



# SARNO LAKES II

Sarno Lakes II consists of upgrading ditches and culverts in the Harlock Road, Aurora Road, White Road and Carolwood Road areas and improving flow under I-95. It will divert flows to the retention basin constructed in the Sarno Lakes-Phase I project and will reduce flooding in the area. These enhancements are a segment of an overall watershed-based master drainage plan which will provide both water quality and quantity improvements. This project, funded with Constitutional Gas Tax Bond proceeds and stormwater revenues is anticipated to be complete in FY 2012-2013.



- 1 Increase the conveyance capacity of the FDOT culvert within the Hopkins Canal at Interstate 95. The County anticipates the installation of one or more 48-inch steel culverts in parallel with the existing culvert using a jack and bore technique.
- 2 Upgrade the two (2) driveway crossings along Hopkins Canal between I-95 and John Rodes Boulevard. One crossing is associated with the Oak Forest Subdivision and the second crossing is associated with the FPL Sarno sub-station.
- 3 Widen / re-grade and increase the conveyance capacity of all the culverts in the Harlock Ditch (Harlock Road), between Aurora Road (Hopkins Canal) and Lake Washington Road.
- 4 Increase the conveyance capacity of the FDOT culvert at John Rodes Boulevard.
- 5 Construction of a storm sewer system along Marywood Road, between Carolwood Drive and White Road, then along White Road, between Marywood Road and the Buddhist Temple ditch. Also, widen / re-grade the existing Buddhist Temple ditch between White Road and Aurora Road.
- 6 Increased conveyance capacity of the existing drainage system along Turtle Mound Road, between Lake Washington Road and Palomino Road.
- 7 Connect the Hopkins Canal to the existing County ditch located immediately north of the existing FDOT ditch.
- 8 Widen / re-grade and increase the conveyance capacity of all the culverts along Aurora Road (Hopkins Canal), between Turtle Mound Road and Marywood Road.
- 9 The County anticipates the installation of one or more 48-inch steel culverts underneath Interstate 95 within the FDOT Canal, south of the Hopkins Canal, using a jack and bore technique.