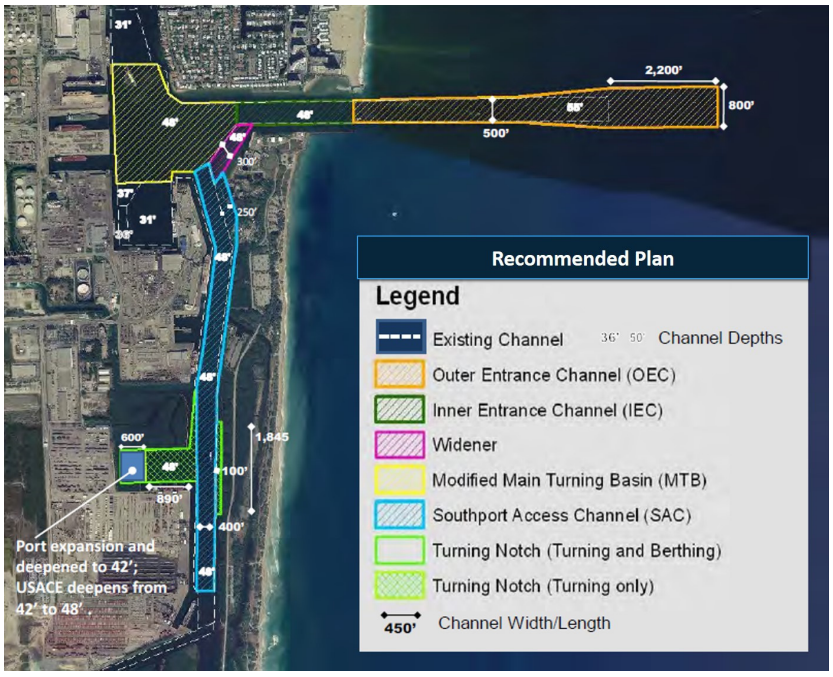
HARBOR DEEPENING AND WIDENING

The U.S. Army Corps of Engineers (USACE) is advancing efforts to deepen and widen the navigational channels and turning basin at Broward County's Port Everglades. This project addresses safe shipping requirements as older fleets are being replaced with much larger ships that require wider channels and deeper water. Lightly loaded larger cargo ships currently arrive from Europe and South America. Some of the larger ships have difficulty maneuvering safely when other ships are berthed in some of the channel's narrower areas. The project addresses environmental concerns and will utilize innovative approaches for coral restoration as Broward County, FL, has major economic interests in both its seaport and its sensitive coral reefs.

Project Description

- Deepening and widening the Outer Entrance Channel from an existing 45-foot depth over a 500-foot channel width to a 55-foot depth by 800 feet width for a flared extension that extends 2,200 feet seaward
- Deepening the Inner Entrance Channel and Main Turning Basin (MTB) from 42 feet to 48 feet (plus 1-foot required and another 1-foot allowable overdepth for a total 50 feet)
- Widening the rectangular shoal region to the southeast of the MTB (Widener) by approximately 300 feet and deepening to 48 feet
- Widening the Southport Access Channel (SAC) in the proximity of Berths 23 to 26, referred to as the "knuckle," by approximately 250 feet and reconfiguring the U.S. Coast Guard (USCG) facility to the east



- Shifting the existing 400-foot-wide SAC nearly 65 feet to the east from nearly Berth 26 to the south end of Berth 29 to provide a transition back to the existing federal channel limits
- Deepening the SAC from Berth 23 to the south end of Berth 32 from 42 feet to 48 feet

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- Deepening the east end of the Southport Turning Notch, including a portion of the extension, from 42 feet to 48 feet (plus 1-foot required and 1-foot allowable overdepth for a total of 50 feet) in the area extending 1,300 feet from the SAC, with an additional 100-foot widening parallel to the channel on the eastern edge of the SAC over a length of about 1,845 feet
- Widening the western edge of the SAC for access to the Turning Notch from the existing federal channel edge near the south end of Berth 29 by about 100 feet at the north edge of the Turning Notch

Estimated Cost (as of October 2016)

Total	$389,303,000
Federal Share	$198,870,000
State Share (to date)	$3,576,000 (preconstruction engineering and design)
Non-Federal Share	$190,433,000 (construction) - Port Share: $99,183,000; State Share (FY17-21 Work Plan): $91,250.000

Estimated Timeline

June 26, 2015	Signed Chief of Engineers Report from the USACE
January 29, 2016	Asst. Secretary of USACE Record of Decision submitted to Congress
Spring 2016	Design Start
December 2016	Project Authorized (WIIN Act)
January 2020	U.S. Coast Guard Reconfiguration construction contract award
March 2020	Construction contract award for channel deepening and widening
March 2022	Estimated completion for U.S. Coast Guard Station reconfiguration
2022-2025*	Construction Completed (estimated 3-5 years after construction start)

Estimated Economic Impact for Construction (short term) – study by USACE

4,789 Total Construction Jobs (2,222 direct jobs and 2,567 indirect and induced jobs)

Annual Business Economic Impact (permanent) – study by Martin Associates

1,491 Direct, Induced and Indirect Local/Regional Jobs and 29,273 Related User Jobs Statewide

Mitigation Efforts

The USACE Chief of Engineers Report includes some significant mitigation measures to be implemented at the outset of the project. A key innovation of the project includes transplanting approximately 103,000 nursery-propagated corals over existing reef areas and new artificial reefs, along with the relocation of existing corals that may be affected within the footprint of the project. In addition, the mitigation plan includes restoring seagrasses and mangroves in West Lake Park located just south of Port Everglades, and building environmentally friendly bulkheads throughout the channels to further reduce the impacts of the project. USACE, the National Marine Fisheries Services and other federal and state agencies developed a mitigation plan after extensive public comment that includes traditional and innovative approaches to environmental compensatory mitigation.

Why this Project is Necessary

- Newer generations of larger cargo ships began coming to Port Everglades several years ago from Europe and South America, prior to the Panama Canal expansion. But these ships must be lightly loaded due to the inner channel's restrictive 42-foot depth. Eventually, due to economies of scale, fully loaded ships will be forced to go elsewhere, resulting in lost business and jobs.
- As the nation's leading gateway for trade with Latin America, Port Everglades handles approximately 15 percent of all Latin American trade in the United States and 37 percent of Florida's total trade in the region. Deeper channels are needed to safely accommodate increasingly larger cargo ships from these regions.
- The commodities demanded by South Florida's growing consumer population –approximately 6 million residents regionally and 110 million seasonal visitors statewide, support fully-loaded cargo vessels arriving at Port Everglades.
- Deepening and widening the port's navigational channels are a matter of safety and efficiency.

To learn more, visit porteverglades.net

U.S. Army Corps of Engineers at saj.usace.army.mil

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