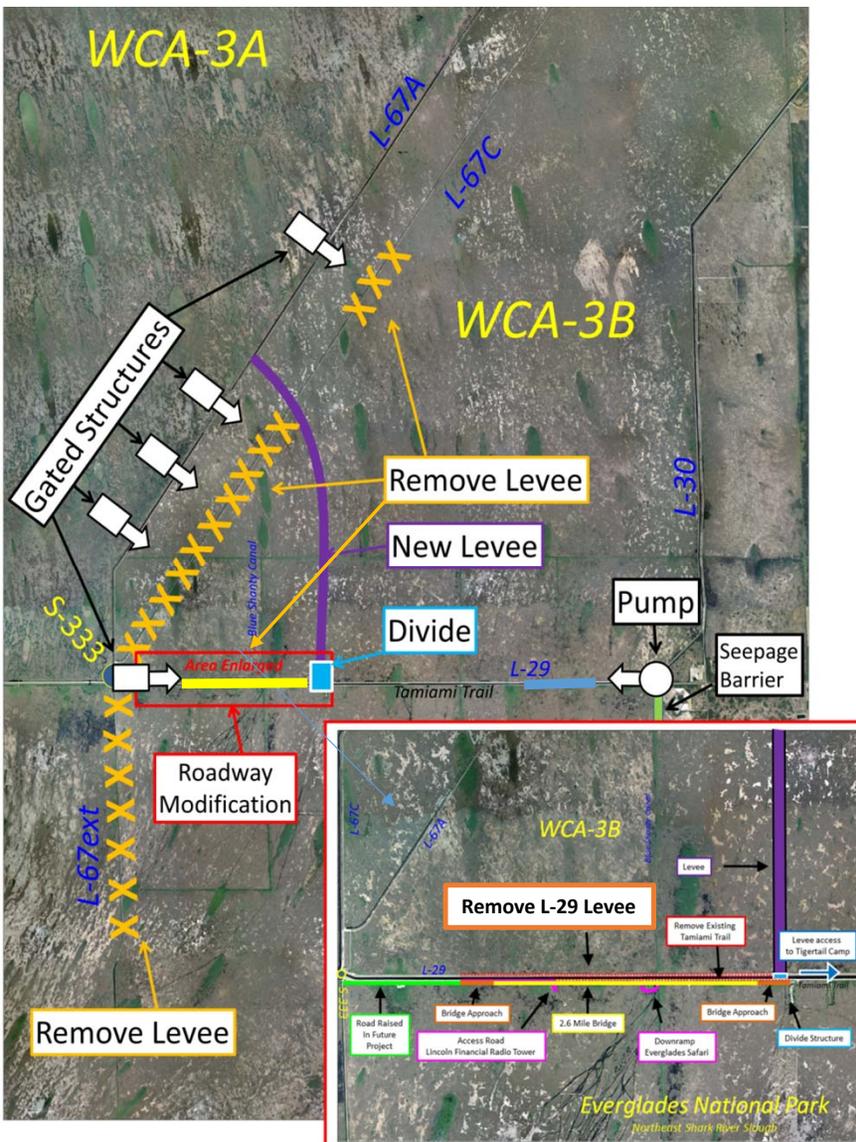
