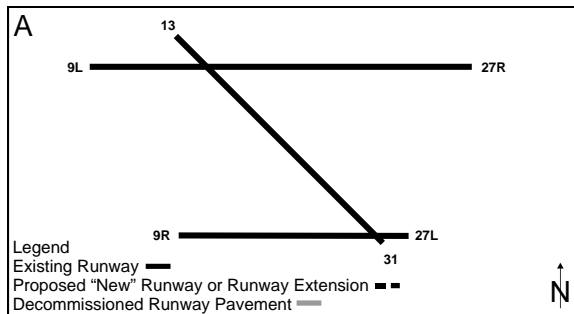


6.D.2.1 Direct and Constructive Impacts to Section 4(f) Resources

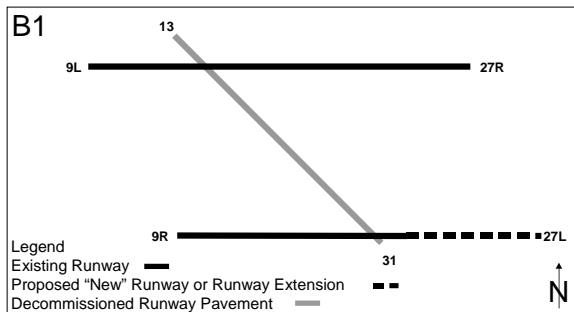
6.D.2.1.1 ALTERNATIVE A: NO ACTION



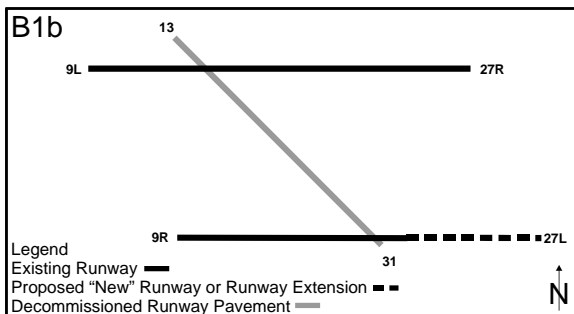
There would be no construction or development with Alternative A. There would be no direct use of Section 4(f) resources. Existing flight tracks would remain the same, so there would be no constructive use of Section 4(f) resources.

Alternative A would have no impact on Section 4(f) resources.

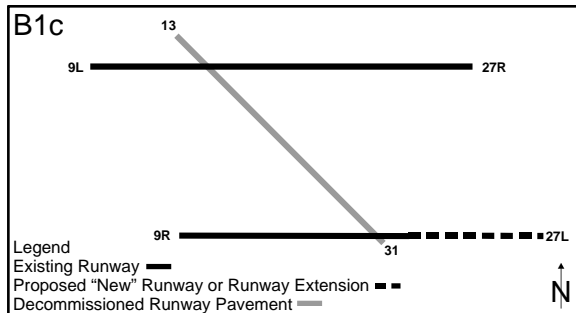
6.D.2.1.2 ALTERNATIVE B1: REDEVELOP AND EXTEND EXISTING RUNWAY 9R/27L TO AN 8,600-FOOT BY 150-FOOT ELEVATED RUNWAY



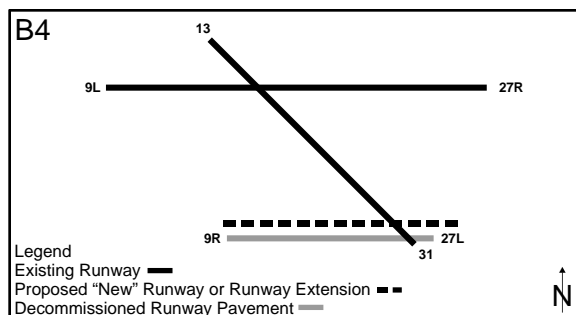
6.D.2.1.3 ALTERNATIVE B1b: REDEVELOP AND EXTEND EXISTING RUNWAY 9R/27L TO AN 8,000-FOOT BY 150-FOOT ELEVATED RUNWAY WITH EMAS



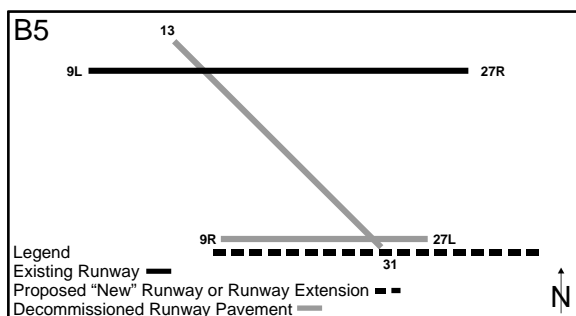
**6.D.2.1.4 ALTERNATIVE B1c (AIRPORT SPONSOR'S PROPOSED PROJECT):
REDEVELOP AND EXTEND EXISTING RUNWAY 9R/27L TO AN
8,000-FOOT BY 150-FOOT ELEVATED RUNWAY WITH EMAS;
RUNWAY USE DETERMINED BY BROWARD COUNTY'S
INTERLOCAL AGREEMENTS.**



