

**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:** At this time, only \$7.5 million federal funds have been allocated for this project. 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 is now working towards completion of the 30% design drawings for the modified bridging and has submitted these and other supporting documents to the Florida Department of Environmental Protection (FDEP) and the U.S. Corps of Engineers in order to secure the required construction permits. The team anticipates these permits and the remaining documentation needed for the project to be completed in time for the scheduled advertisement of the design-build Request for Proposal package in late September 2014. Based on the current construction schedule approved by FDOT, we anticipate a contract award in June 2015 with substantial completion of construction by November 2019.

**Phase 1. Cost Estimate:** \$195 million for construction and \$3.28 for planning.

**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
2014	Completion of permitting requirements and RFP package
2015	Contract Award
2019	Construction substantially completed

**Total Project Budget Information (rounded):**

Bridge and Roadway Construction	\$285 million (not appropriated)	DOI/NPS
Project Planning NEPA (EIS and ROD)	\$0.35 million	DOI/NPS
Project Support (Corps)	\$1.0 million	DOI/NPS
Project Planning for Phase 1. (2.6 mile bridge)	\$3.28 million	DOI/NPS/ENP/DSC FLHP

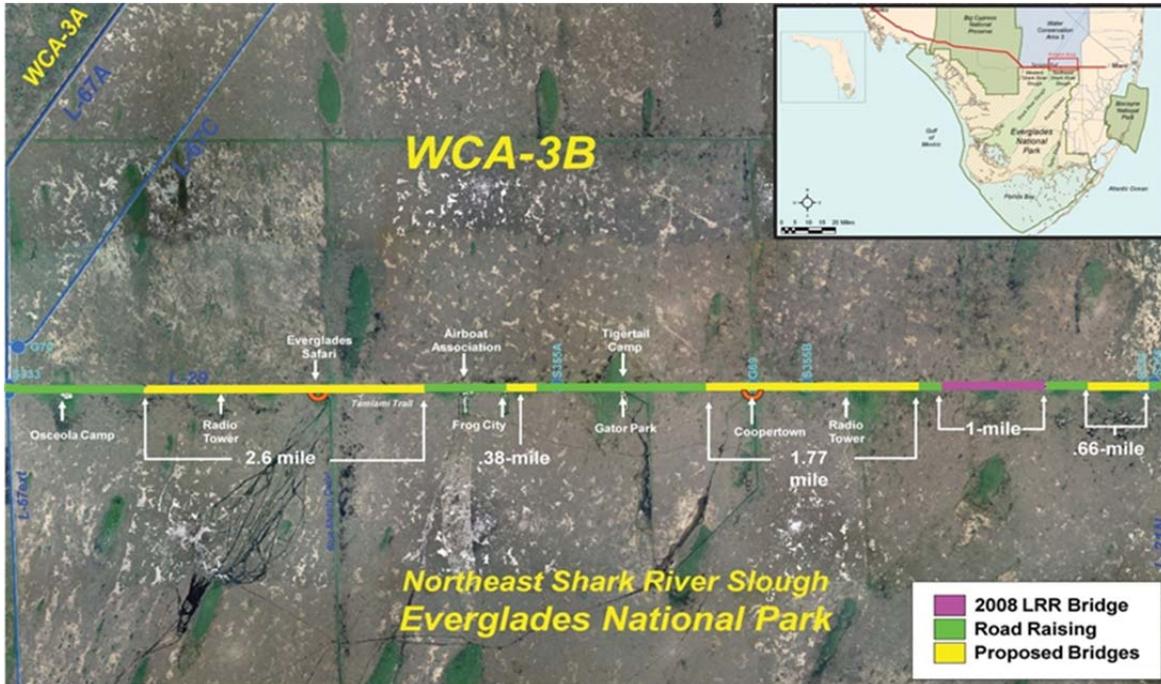
Note: The above figures were provided in 2013. The NPS and the FDOT are revising the cost figures but have elected to withhold updated figures in order to not compromise the contracting process, expected to be initiated in FY2015. Once the contract is awarded, the above figures will be modified to reflect more accurate projects costs.

