

Project Name: Tamiami Trail Modifications: Next Steps Project
Project ID: 1309
Lead Agency: DOI/NPS
Authority: H.R. 1105: Omnibus Appropriations Act of 2009 (P.L. 111-008, dated March 11, 2009)
Funding Source: DOI

Strategic Plan Goal(s) Addressed: Other

Measurable Output(s):

- 5.5 miles of bridging between S-333 and S-334 (10.7-mile section of Tamiami Trail)
- Elevation of the remaining 10.7 mile roadway to allow L-29 Canal stages to be raised consistent with the 9.7' design high water (7.5' is the existing constraint and the MWD project design high water is 8.5')
- Completion of an EIS and ROD that authorized the increased bridging and road raising needed to restore 107,600 acres of wetlands in NESRS and ultimately reconnect WCA-3 to Everglades National Park
- The EIS includes the justification for acquisition of the remaining commercial properties in NESRS. This \$25 million was approved by Congress in 2012
- Authorization by Congress in 2012 to construct the "Next Steps" Project
- Initiation of the first phase of the project – the western 2.6-mile bridge

Project Synopsis: The 2009 Omnibus Appropriations Act (March 10, 2009) directed the NPS to evaluate bridging alternatives to the Tamiami Trail (10.7-mile eastern section), beyond what was authorized by the 2008 Limited Reevaluation Report (Modified Water Deliveries Project), in order to "restore more natural water flow to Everglades National Park (ENP) 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." The 2009 Omnibus Act also directed the Army Corps of Engineers to immediately construct the 2008 LRR plan – a 1-mile bridge and the remaining road elevated to allow stages in the L-29 Canal to be raised from the current 7.5 foot elevation to elevations consistent with the revised design high water of 8.5 feet. Passage of the 2009 Omnibus Act was an acknowledgement that construction of the 1-mile bridge with 1-foot road elevation was only the first step, albeit an important one, to restoration of flows and ecological conditions in ENP.

Current Project Synopsis: The Final EIS was completed with publication of the Notice of Availability on December 20, 2010. The Record of Decision was published in the Federal Register on April 26, 2011. The Key finding in the FEIS/ROD is that an additional 5.5 miles of bridging and raising the balance of the 10.7-mile highway corridor are necessary to achieve the 2009 Omnibus Appropriations Act's restoration objectives. On December 23, 2011, Congress passed the Consolidated Appropriations Act of 2012 (Public Law 112-74) which authorized construction of the "Next Steps" project. In addition, with the Act's passage, Congress appropriated \$25 million for land acquisition in ENP.

Due to this \$25 million appropriation, the total cost for implementation of the Recommended Plan (Alternative 6E) is reduced from \$310 to \$285 million. This project cost is reported in Fiscal Year 2010 dollars and does not include any potential escalation costs that could be related to changes in inflation beyond FY 2010.

Current Status of Phase 1: In 2013, the National Park Service committed \$7.5 million in federal funds toward the project. The remaining Federal share will be allocated from a \$20 million FHWA TIGER Grant and NPS Federal Lands Transportation Funds (FLTP). Everglades National Park has completed appraisals of the remaining commercial properties in the Expansion Area in preparation for the acquisition process. The park completed the radio tower supplemental assessment in FY2012, prior to acquisition as stipulated in the “Next Steps” and 1991 Land Protection Plan NEPA actions. The NPS Director has directed Everglades National Park, in collaboration with the NPS Denver Service Center (DSC), to initiate the planning and design work for one of the four bridges authorized by Congress as a first phase in implementation of the project. This bridge is located on the west side of the project corridor and is 2.6 miles in length. In response to the NPS directive, DSC contracted a consulting engineer to assist with the work needed to complete the initial design work associated with this bridge. In addition, in August 2013, the Florida Department of Transportation (FDOT) agreed to provide \$90 million towards the construction of this feature. In December 2013, the ENP, DSC, FDOT collaborated on a Value Analysis of the 2.6-mile bridge, which resulted in modifications to the project. Based on a Memo-to-File (MTF) completed by the NPS in May 2014, the first phase of the project now consists of two bridges within the 2.6 mile highway corridor. The modified plan provides improved access to businesses adversely affected by the original design but also allows for lower project costs while maintain the project benefits documented in the original 2010 FEIS. The NPS and FDOT project team completed the 30% design drawings for the modified bridging and have received all necessary permits from the Florida Department of Environmental Protection (FDEP) and the U.S. Corps of Engineers for advertisement.. The project was awarded in May 2016 and construction will begin in the summer of 2016. Substantial completion of construction is planned for the Spring 2020.