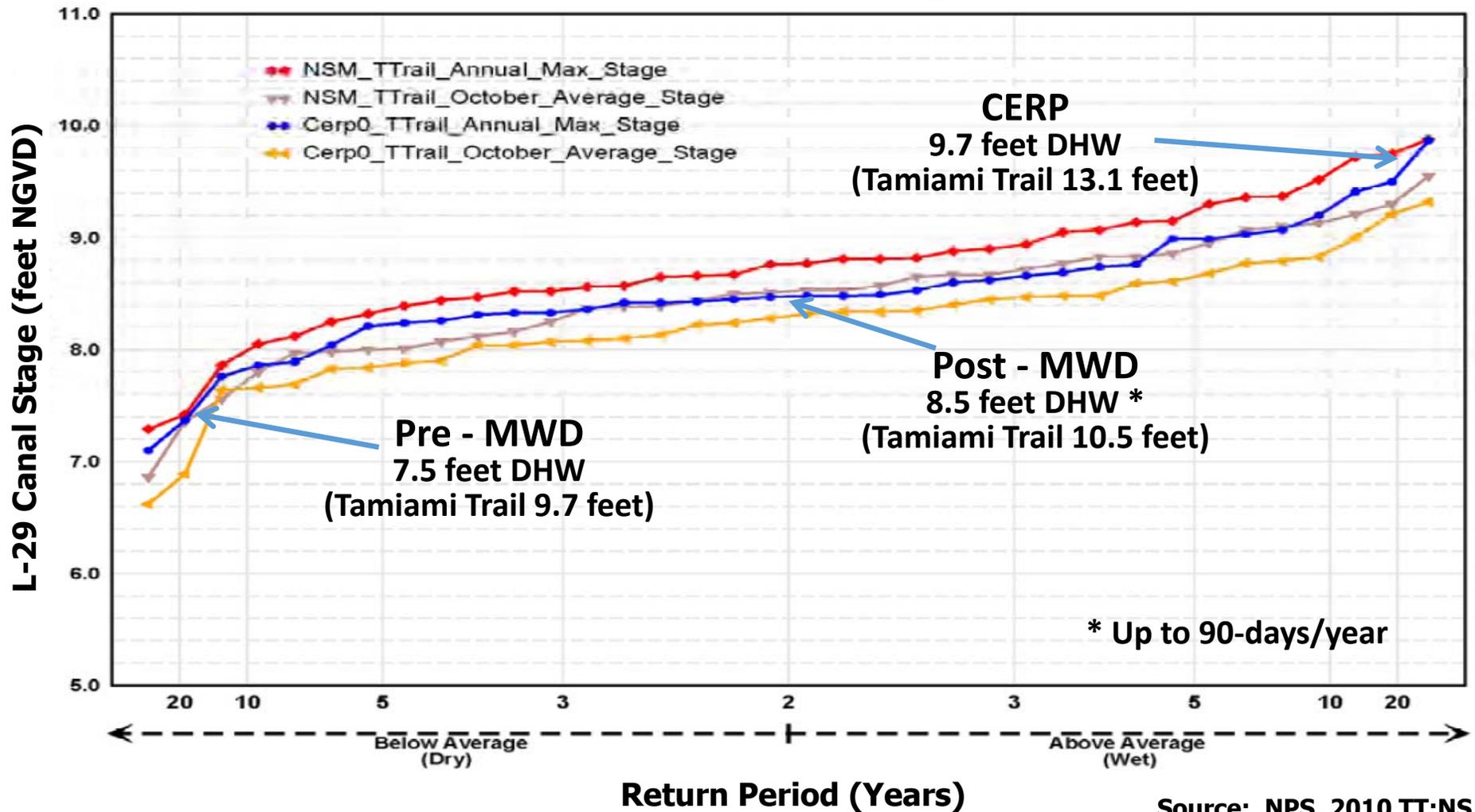


