

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14369

Financial Management Number: 444236-1-22-01

Federal-Aid Project Number: N/A

Project Manager:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Interim Director Office of Environmental Management  
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

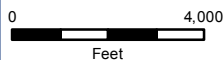
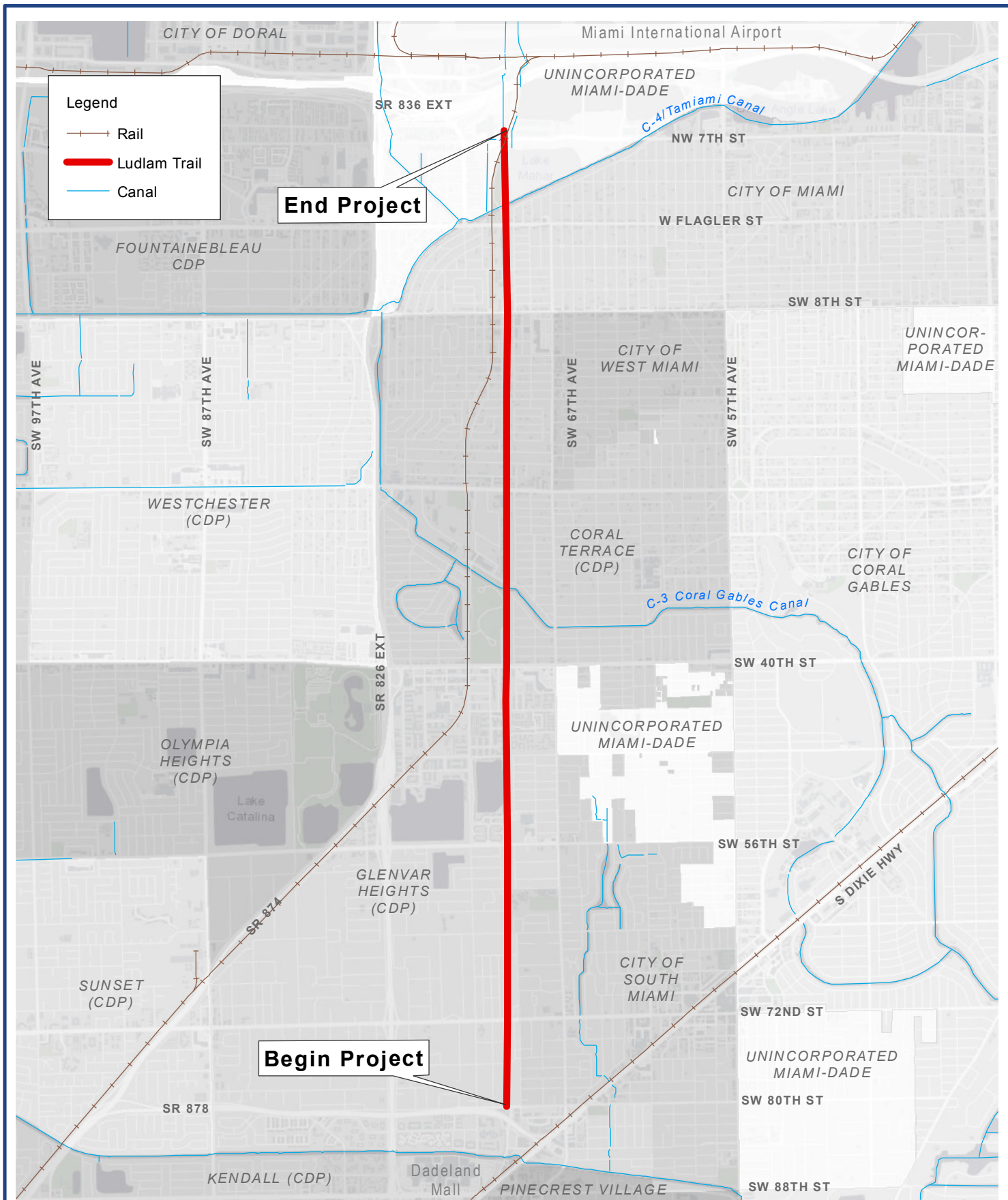
On 02/12/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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**Project Location Map**  
**Ludlam Trail Corridor**  
**PD&E Study**



