

1 **WHEREAS**, on June 10, 2004, the FDOT and SFWMD entered into a Memorandum
2 of Agreement (attached as Exhibit 1) obligating each party to certain activities to allow the
3 mutually acceptable construction of U.S. Highway 1 and the implementation of the C-111
4 SC, maximizing the environmental restoration and public safety. The MOA obligated the
5 FDOT to, among other things, construct a bridge crossing over the proposed C-111 SC;
6 and

7 **WHEREAS**, on July 20, 2007, the FDOT and SFWMD entered into Joint
8 Participation Agreement (JPA) (attached as Exhibit 2) which obligated the SFWMD to fund
9 the increased costs associated with substituting black asphaltic base for traditional
10 roadway subgrade within the non-elevated portions of the roadway subgrade between the
11 northern approach to the C-111 Canal bridge crossing (at approximate station 218+00)
12 and the southern approach to the proposed Work Camp Road bridge crossing (at
13 approximate station 480+00). The black asphaltic base was substituted to mitigate for the
14 approximate 1.0 foot increase in groundwater stage beneath the roadway as a result of
15 implementing the C-111 SC Project; and

16 **WHEREAS**, the U.S. Army Corps of Engineers and the SFWMD have recently
17 embraced recommendations of the National Academy of Sciences and the Office of
18 Management and Budget to implement Incremental Adaptive Restoration (IAR) as a
19 strategy to move forward with constructing parts of projects which can be justified, can
20 provide measurable restoration benefits early, and provide learning to improve subsequent
21 restoration planning efforts. The C-111SC has been identified as one of the projects to be
22 implemented under this new IAR approach to resolve uncertainties concerning the need
23 for a spreader canal, the appropriate placement to maximize environmental benefits and to
24 identify the quantity and availability of future water for restoration. Accordingly, the
25 planning and disposition of the U.S. Highway 1 bridge crossing has been deferred to a
26 second Project Implementation Report; and

27 **WHEREAS**, the bridge crossing component of the C-111 SC CERP Project has
28 now been deferred, as described above, and modifies the requirements of these prior
29 agreements, the FDOT and SFWMD now find it mutually beneficial to release the FDOT
30 from constructing a bridge crossing over the proposed C-111 SC in exchange for ensuring
31 the FDOT installs a concrete box culvert under U.S. Highway 1 at SW 432nd Street, and

1 installs black asphaltic base between the northern and southern approaches to the C-111
2 Canal bridge crossing (at approximate station 218+00) and the southern approach to the
3 proposed Work Camp Road bridge (at approximate station 515+00) to suitably mitigate for
4 the approximate 1.0 foot increase in groundwater stage that may result from the proposed
5 C-111 Spreader Canal Project.

6
7 **NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE**
8 **SOUTH FLORIDA WATER MANAGEMENT DISTRICT:**

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10 **Section 1.** The FDOT and SFWMD agree that the FDOT shall specify, pay all
11 associated costs for, and ensure the proper installation and maintenance of black asphaltic
12 base within all non-elevated portions of the roadway subgrade between the northern
13 approach to the proposed C-111 Canal bridge crossing (at approximate station 218+00)
14 and the southern approach to the proposed Work Camp Road bridge crossing (at
15 approximate station 480+00) to suitably mitigate for the approximate 1.0 foot increase in
16 groundwater stage beneath the roadway.

17 **Section 2.** The FDOT and SFWMD hereby release each other from their
18 respective obligations set forth within the Joint Participation Agreement, dated July 20,
19 2007, and related Memorandum of Agreement, dated July 26, 2007.

20 **Section 3.** The FDOT and SFWMD hereby release each other from their
21 respective obligations (only as related to construction of the U.S. Highway 1 bridge
22 crossing over the proposed C-111 Spreader Canal set forth within the Memorandum of
23 Agreement, dated June 10, 2004.

24 **Section 4.** The FDOT and SFWMD hereby agree that the FDOT shall construct a
25 6' high by 10' wide concrete reinforced box culvert at Station 495+00. The culverts east
26 and west invert elevations shall be 2.0' below natural ground and the culvert shall extend
27 in both directions such that the east and west invert elevations matches natural ground, or
28 a distance of 5' from the toe of slope of the roadway embankment, whichever is less.

29 **Section 5.** The FDOT and SFWMD hereby agree that all other obligations set
30 forth within the Memorandum of Agreement, dated June 10, 2004, not related to
31 construction of the U.S. Highway 1 Bridge over the proposed C-111 SC, shall remain valid
32 and in full force and effect.