Tamiami Trail Next Steps and the Central Everglades Project



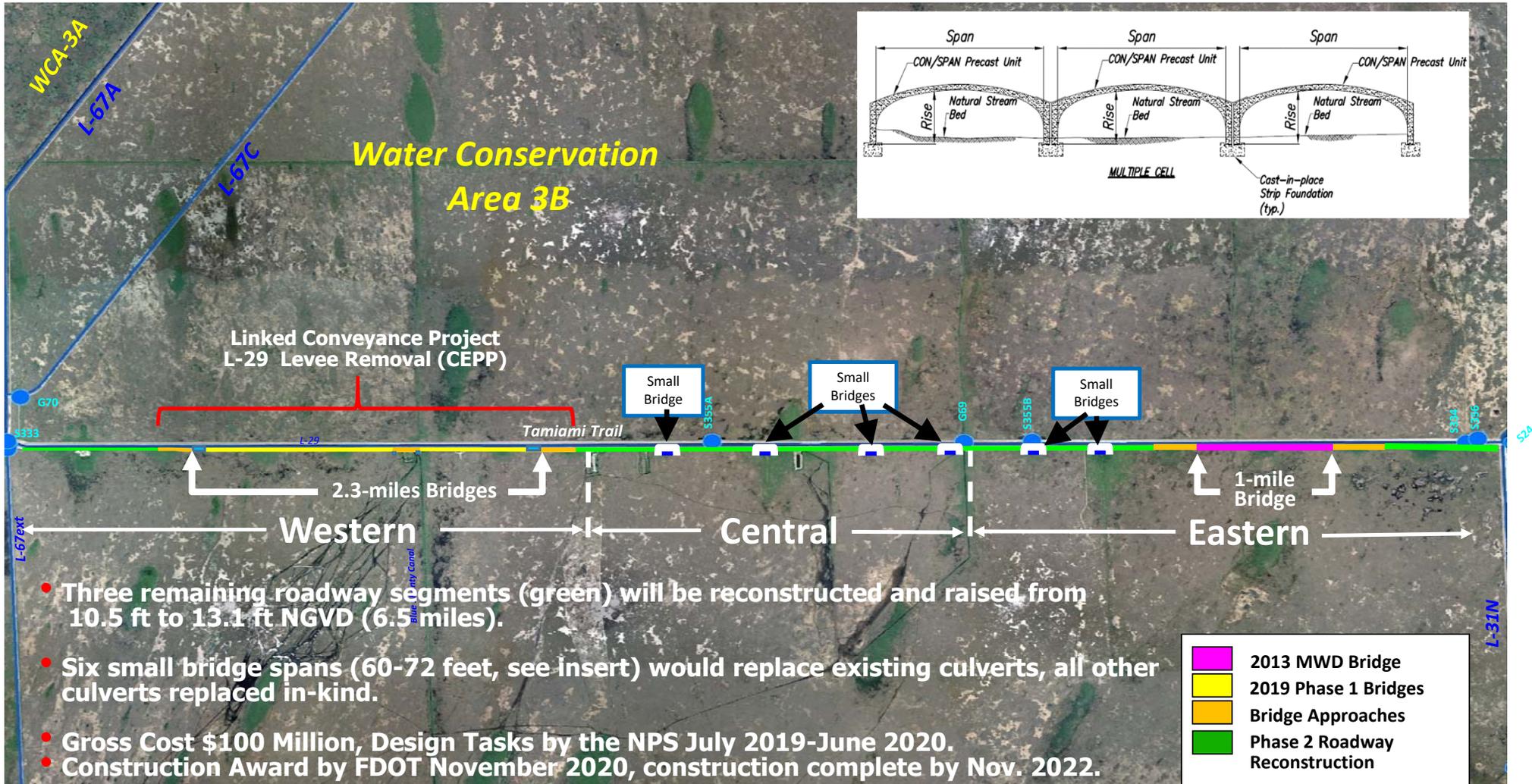
- **Goal:** Sending more water south to reduce harmful discharges to the northern estuaries, and restore flows to the central/southern Everglades, requires increased outflow capacity from WCA-3A.
- **Central Everglades Planning Project (CEPP)** will redirect the majority of the new water eastward into Northeast Shark River Slough (the historic flow path).
- **Requires reconstructing the eastern Tamiami Trail roadway, to accommodate the CEPP flows & design high water of 9.7 feet (NGVD) in the L-29 canal.**
- **The Tamiami Trail Next Steps phase 1 project constructed 2.3-miles of bridging in early 2019. These bridges are aligned with the new CEPP flow path.**
- **The Tamiami Trail Next Steps phase 2 project will reconstruct/raise the remaining 6.5 miles of roadway, to protect the roadway from adverse high water impacts.**

