

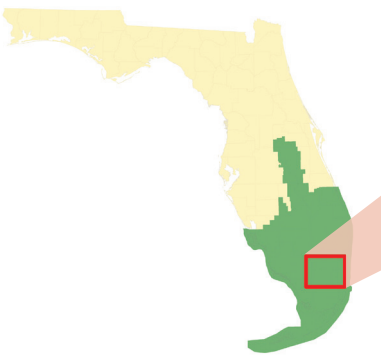
Fact Sheet



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Credit: Everglades National Park



Everglades Region

Tamiami Trail One-Mile Bridge: Restoring Water Flow to Everglades National Park

Where is the Tamiami Trail and what needs to be fixed?

The Tamiami Trail or U.S. Highway 41 was built in 1928. It is a 275-mile long roadway that starts in Miami and runs west to Naples, through the Big Cypress National Preserve, and then heads north to Tampa. The east-west portion of the highway, from Krome Avenue to County Road 29 about 60 miles long, forms the northern boundary of Everglades National Park. This east-west

portion of the Tamiami Trail restricts natural water flow through the Park resulting in ecological damage to fish populations, wading-bird nesting sites and habitats of other endangered species. Everglades National Park only receives 30 percent of the water it needs to function properly.

Water levels on both sides of the Tamiami Trail will need to rise if the Everglades is to be restored. The road acts as a dam across the middle of the River of Grass. The roadway needs to be raised to allow additional freshwater to flow through Everglades National Park and into Florida Bay while maintaining traffic flow between Miami and Naples.

The first step towards a solution is building a one-mile bridge to be located two miles west of the Tamiami Trail and Krome Avenue intersection.

Project Background:

Tamiami Trail was originally designed to accommodate light traffic volume in a sparsely populated region of Florida frequented by the small, lighter-weight Model-T cars popular in the 1920s. The method of road construction resulted in occasional flooding and the management of Everglades water levels surrounding the roadway did not have to be drastically altered.

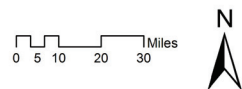
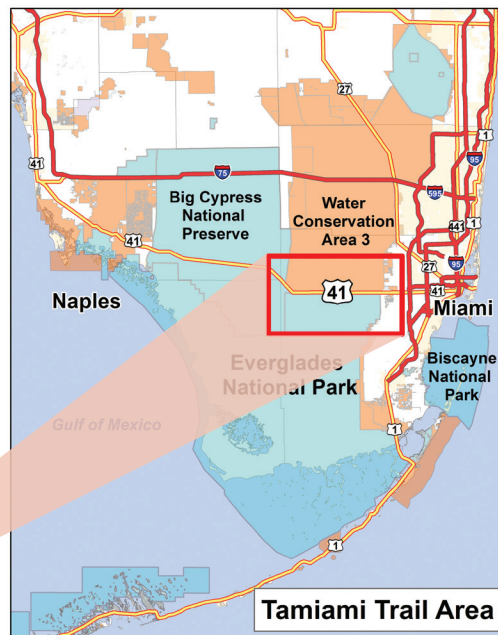
Modern traffic safety standards posed new challenges to fluctuating Everglades water levels. Today's Tamiami Trail has to support heavier vehicles moving at higher speeds. Flooded roads would compromise the structural integrity of the road bed and jeopardize human safety. The Florida Department of Transportation (FDOT) requires low water levels all around the road to safeguard the road bed from damage. The Everglades ecosystem has been seriously damaged by these unnaturally low water levels, and restoration cannot proceed until this problem is solved.

In 1989, the U.S. Congress authorized the Modified Water Deliveries project which intended to deliver more water and ecological benefits to Everglades National Park.

In 2005, the U.S. Army Corps of Engineers proposed an environmentally preferred plan of an 11-mile bridge along the Trail, just west of Miami.

In 2008, Congress approved the construction of a one-mile bridge, to be located two miles west of Tamiami Trail and the Krome Avenue intersection. In 2009, after lawsuits and other delays, a federal judge lifted an injunction issued to prevent work on the bridge.

Projected cost and duration: \$113 million. Projected completion date is 2013.



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Project benefits:

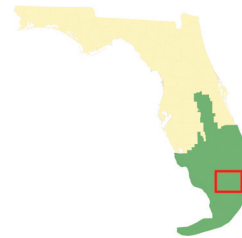
- Restoration of natural water flow and water cycle.
- Improved conditions for the productivity of healthy, natural vegetation including sawgrass, marshes and tree islands.
- Increased peat soils previously lost to unnatural fires.
- Re-establishment of wildlife travel corridor; reduction of species mortality as a result of roadway incidents.
- Improved conditions for fish reproduction, wading-bird nesting and endangered species such as the Everglade Snail Kite.
- Protection from salt-water intrusion into the drinking water aquifer.
- Improved Everglades National Park recreational opportunities.
- Creation of a variety of jobs related to construction and engineering.