# 1. Project Information

## 1.1 Project Description

Miami-Dade Parks, Recreation and Open Spaces (MDPROS) is proposing to develop a 5.6-mile multi-use trail within a former railroad corridor (i.e., the Ludlam Trail Corridor, or the proposed project). As a priority paved land trail from the Florida Greenways and Trails System (FGTS) Priority Network and Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible transportation corridor will serve bicyclists, pedestrians, and users of other types of non-motorized vehicles. In addition, the proposed project is anticipated to provide a safe, dedicated, and direct means of non-motorized transportation to and from areas of residences, transit, work, schools, parks, and shopping centers.

The proposed project limits extend along a segment of the former rail corridor from SW 80th Street to 400feet north of NW 7th Street, between 69th and 70th Avenue (Figure 1-1). The project primarily occurs within the former railroad right-of-way (ROW) with the exception of proposed improvements at road and street crossings. The ROW for the proposed Ludlam Trail Corridor is approximately 100 feet wide for most of its length, although it narrows to between 75 and 80 feet in some areas and down to 18 feet in easement sections designated for mixed-use development. The project study area traverses sections of the City of Miami and unincorporated Miami-Dade County (MDC). The project is adjacent to the City of South Miami and proximate to the City of West Miami.

The proposed improvements generally consist of a 12-foot-wide, two-way, asphalt bike path, separated by a landscaped buffer from an 8-foot-wide concrete pedestrian path which has a 2-foot-wide soft natural jogging surface adjacent to it.

The Ludlam Trail will provide separate areas for bicycle and pedestrian modes of travel. There will be two general configurations: one with buffered separation between the two modes and one with no separation between the two modes. A total of four proposed typical sections will be used along the corridor:

- **Typical Section 1 - Buffered Separation (See Figure 4-1 in the PER):** The trail consists of a 12-foot-wide bike trail and an 8-foot-wide pedestrian trail separated by a landscape buffer that varies in width from 4 to 14 feet, with a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.
- **Typical Section 2 - No Separation (See Figure 4-2 in the PER):** The trail consists of a 12-foot-wide bike trail and a 5.5- to 8-foot-wide pedestrian trail immediately adjacent to one another with pavement markings, with up to a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.
- **Typical Section 3 - Development Zones (in limited applications, as shown in Figure 6-1 in the PER):** The trail consists of a 10-foot- to 12-foot-wide bike trail and a 5.5-foot-wide pedestrian trail immediately adjacent to one another with pavement markings.
- **Typical Section 4 - With Landscaped Divider (in limited applications, shown in Figure 6-2 in the PER):** The trail consists of a 12-foot-wide bike trail and an 8-foot- to 10-foot-wide pedestrian trail that will be separated by a 4-foot-wide curbed landscaped divider buffer, with up to a 2-foot-wide soft natural surface path adjacent to the pedestrian trail.

The proposed trail will have 11 at-grade crossings, four grade-separated bridge crossings (at SR 976 / SW 40th Street / Bird Road; SW 24th Street / Coral Way; US 41 / SR 90 / SW 8th Street / Tamiami Trail / Calle Ocho; and SR 968 / W Flagler Street), and cross two existing South Florida Water Management District (SFWMD) canals (C-3/ Coral Gables

Canal and C-4 / Tamiami Canal).

- **Bridge Typical Cross Section - In Development Zones:** The trail across these bridges will consist of a 10-foot-wide bike trail and a 5.5-foot-wide pedestrian trail immediately adjacent to one another with a 6-inch pavement marking stripe separating the travel modes; the outside bridge width is 17-feet-7-inches.
- **Bridge Typical Cross Section - Not in Development Zones:** The trail across these bridges will consist of a 12-foot-wide bike trail and an 8-foot-wide pedestrian trail immediately adjacent to one another with an 18-inch pavement marking stripe separating the travel modes; the outside bridge width is 23-feet-1-inch.