Predicted Frequency of L-29 Canal Peak Stages



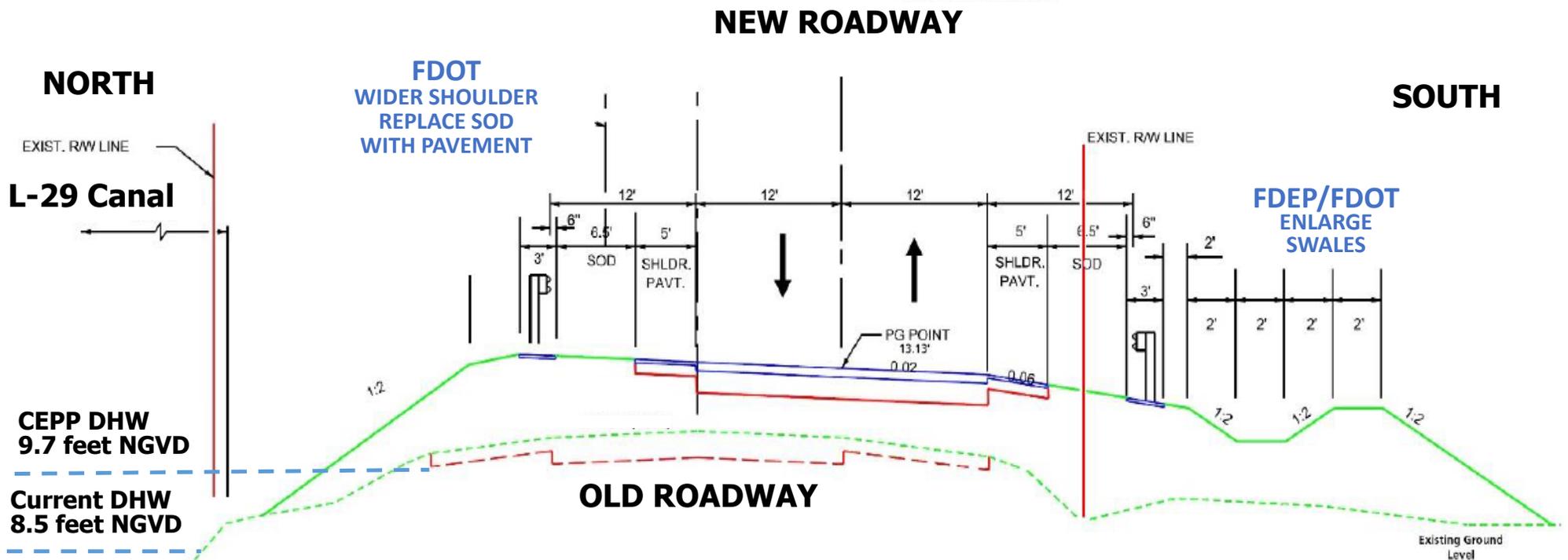
Source: NPS, 2010 TT:NS FEIS

Tamiami Trail Next Steps Phase 2 Recommended Plan



- Three remaining roadway segments (green) will be reconstructed and raised from 10.5 ft to 13.1 ft NGVD (6.5 miles).
- Six small bridge spans (60-72 feet, see insert) would replace existing culverts, all other culverts replaced in-kind.
- Gross Cost \$100 Million, Design Tasks by the NPS July 2019-June 2020.
- Construction Award by FDOT November 2020, construction complete by Nov. 2022.