**Hyperlink:** <http://www.nps.gov/ever/naturescience/nessrestoration.htm>

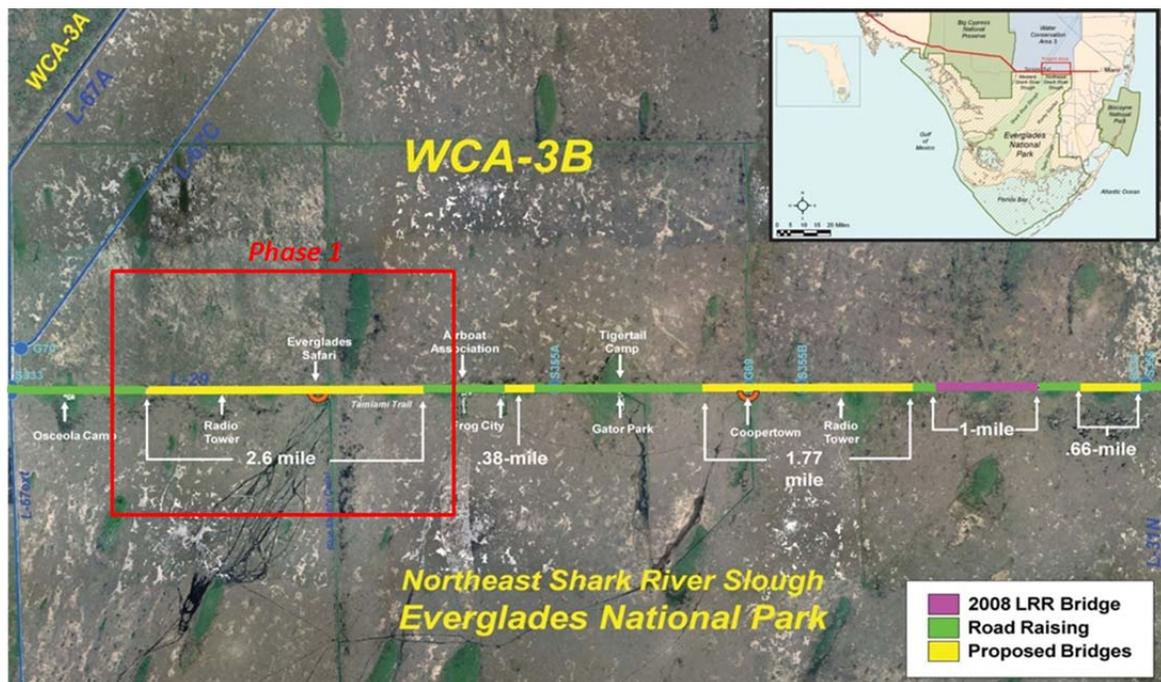
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**Sources:** Tamiami Trail Modifications: Next Steps Final Environmental Impact Statement, December 2010

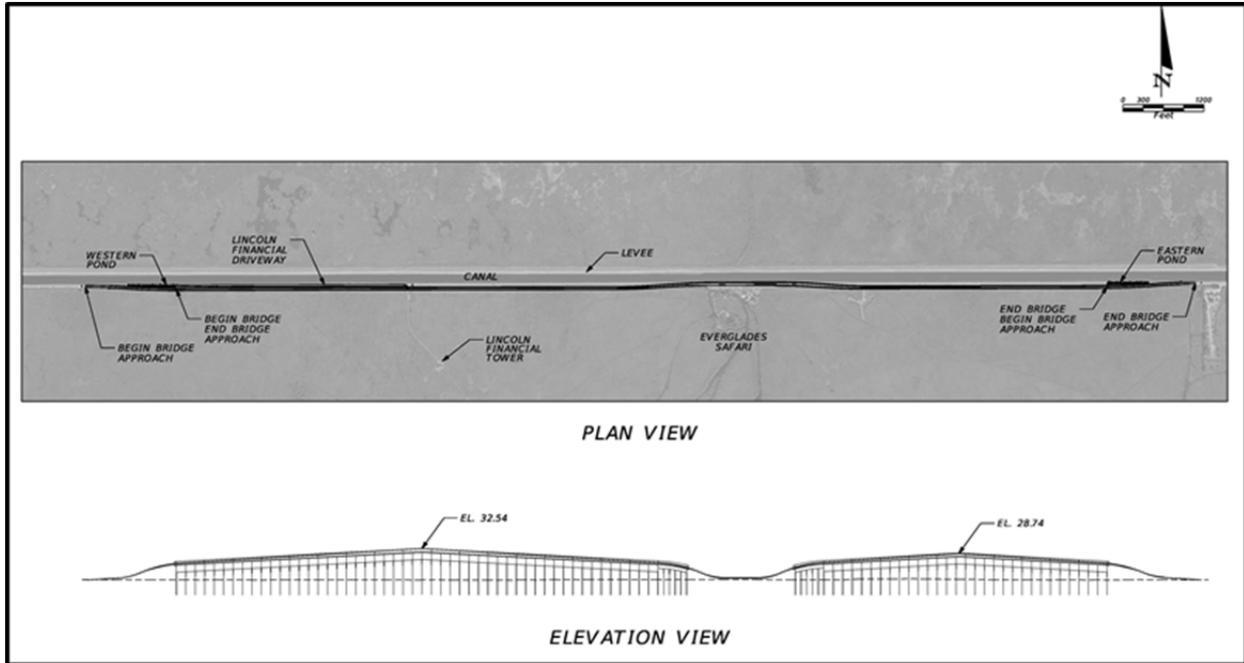
**Memo-to-File, Tamiami Trail Modifications: Next Steps Project-Adequacy of National Environmental Policy Act Documentation, May 2014**



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.