## 1.2 Purpose and Need

The purpose of the proposed Ludlam Trail Corridor Project is to encourage the use of alternate modes of transportation and enhance overall connectivity and accessibility to schools, parks, transit stations, and bus stops for more than 30,500 residents present within two (2) miles of the proposed project corridor. The need for the proposed project is based on the criteria identified below.

### Area Wide Network/System Linkage

The proposed project supports the vision of the MDPROS Open Space Master Plan (OSMP), a primary element of which is to "provide an interconnected trail system which offers transportation alternatives and reduces traffic congestion." The OSMP provides a 50-year unifying vision for a livable and sustainable MDC, which involves the development of a seamless system of greenways, trails, and water trails. The Ludlam Trail will be a vital component of this network as it will link open spaces and civic institutions to neighborhoods, while offering a reliable transportation alternative. From a regional perspective, the proposed project will connect to the Metrorail Dadeland North Station via existing sidewalks along SW 70th Avenue from SW 80th Street to SW 85th Street; the proposed Strategic Miami Area Rapid Transit (SMART) Plan Corridor #2 (East-West Corridor) near NW 7th Street to the north; and to other planned trails including The Underline/East Coast Greenway, South Dade Trail, Snapper Creek Trail, East/West Trail, and Merrick Trail.

### Social and Economic Demand

According to the Miami-Dade County Trail Benefits Study - Ludlam Trail Case Study (2011), development of the Ludlam Trail Corridor will improve public mobility for walking and biking to schools, parks, and transit stations, resulting in a reduction of daily vehicle trips in the project vicinity. By providing additional non-motorized transportation options, fewer vehicles will likely travel on the surrounding roadway network, which will help to reduce traffic congestion on major arterials in the area. Furthermore, the proposed project will enhance mobility and strengthen connections to neighboring communities, providing increased opportunities for economic development as well as recreational opportunities.

## 1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS
Yes	Listed in the 2045 Long Range Transportation Plan (LRTP) on page 7-72 & 7-73.

	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
<b>TIP</b>	Y	254,000 8,894,000 713,000 455,000	<2021 2020-2021 2023-2024 2024-2025	The total funding amount in the TIP is generally consistent with the STIP.
<b>STIP</b>	Y	253,870 8,893,949	<2021 2021	The total funding amount in the STIP is generally consistent with the TIP.
<b>R/W</b>				
<b>TIP</b>	Y	10,993,000	<2021	The total funding amount in the TIP is generally consistent with the STIP.
<b>STIP</b>	Y	10,993,150	<2021	The total funding amount in the STIP is generally consistent with the TIP.
<b>Construction</b>				
<b>TIP</b>	Y	8,000,000	2023-2024	The total funding amount in the TIP is generally consistent with the STIP.
<b>STIP</b>	Y	8,000,000	2024	The total funding amount in the STIP is generally consistent with the TIP.

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### USCG Permit

- ☒ A USCG Permit IS NOT required.  
☐ A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).



### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

For additional information on the following, please refer to the Sociocultural Effects Evaluation (SCE) Technical Memorandum completed for this project located in the project file.

##### Social Demographics

The SCE Study Area traverses four (4) census designated places (South Miami, Glenvar Heights, Coral Terrace, and Miami), including several neighborhood communities. Other community features reported within the SCE Study Area include: five (5) brownfields, three (3) community centers, one (1) Development of Regional Impact, one (1) government building (United States Post Office), 21 health care facilities, 21 homeowner and condominium associations, one (1) Lasik medical facility, eleven (11) public and private schools, eleven (11) religious centers, one (1) mobile home and Recreational Vehicle (RV) park, seven (7) FDOT Roadway Characteristics Inventory (RCI) bridges, 51,389 linear feet of mainline railroad, four (4) local Florida parks/recreational facilities, one (1) Office of Greenways and Trails (OGT) multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Network in Florida (Ludlam Trail Corridor [this project]), one (1) existing recreational trail (Bike Route 6), twelve (12) Florida Site File field survey project boundaries, two (2) Florida Site File historic standing bridges, 14 Florida Site File historic standing structures, and nine (9) Florida Site File resource groups.

