

# SR-997/Krome Avenue Truck By-Pass Project Development and Environment (PD&E) Study

Miami-Dade County, Florida

FPID No.: 405575-2-22-01

ETDM No.: 9852

## Project Description and Need

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for SR-997/Krome Avenue (SW 177<sup>th</sup> Avenue) in Miami-Dade County, Florida. The purpose of the project is to provide a truck by-pass facility to redirect truck traffic from the Homestead Historic Downtown District, to enhance truck traffic movement and address existing problems related to traffic congestion.

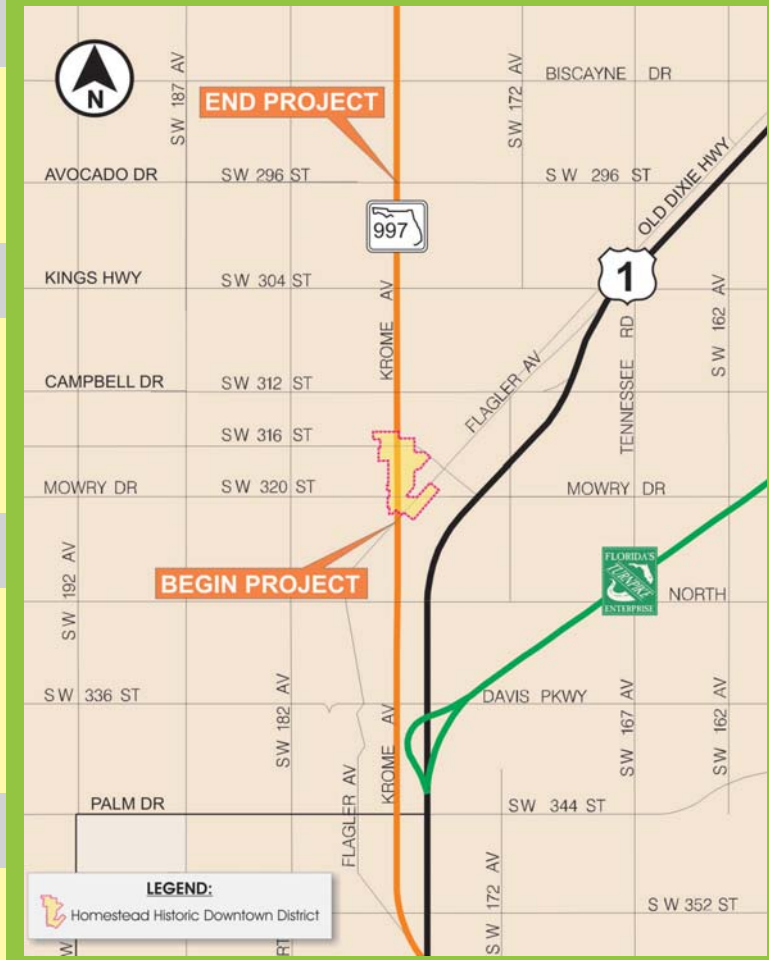
Krome Avenue is a north-south rural/suburban/urban principal arterial in Miami-Dade County that intersects and provides access to SR-5/US 1 to the south, SR-90/Tamiami Trail in west central Miami-Dade County, and US 27/Okeechobee Road to the north. These routes are considered part of the main freight activity in south and west Miami-Dade County, with a daily truck percentage of 14.66%. Krome Avenue provides a connection from residential areas in Florida City and the City of Homestead to employment and agricultural centers along the route. In addition, it serves as an important truck route for produce shipped from south Miami-Dade County to other regions within and outside the state of Florida. This road is a regional connector, classified as a Florida Intrastate Highway System/Strategic Intermodal System (FIHS/SIS) facility.

The planned truck by-pass for Krome Avenue would improve traffic safety and provide relief for congestion along the Krome Avenue corridor within the City of Homestead. Safety and emergency access will be enhanced through this corridor improvement.

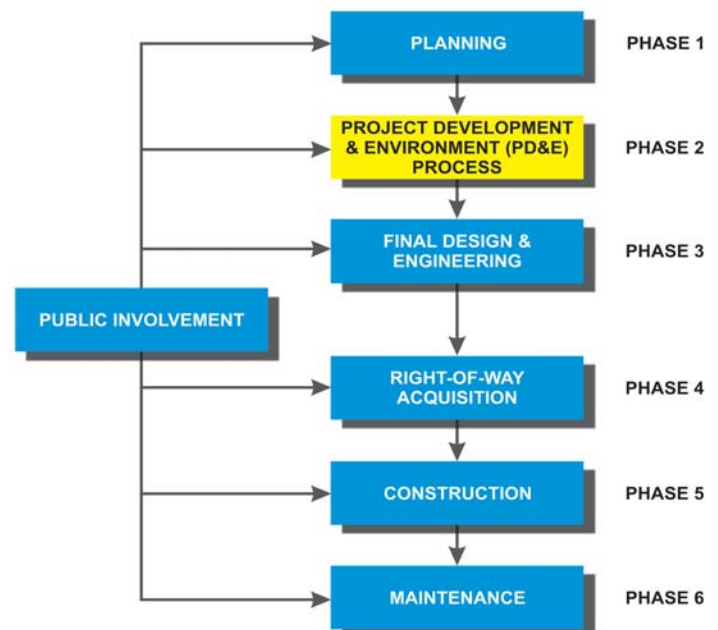
The project alternatives will be studied with substantial input from the local community in an effort to address the stakeholder "vision" for the roadways and to work within the framework of the corridor context.

## FDOT Partners With Public In Study

FDOT has embarked on a public involvement program as a part of this PD&E Study. The public involvement began in late 2008 and will continue throughout the project. The public involvement process is designed to ensure public input in the development of project alternatives by actively encouraging and facilitating the involvement of the general public, citizen groups, interest groups, elected and appointed officials, environmental resource agencies, and other stakeholders. Opportunities to comment include communication with project staff and attending public meetings.



## PROJECT PHASES



- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
- Alternative G