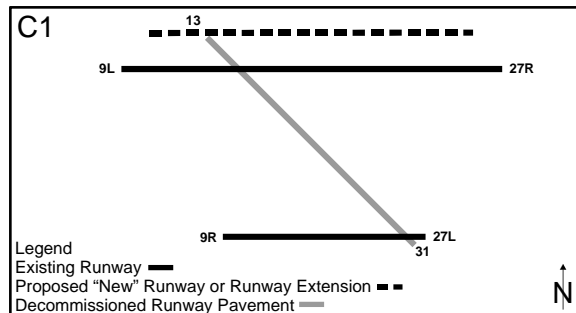
**6.D.2.1.5 ALTERNATIVE B4: BUILD A NEW 6,000-FOOT AT GRADE
RUNWAY WITH EMAS LOCATED 340 FEET NORTH OF EXISTING
SOUTH RUNWAY (TO REPLACE EXISTING RUNWAY 9R/27L)**



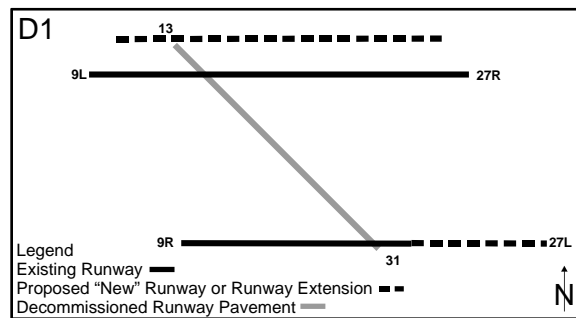
**6.D.2.1.6 ALTERNATIVE B5: BUILD A 7,800-FOOT ELEVATED RUNWAY
WITH EMAS LOCATED 320 FEET SOUTH OF EXISTING SOUTH
RUNWAY (TO REPLACE EXISTING RUNWAY 9R/27L)**



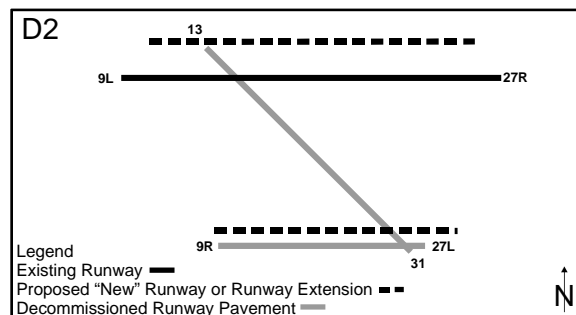
6.D.2.1.7 ALTERNATIVE C1: BUILD A 7,721-FOOT AT GRADE RUNWAY LOCATED 850 FEET NORTH OF EXISTING RUNWAY 9L/27R (A DEPENDENT PARALLEL RUNWAY TO EXISTING RUNWAY 9L/27R)



6.D.2.1.8 ALTERNATIVE D1: REDEVELOP AND EXTEND EXISTING RUNWAY 9R/27L TO 8,000 FEET AND BUILD A NEW 7,721-FOOT RUNWAY NORTH OF EXISTING RUNWAY 9L/27R (COMBINATION OF ALTERNATIVES B1B AND C1)



6.D.2.1.9 ALTERNATIVE D2: BUILD A NEW 6,001-FOOT AT GRADE RUNWAY WITH EMAS LOCATED 340 FEET NORTH OF EXISTING SOUTH RUNWAY AND BUILD A 7,721-FOOT AT GRADE RUNWAY LOCATED 850 FEET NORTH OF EXISTING RUNWAY 9L/27R (COMBINATION OF ALTERNATIVES B4 AND C1)



No direct use of Section 4(f) resources would result from Alternatives B1, B1b, B1c, B4, B5, C1, D1, and D2. Constructive use of 4(f) properties would not occur under these runway development alternatives for either the 2012 or 2020 noise condition. No parks or outdoor sports facilities, which are compatible with noise levels of up to 75 Day-Night Average Sound Level (DNL), were identified within the 75 DNL noise

contours for any of the alternatives. No outdoor nature exhibits or zoos, which are compatible with noise levels up to 70 DNL, were identified within the 70 DNL noise contours for any of the alternatives. No outdoor music shells or amphitheaters, which are compatible with noise levels up to 65 DNL, were identified within the 65 DNL noise contour for any of the alternatives.

No direct or constructive use of any Section 4(f) resources would result from any of the runway development alternatives.

6.D.2.2 Temporary Construction Impact to Section 4(f) Resources

A potential temporary construction impact of Alternatives B1, B1b, B1c, B5, and D1 includes using dredge material from Port Everglades as construction fill. The Airport Sponsor has proposed using dredge material transported from the Port to FLL through a temporary slurry pipe. The temporary pipe would extend over a portion of West Lake Park located north of the Dania Cut-Off Canal. The temporary slurry pipe would be installed along an existing east-west gravel access road crossing through West Lake Park, between the airport and Port Everglades.

Broward County Parks and Recreation Division⁴ has informed the FAA that this portion of West Lake Park is not accessible to the public and that there are no park programs or activities offered in this portion of the park (see correspondence in Appendix K.2, Section K.2.1, *Section 4(f)*). Broward County has informed the FAA that the impacts from the installation and use of the slurry pipe would be temporary and limited to a portion of the construction period.

Alternatives B1, B1b, B1c, B5, and D1 would have temporary construction impacts to West Lake Park, which is a Section 4(f) resource. However, these impacts would be temporary. The slurry pipe would be removed upon completion of airport construction. There would be no permanent changes or alterations to the park and all land disturbed would be fully restored.

⁴ Letter from Gil MacAdam, Broward County Parks and Recreation Division, to Virginia Lane, FAA Orlando Airports District Office, RE: Proposed Temporary Installation of Pipe/West Lake Park. Dated: December 12, 2006.

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