Demographic data reported are from the U.S. Census Bureau's American Community Survey (ACS), 5-year estimate for years 2015-2019. The 2019 Census Block Group Data, which contains the most recent demographic profile, was used to complete the demographic comparison and analysis contained in this document. The SCE Study Area intersects 36 census block groups in Miami-Dade County. After grouping the census blocks intersecting the Ludlam Trail Corridor project area, the averages of specific demographic information were compared to the demographic information for all of Miami-Dade County and the State of Florida.

The SCE Study Area has a higher percentage of Whites (90.2%) and Hispanics (81.4%) and a lower percentage of Blacks (3.9%) compared to the whole of Miami-Dade County (75.1%, 17.4%, and 68.5% respectively), as well as the State of Florida (75.1%, 16.1%, and 25.6% respectively). However, the overall minority percentage is very similar to the overall County at approximately 87%. The SCE Study Area has a higher percentage of population that is above 65 years old (20.1%), compared to the overall County (16%), and identical percentage compared to the overall State (20.1%). Similarly, the median age of the population within the SCE Study Area (42.4 years old) is higher than that present in Miami-Dade County (39.9 years old) more generally, and the very similar to the average present statewide (42 years old). The higher minority population is generally located north of SW 40th Street.

The SCE Study Area (3,087.4 persons per square mile) has a much higher population density than Miami-Dade County (1,315.5 persons per square mile), a characteristic which is consistent with an urban corridor. The median household income is higher for the SCE Study Area (\$64,098) compared to the overall County (\$51,347), and more than Florida as a whole (\$55,660). The SCE Study Area (12.3%) has lower percentages of residents living below the poverty line compared to the overall County (17.1%) and State (14.0%).

The SCE Study Area (7.8%) has a slightly smaller percentage of households without a vehicle compared to Miami-Dade County (10.3%), but a slightly higher percentage compared to the overall State (6.3%). The SCE Study Area has some polarization in education attainment when compared to the State of Florida, with a high school graduation rate lower than that of the State (84.0% compared to 88.2% respectively), but a higher percentage of the population attaining a bachelor's or higher college degree when making the same study area comparison (34.3% compared to 29.9% respectively).

No changes to the population or demographic characteristics of the SCE Study Area are anticipated to result from the project as it is located within a former railroad corridor. In addition, the project is consistent with local growth management plans and adopted land use plans.

### **Community Cohesion**

No neighborhood division or social isolation is expected to occur as a result of the proposed project. Overall, the proposed project is expected to enhance community cohesion and the social environment by providing non-motorized transportation accommodations; improving opportunities for social interaction, as well as physical activity and a healthy lifestyle; and providing potential amenities (e.g., pocket parks, benches, fountains, shade trees, and landscaped buffer areas) within the corridor to meet both the livability and mobility goals expressed by the County and surrounding communities. Minimal impact to social aspects is anticipated given that access to proximate residences, businesses, and recreational features could temporarily be affected and/or modified as a result of project construction.

### **Safety**

The Ludlam Trail Corridor faces many challenges as the demand for open space intended for development increases throughout Miami-Dade County. Corridor encroachment and conflicting land uses are examples of conditions that arise; however, potential user safety is of the highest importance. With the corridor's north to south layout, trail traffic will travel both parallel and perpendicular to the flow of automobile traffic throughout south-central Miami-Dade County. This leads to a number of roadway crossings that involve safety concerns for both trail users and roadway drivers. During the engineering planning process, attention was paid to the type of roadway crossings, including arterial roadway crossings, collector street crossings, and local/neighborhood street crossings. This included whether the crossing will be between existing signalized intersections (mid-block crossing) or if the crossing is located near an existing signalized intersection.

