

Administrative Action Environmental Assessment

NW 7th/9th Connector Project
Florida Department of Transportation, District 4
Fort Lauderdale, Florida

State Project Number:	86000-1692
Federal Project Number:	33C-9040-049
Work Program Number:	4120356
Financial Project Number:	23072612101
State Road Number:	N/A

City of Fort Lauderdale Number:	P-9295
Broward County Number:	5027

Prepared for:
City of Fort Lauderdale
and
Broward County

November 2000

Federal Highway Administration

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT

U.S. Department of Transportation

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The proposed project would provide a 1-mile (1.6 km) diagonal connector linking NW 7th Avenue at Broward Boulevard (SR 842) with NW 9th Avenue at Sunrise Boulevard (SR 838). The new 7th/9th Connector would be either four or six lanes, with a median, bicycle lanes, curb-and-gutter drainage, sidewalks, and full turn lanes at signalized cross streets. No bridge structures are involved.

Submitted pursuant to 42 U.S.C. 4332 (2)(c).

Approved For Public Availability

01 / 23 / 01
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For Division Administrator
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1. DESCRIPTION OF THE PROPOSED ACTION

This section briefly describes the project proposed to meet the area's transportation need. Section 2 describes in greater detail that need. Section 3 discusses the alternatives considered during the study, providing more specific detail about the engineering aspects of the project and the decision-making process that led to the alternatives discussed herein. Section 4 describes the impacts of the alternatives under consideration. Finally, Section 5 covers the public involvement efforts and agency involvement so key to the evaluation and proper planning of the alternatives and final plan.

The proposed project is located northwest of downtown Fort Lauderdale in Broward County, Florida (Figure 1-1). It involves a 1.0-mile (1.6 km) section of road that would diagonally connect Broward Boulevard (SR 842) at NW 7th Avenue in the south with Sunrise Boulevard (SR 838) at NW 9th Avenue (SR 845, known as Powerline Road) in the north. Providing this 7th/9th Connector will eliminate the "dogleg" at Sunrise Boulevard, wherein northbound travelers must shift from NW 7th Avenue over three blocks of Sunrise Boulevard to proceed north on NW 9th Avenue. (The converse is true for southbound travelers.) South of Sunrise Boulevard NW 7th Avenue now has a five-lane urban section. The center lane is a two-way left-turn lane. North of Sunrise Boulevard it has a two-lane rural section. NW 9th Avenue now has a six-lane, median-divided urban section, with a left-turn lane north of Sunrise Boulevard, but a two-lane rural section to the south. The proposed 7th/9th Connector would provide either four or six lanes (depending on the alternative selected), plus a median and bicycle lanes, all with curb and gutter construction and sidewalks. There are no major drainage or bridge structures involved. To account for intersection improvements, the proposed construction limits would be from SW 2nd Street to NW 11th Street.

This environmental document covers improvements north of Broward Boulevard only. Broward Boulevard is the northern boundary of the Sailboat Bend Historic District. Roadway improvements and necessary approvals south of Broward Boulevard will be made by others.