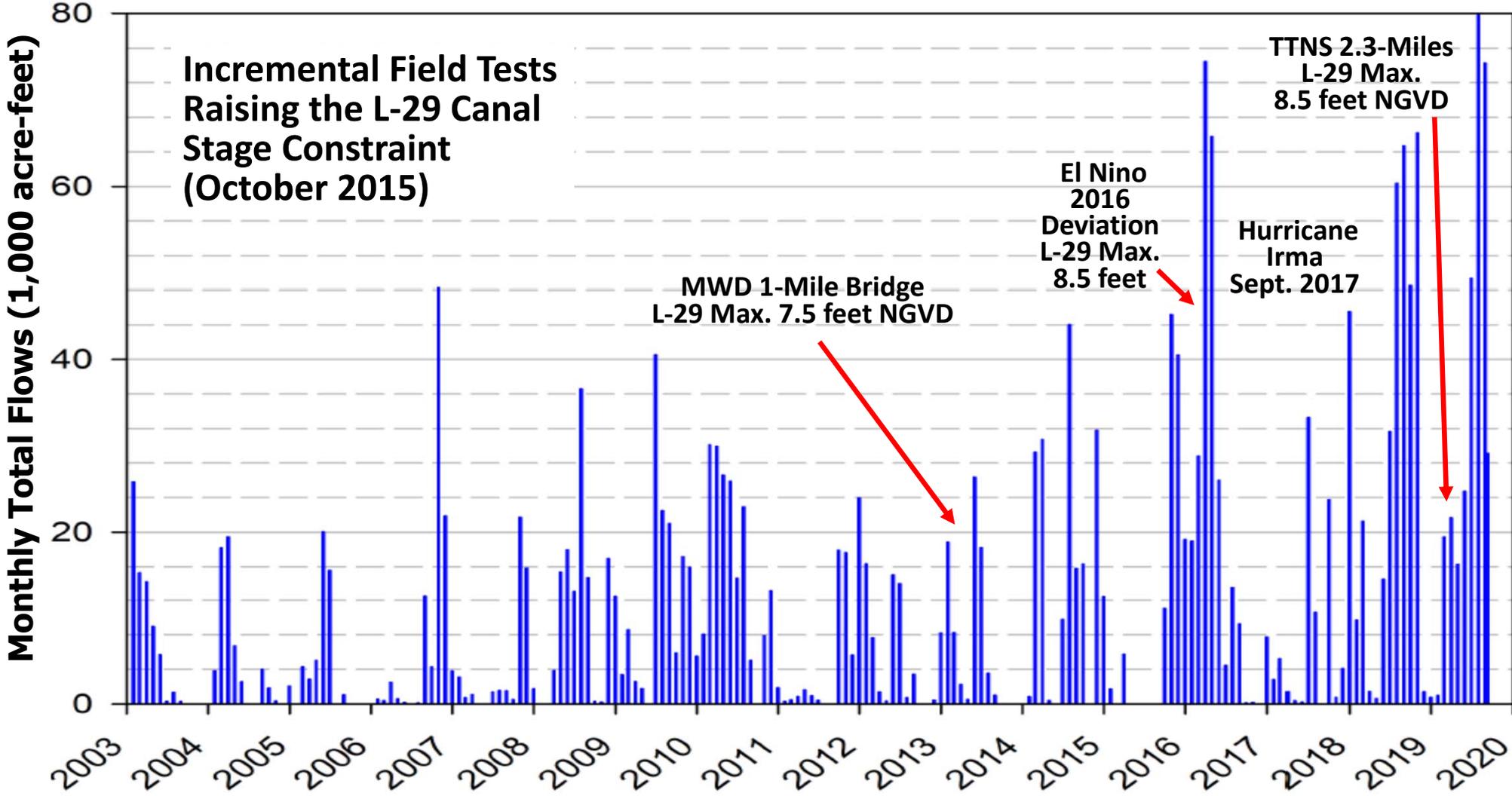
Tamiami Trail Next Steps Phase 2 Initial Typical Section