There are four (4) above-grade structures proposed at the major intersections to accommodate safe crossings. This includes all three (3) of the arterial roadway crossings [West Flagler Street, SW 8th Street (Tamiami Trail), and SW 40th Street (Bird Road)] and one (1) minor arterial crossing at SW 24th Street (Coral Way). These crossings will be designed consistent with the project vision, community framework, and safety standards.

### **Community Goals/Quality of Life**

The Ludlam Trail Corridor has been the subject of several regional and local transportation studies. These studies have identified the corridor as an opportunity for a regionally significant trail and have built community support throughout central Miami-Dade County.

Charrettes were conducted in 2015 for the Ludlam corridor located in Miami-Dade County Commission Districts 6 and 7. These two charrettes were open to the public and local residents shared their ideas for the future development of the corridor.

On April 21, 2015, the Board of County Commissioners adopted resolution R-350-15 directing that the results of the charrettes conducted for the corridor be reflected in a staff application to amend the Comprehensive Development Master Plan (CDMP) for the Ludlam Trail Corridor. Metropolitan Planning Organization (MPO) Resolution #29-16 supports funding applications to FDOT for the SUN Trail Program and listed the Ludlam Trail as the number one priority trail project. After years of public involvement and collaboration, the Board of County Commissioners formally adopted the Ludlam Trail Corridor District as part of the Miami-Dade Comprehensive Development Master Plan in 2017.

The Ludlam Trail project is contained in the MDPROS's Parks and Open Space System Master Plan. This vision creates a long-term guide to future park and trail development and stewardship. Most pertinent to this study is the component Great Parks, Greenways, Trails and Water Trails. This component seeks to provide an interconnected trail system that offers transportation alternatives and reduces traffic congestion, creates new recreation opportunities, increases property values, protects natural resources, and encourages tourism and business development.

Community leaders met with the MDPROS and have provided input into the project at public meetings and through extensive coordination with the MDPROS project team. Based on the input received through the project scoping and development process, the public involvement process, and a review of pertinent regional and local studies, documents, guidelines and governing codes and ordinances, the project is consistent with the community's vision. The Ludlam Trail Corridor Project will improve the quality of life of those living in the SCE Study Area, as well as visitors to the trail system.

### **Special Community Designations**

There are no historic neighborhoods or historic business districts located within the SCE Study Area. The Miami-Dade County Enterprise Zone (EZ) occupies 6.55 percent (126.46 acres) of the 0.25-mile project buffer and four brownfields are also present (Central Miami Area, Coral Terrace, Glenvar Heights, and Miami EZ Expansion Area). The presence of the EZ in the project corridor is compatible with the proposed project.

## **3.2 Economic**

### **Business and Employment**

The population of Miami-Dade County is expected to increase by over 30 percent from 2010 to 2040. Employment is expected to increase by 40 percent during the same time period. Consequently, long-term mobility options are needed that will not only serve current traffic volumes but will also accommodate the population and employment growth expected between 2018 and 2040.

The *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study* estimates the following economic benefits based on implementation of the project:

- Property Values - anticipated to increase within the Walkable Area (0.5 mile of a proposed public access point to the trail) at an annual pace of 0.32 percent to 0.73 percent faster than other properties in the County; total increase over a 25-year period of between \$121 million and \$282 million
- Property Taxes - anticipated to increased property values within the Walkable Area will generate additional tax revenue between \$98,000 and \$229,000 annually; total property tax revenue over a 25-year period of between \$2.47 million and \$5.74 million



- Retail Sales - between \$3.19 million and \$8 million annually
- Retail Sales Tax - between \$31,900 and \$80,000 generated annually for Miami-Dade County and between \$191,400 and \$480,000 annually for the State of Florida
- Retail Employment - anticipated to support between 27 and 68 new jobs within Miami-Dade County

The development of the trail will also provide more desirable alternatives for transportation disadvantaged populations. For these reasons, the proposed project is anticipated to enhance economic conditions for the surrounding communities and the County.