Future directions:

The U.S. Army Corps of Engineers experts and Everglades scientists have determined that additional bridging is necessary and that the one-mile bridge is an initial step. The National Park Service is evaluating bridging other sections of the Tamiami Trail that could maximize benefits through construction of a series of bridges, raising the roadway and/or building a continuous bridge.



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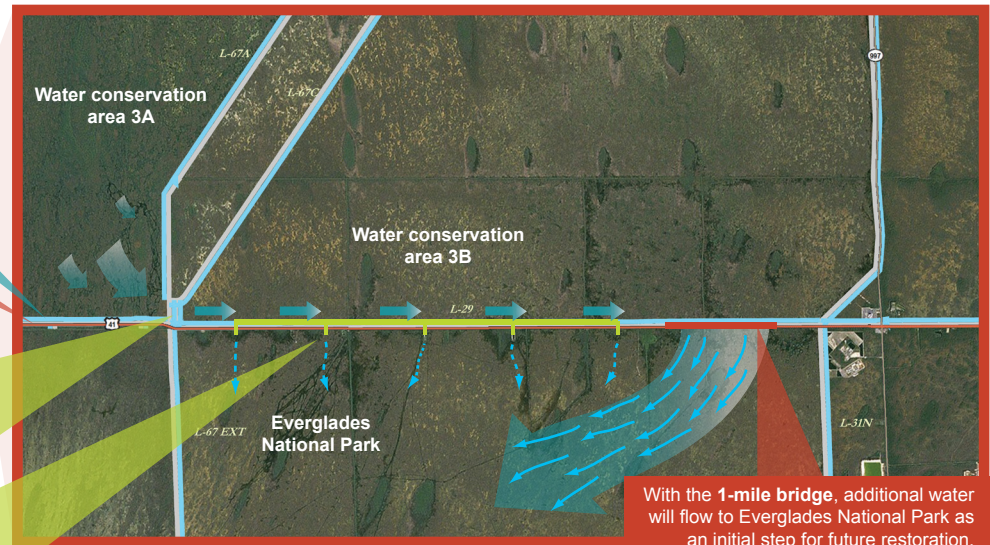


L-29 water canal
Tamiami Trail

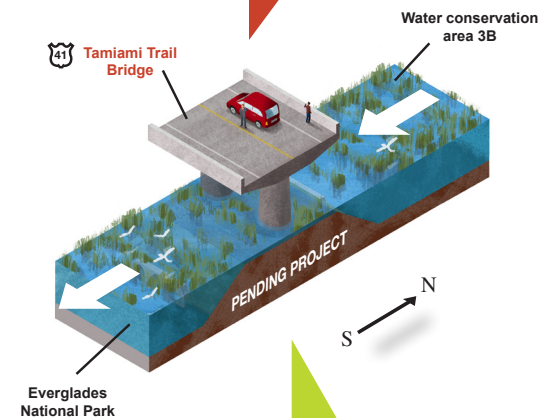
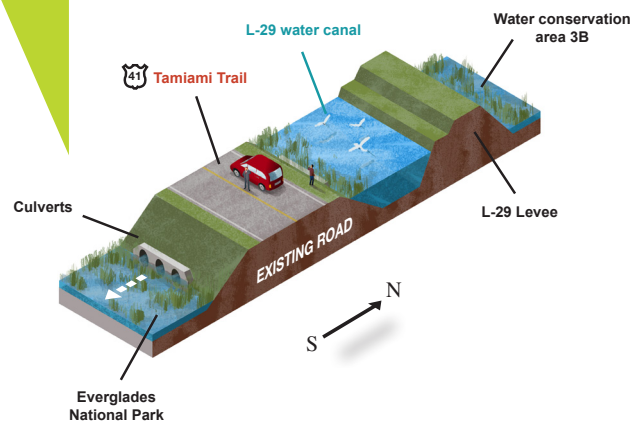
Pump station and water lock system regulates amount of water that goes into the canal.



Water flow is restricted to Everglades National Park. Existing culverts and road safety requirements keep water levels unnaturally low.



With the 1-mile bridge, additional water will flow to Everglades National Park as an initial step for future restoration.



Future vision is to restore needed water flow without levees or compartments blocking water to Everglades National Park by additional bridges and/or road elevation.

