of L-29 levee in Blue Shanty flow-way; divide structure (S-355W) to the east of Tamiami Trail Next Steps western bridge.
- Remove entire 5.5 miles of L-67 Extension levee; backfill L-67 Extension canal.
- Remove approximately 6 miles of Old Tamiami Trail road (south of L-29 west, of L-67 Extension to Everglades National Park tram road) – under construction.



CEPP SOUTH – VALIDATION REPORT

- Requirement of CEPP Chief's Report.
- Validated the necessity of all CEPP South features.
- Incorporated the Decartmentalization Physical Model (DPM) into CEPP South.
- Approved by South Atlantic Division in May 2019.



DECOMPARTMENTALIZATION PHYSICAL MODEL (DPM)

- One of USACE's largest adaptive management science investigation.
- Operating continuously since 2012.



BLUE SHANTY LEVEE/FLOWWAY (L-67D)

- Concern expressed whether creating new levee in WCA 3B was truly necessary.
- CEPP Monitoring and Adaptive Management Plan Strategy to address key question.
- DPM results 2013-2018 demonstrate need for Blue Shanty Levee.
 - Flows from WCA 3A to 3B move east instead of in the historic north-to-south orientation of the landscape.
 - Levee needed to promote significant wet season delivery of flow to ENP through WCA 3B without adding additional seepage management features to protect residential areas east of WCA 3B.

Flow Vectors No Levee

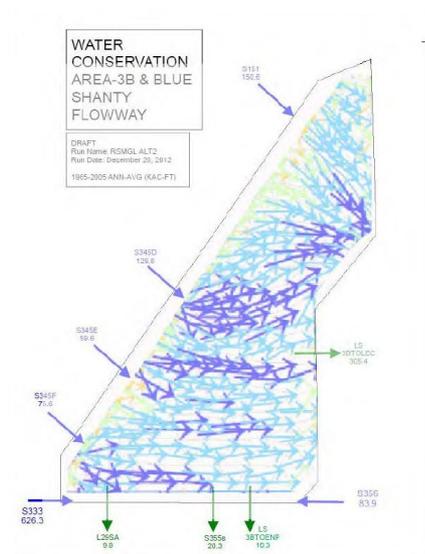


Figure C.2.1-65. WCA 3B Water Budget and Flow Vector Map for Alt 2.

Flow Vectors With Levee

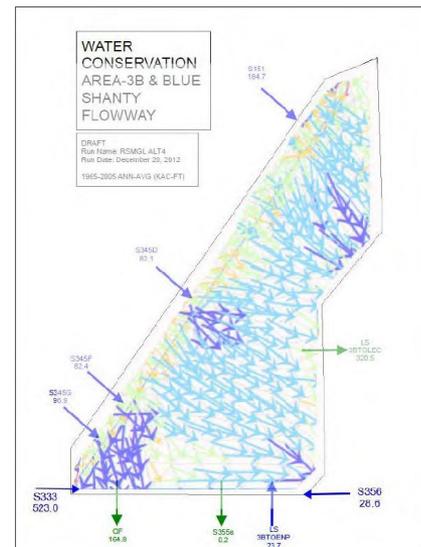


Figure C.2.1-67. WCA 3B Water Budget and Flow Vector Map for Alt 4.

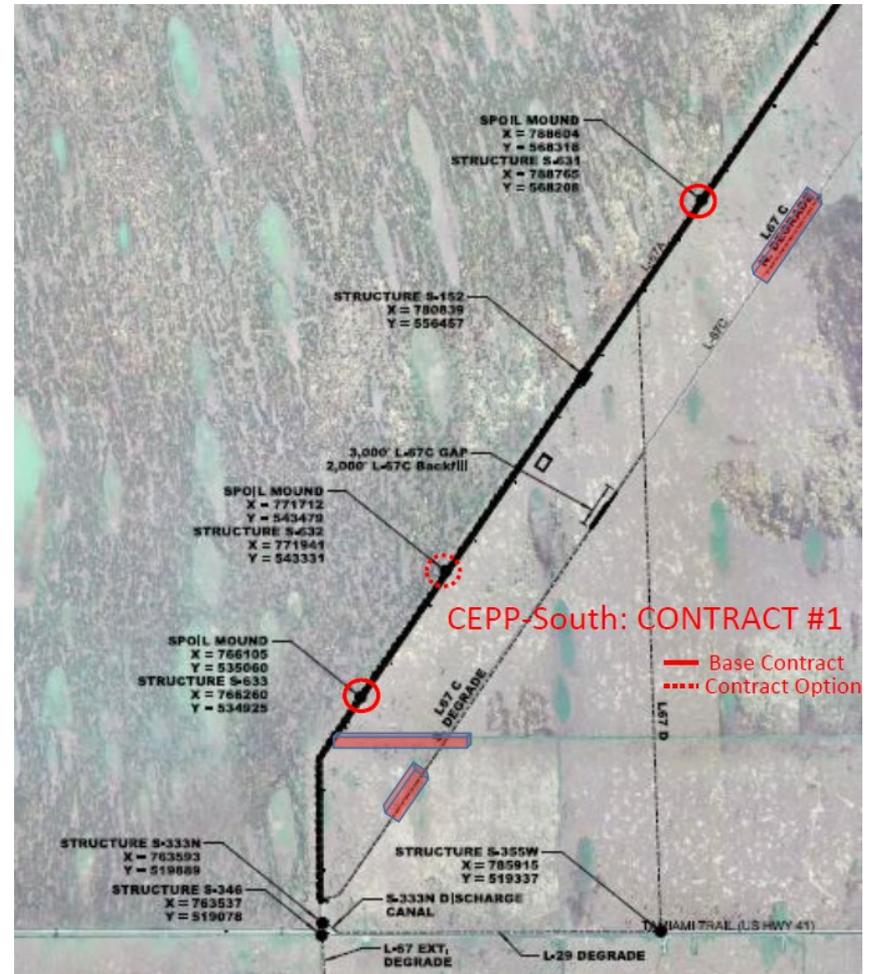


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L-67A STRUCTURES (CONTRACT 1)

- S-631 (500 cfs culvert) with associated L-67C Gap.
- S-632 (500 cfs culvert).
- S-633 (500 cfs culvert) with interim L-67C Gap.
- Spoil Mound Removal west of L-67A near S-631 and S-633.
- Backfill of the east-west remnant ditch between L-67A and L-67C.



RELATED EFFORTS IN CEPP SOUTH PROJECT AREA

- DOI/FDOT Tamiami Trail Next Steps (TTNS) Phase II – Bridging and roadway reconstruction.
- The Combined Operational Plan (COP) is anticipated to govern operations within the WCAs, ENP, and South Dade Conveyance System between ~August 2020 and a future Water Control Plan (WCP) update for CEPP South.



ADDITIONAL OPPORTUNITIES FOR ENGAGEMENT

- Public Comments on the Environmental Assessment for CEPP South will be accepted in May 2020.
- Informational Public Meeting in May 2020.
- The Final EIS for the CEPP New Water Modification (EAA) is available for public comment. Comments accepted at EAAReservoir@usace.army.mil.



USACE will now read Questions and Comments submitted through the Webex Chat Function in the order they were received.

USACE will respond to questions via email within 3 weeks of this meeting.



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