### **Tax Base**

The proposed project is not anticipated to affect the tax base of Miami-Dade County or any of the other municipalities within the SCE Study Area. Changes to business activities or relocations are not anticipated; therefore, there will not be any revenue loss from the property taxes. The anticipated effect to economics is enhanced due to the increase in mobility and the potential to attract new businesses in the nodes of responsible development and thereby support growth within the tax base.

### **Business Access**

The proposed Ludlam Trail Corridor project will have no permanent adverse impact to existing business access. The Ludlam Trail will provide new multimodal access to the businesses included in the future mixed-use development areas to be constructed within the nodes at SW 40th Street, SW 24th Street and SW 8th Street. Temporary impacts may be possible during construction but will be minimized through adherence to the controls listed in the FDOT Standard Specifications for Road and Bridge Construction.

## **3.3 Land Use Changes**

### **Existing Land Use**

The proposed project study area extends through sections of the City of Miami and unincorporated Miami-Dade County, and is near the City of South Miami and immediately adjacent to the City of West Miami. The Ludlam Trail is proposed within the former railroad corridor. Land use surrounding the proposed project corridor is identified primarily as residential, with pockets of commercial and industrial uses located at or near major arterial roadway crossings. The *Land Use Map* in the **Attachments** shows the existing land use map for the SCE Study Area.

The Ludlam Trail Corridor District was adopted as part of the Miami-Dade Comprehensive Development Master Plan in 2017, establishing the trail as a district of county-wide significance to enhance regional mobility, provide opportunities for physical activity, and stimulate the economic vitality of the area. The CDMP amendment provides for the conversion of the former railroad corridor to a publicly accessible, pedestrian and bicycle trail with certain nodes of responsible private development that is sensitive to and compatible with the adjacent areas. The project is consistent with the existing and future land use vision for the project area. Therefore, minimal changes to proximate land uses are anticipated as a result of the proposed project.

### **Plan Consistency**

Future land use is almost identical to the existing land use map. This project is consistent with the community's vision and will improve the quality of life of those living in the SCE Study Area, as well as visitors to the trail. In 2004, Miami-Dade County voters approved the issuance of general obligation bonds to construct and improve neighborhood and regional parks and other recreational facilities; among the projects approved by the voters was the Ludlam Trail Corridor project. In addition, the proposed project is consistent with the community land use and development goals and objectives, and in the Miami-Dade County CDMP.

The Ludlam Trail Corridor Project will achieve the goals and objectives by connecting transportation nodes and neighborhoods with city and county parks, schools, and activity centers such as Dadeland Mall and Bird Road Art District. Therefore, this project complies with and supports the local government comprehensive plan.

### **Growth Trends and Issues (past and present)**

Miami-Dade County experienced 10.2 percent increase in population from April 2010 to July 1, 2017, from 2,498,018 to 2,751,796. During that same period, the City of Miami population grew by 16.0 percent, and the City of South Miami grew by 5.2 percent. According to the Florida BEBR, the population of Miami-Dade County is expected to increase by over 30 percent from 2010 to 2040. Employment is expected to increase by 40 percent during the same time period. Consequently, growth in population and employment will increase the transportation demand on the system, which will contribute to increased congestion and delay for residents and visitors to South Florida. The proposed project is anticipated to enhance long-term mobility options within and adjacent to the project study area that will help to serve current traffic volumes, as well as population and employment growth estimated in the future.

## **3.4 Mobility**

The Ludlam Trail Corridor extends for 5.6 miles south-north from SW 80th Street to 400 feet north of NW 7th Street, between 69th and 70th Avenues, in Miami-Dade County. The project is located within a Transportation Disadvantaged Service Provider Area (Miami-Dade Transit Authority), as well as within the vicinity of seven (7) FDOT Roadway Characteristics Inventory (RCI) bridges, one (1) existing recreational trail (Miller Drive Sidepath), and one (1) OGT multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Network in Florida (Ludlam Trail Corridor [this project]). There are also 35 bus routes that service the SCE Study Area.