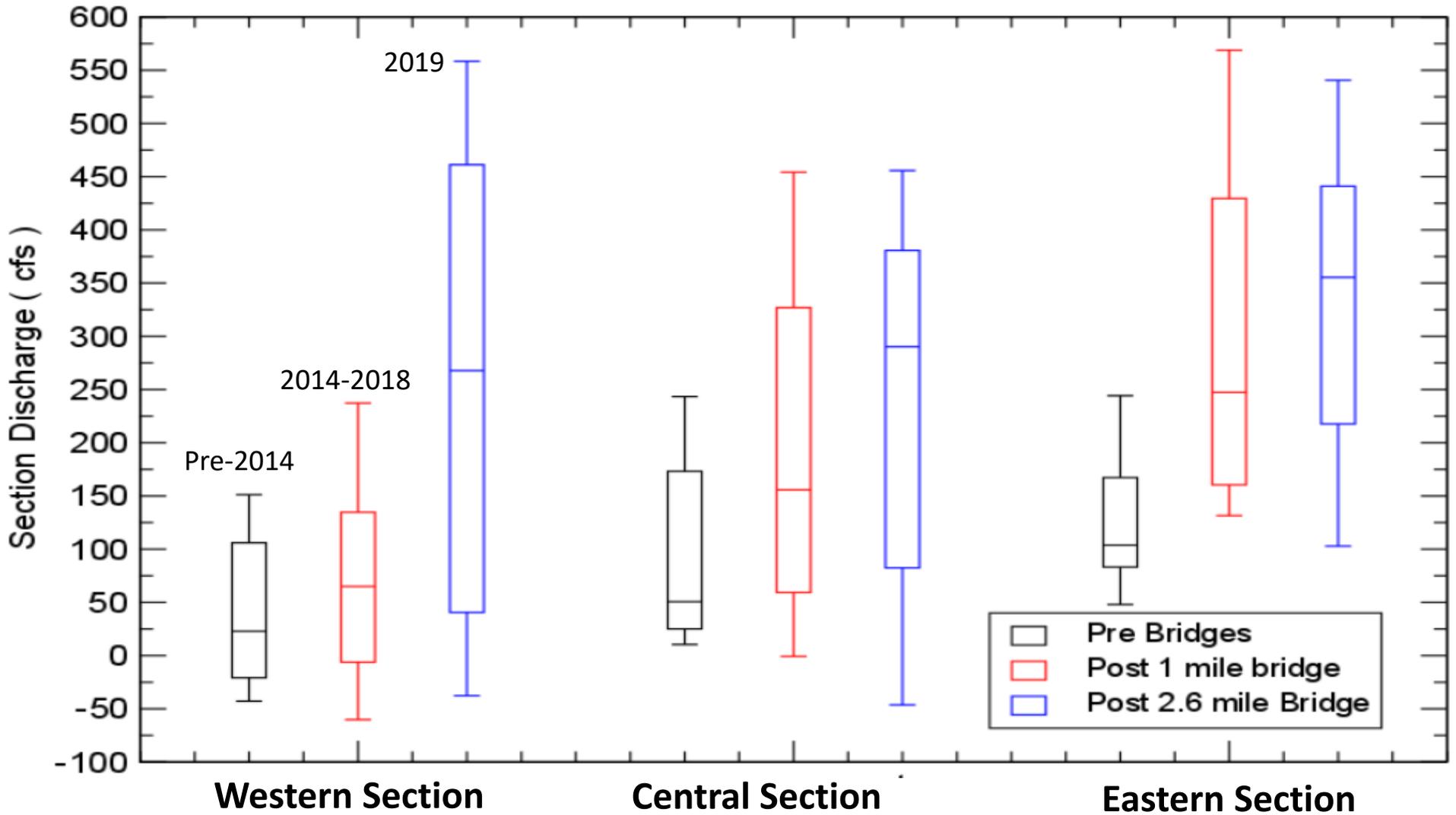
The new roadway would be raised from 10.5 to 13.1 to accommodate the CEPP design high water, and shifted southward by approximately 30 feet to accommodate the wider subbase and improved water quality treatment.

Source: NPS, 2018 TT:NS VA Wksp.