Phase 1. Cost Estimate: Original Estimate; \$144,195,000 for construction and \$3,280,000 for planning. Current Project Cost is \$95,000,000 with the award of a fully executed contract on May 23, 2016.

Project Schedule:

2011	ROD completed
2012	Congressional authorization
2013	Initiation of planning for first phase (2.6 mile bridge) by ENP and DSC
2013	Completion of the Value Analysis of the Phase 1 features of Next Steps project
2014	Completion the Value Analysis MTF modifying the original bridge plan for improved business access and lower costs while maintaining documented project benefits
2015	Completion of permitting requirements and RFP package
2016	Contract Award
2020	Construction substantially completed

Total Project Budget Information (rounded):

Bridge and Roadway Construction	\$95 million Cost shared 50/50 with FDOT (NPS portion planned using FLTP)	DOI/NPS/FLTP/FDOT
Project Planning NEPA (EIS and ROD)	\$0.35 million	DOI/NPS
Project Planning for Phase 1. (2.6 mile bridge)	\$3.28 million	DOI/NPS/ENP/DSC FLTP

Note: The above figures were provided as an estimate in 2015. Once the contract is awarded, the above figures will be modified to reflect more accurate project costs.

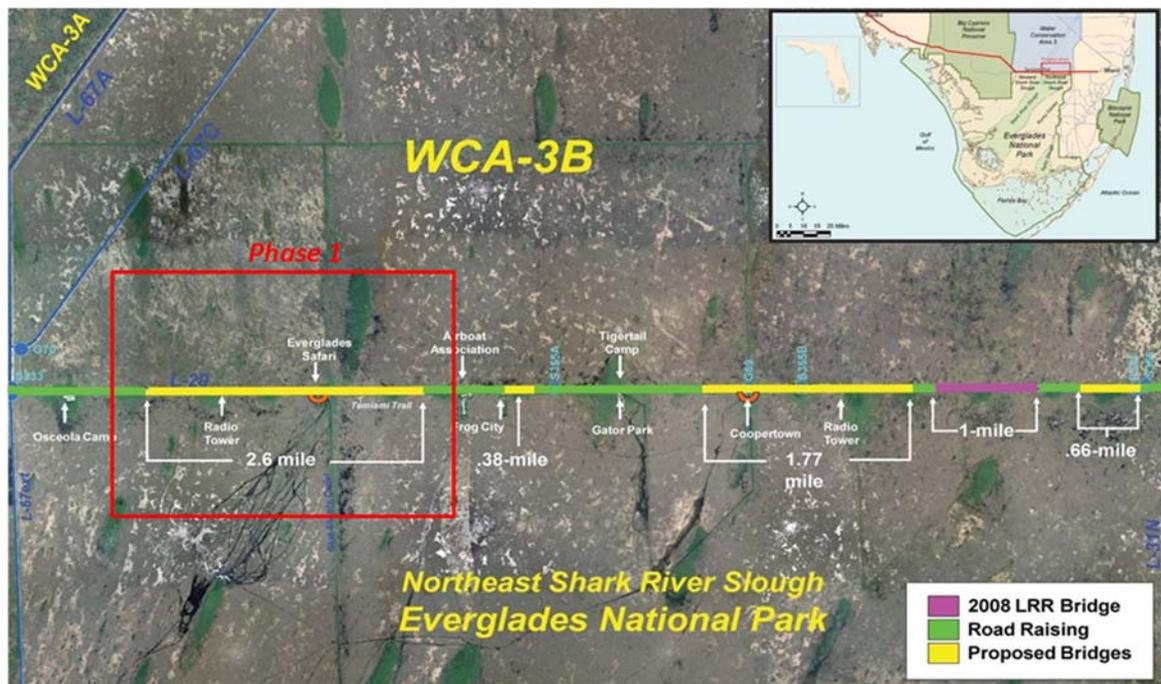
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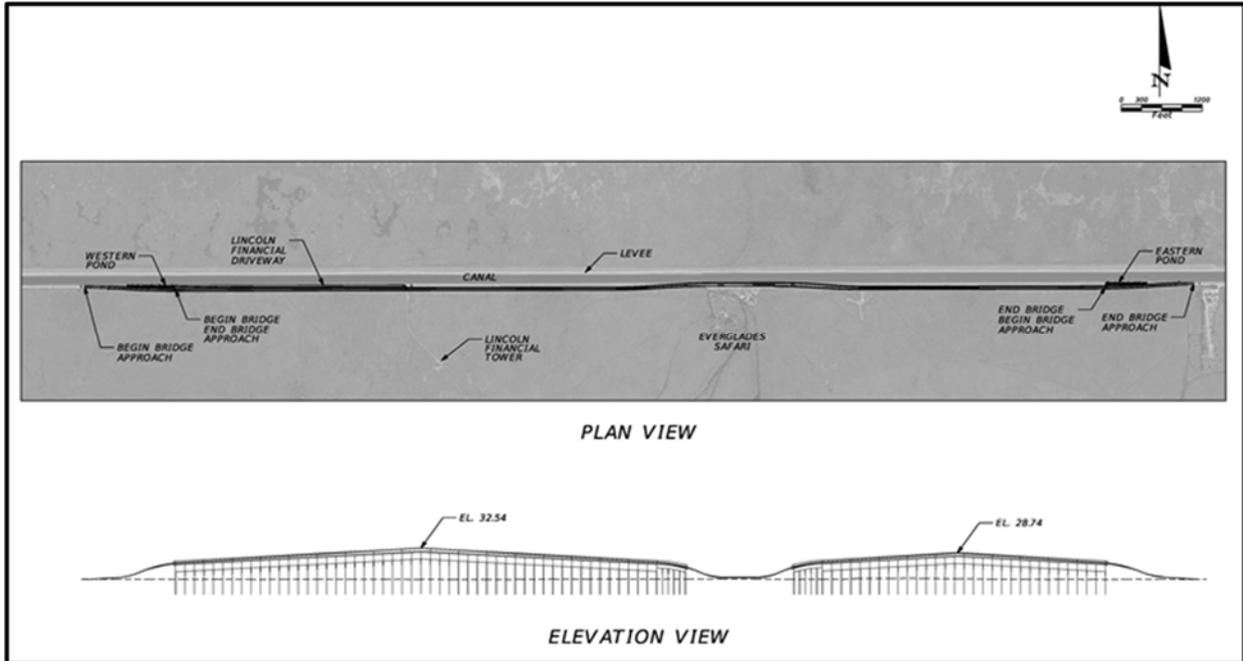
Sources: Tamiami Trail Modifications: Next Steps Final Environmental Impact Statement, December 2010
Memo-to-File, Tamiami Trail Modifications: Next Steps Project-Adequacy of National Environmental Policy Act Documentation, May 2014



Tamiami Trail Next Steps, Alternative 6E: 5.5 miles of bridges and Remaining Roadway Elevated. Authorized by Congress on December 23, 2011 with passage of the Consolidated Appropriations Act of 2012 (Public Law 112-74)



Tamiami Trail Next Steps, Alternative 6E: Phase One Project Area.



Value Analysis Modified Plan for Phase 1 of the Next Steps project: The original 2.6-mile bridge span and down ramp to the Everglades Safari Park (ESP) commercial airboat facility has been replaced with two bridges on the east and west sides of ESP and a within corridor ramp to provide access to the business facilities.