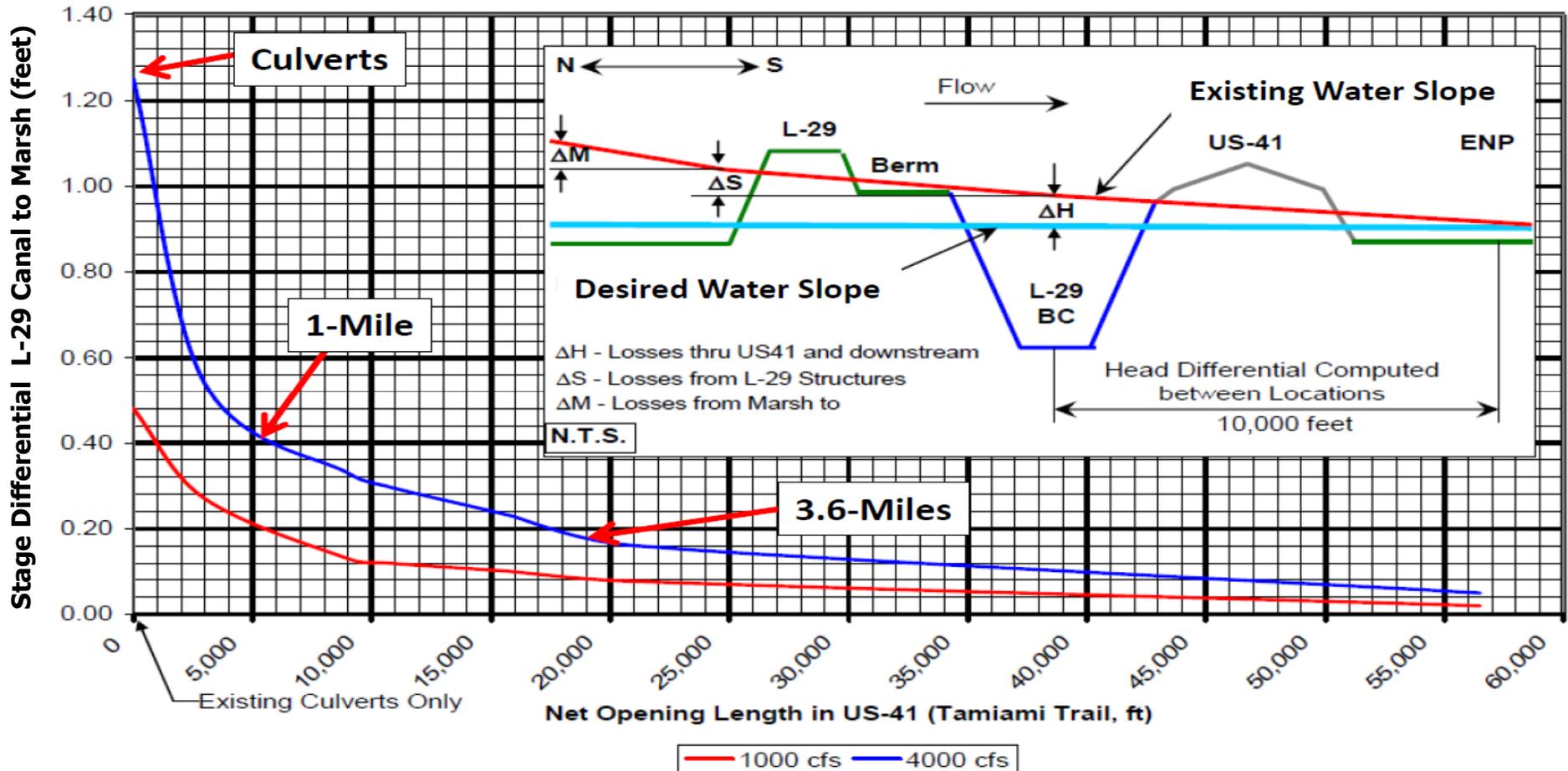
Flows into Northeast Shark River Slough (2003-2019)



Flow Distributions in Northeast Shark River Slough (2003-2019)



Determining the Benefits of Additional Tamiami Trail Bridging



Additional Bridges Can Pass Higher Flows at Lower Canal Stages, Reducing the Flooding Risks in Adjacent Areas.

Source: NPS, 2010 TT:NS FEIS