The proposed project will enhance access between neighborhoods and provide non-motorized transportation alternatives for travel to/from areas of residences, work, retail, schools, and parks. According to the *Miami-Dade County Trail Benefits Study: Ludlam Trail Case Study*, Section 3.2.1 Vehicle Trip Reduction Summary of Findings, development of the trail will improve mobility for walking and biking to schools, parks, transit stations, and running of miscellaneous errands, resulting in a reduction of daily vehicle trips within the Ludlam Trail Corridor Study Area. For these reasons, the project is anticipated to enhance mobility for all modes of transportation.

### **Accessibility**

Visitors will be able to access the trail from the existing streets that cross through the trail corridor or from neighborhood footpaths. Existing footpaths that connect the corridor to neighborhood streets will be improved to provide Americans with Disabilities Act (ADA) access to the trail. All crossings and park access points will be ADA compliant.

## **Connectivity**

The Ludlam Trail Corridor is likely to become an important north-south connector in this area of the county. By providing walkers, joggers, and cyclists with a protected path that is fully separated from vehicular traffic, the trail will be a safe corridor of travel, bringing together existing park assets into a connected network of public spaces.

## **Traffic Patterns and Circulation**

By providing non-motorized transportation options, fewer vehicles will travel on the surrounding roadway network, which will help reduce traffic congestion on major arterials in the area. The proposed Ludlam Trail Corridor improvements will not permanently modify traffic patterns throughout the surrounding area and will serve to reduce vehicle trips and enhance non-motorized travel through and access to the area and its businesses and communities.

Construction activities would likely have a temporary impact on the circulation of traffic in and near the project area. During construction, motorists and other people living and working in the surrounding area could experience temporary inconveniences associated with traffic delays, detours, and construction dust and noise. Construction impacts would be short-term and would occur only during the construction period. Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project.

## **Public Parking**

No existing parking areas will be displaced by the proposed project. The concept plans developed during the PD&E Study include two parking areas, within the public right-of-way at SW 80th Street and SW 56th Street. Additionally, parking will be available at AD Barnes Park and Robert King High Park.

## **3.5 Aesthetic Effects**

Land use surrounding the proposed project corridor is identified primarily as residential, with pockets of commercial and industrial uses located at or near major arterial roadway crossings. Community features associated with aesthetics reported within the SCE Study Area include: five (5) census designated places (South Miami, West Miami, Glenvar Heights, Coral Terrace, and Miami); five (5) brownfields; 21 homeowner and condominium associations; 21 group care facilities; two (2) mobile home and RV parks; five (5) local Florida parks/recreational facilities; one (1) OGT multi-use trail opportunity/hiking trail priority - which includes the same trail identified as part of the SUN Trail Priority Trail Network in Florida (Ludlam Trail Corridor [this project]); and one (1) existing recreational trail (Miller Drive Sidepath), as well as historic features and numerous residential areas. The project is anticipated to improve the visual appeal of the area by replacing an abandoned railroad corridor with an active, well-maintained, and aesthetically pleasing trail. In addition, amenities such as pocket parks, benches, fountains, shade trees, public art, and landscaped buffer areas are anticipated to be provided. As such, the proposed project improvements are anticipated to enhance the aesthetic character of the corridor and surrounding areas.

## **Noise/Vibration**

The trail will prohibit motorized uses and is therefore not expected to impact existing use present along the project corridor. The location of noise sensitive sites including proximate residential use and some outdoor recreation areas are present throughout the project corridor. Temporary noise or vibration effects resulting from construction activities will be

minimized through adherence to the controls listed in the latest edition of the *FDOT Standard Specifications for Road and Bridge Construction*.

### **Viewshed**

The project will not affect vistas or viewsheds except at locations where above-grade structures are proposed. There are four (4) above-grade overpass bridges proposed at major intersections to accommodate the safe crossing of trail users at SW 40th Street/Bird Road, SW 24th Street/Coral Way, SW 8th Street/Calle Ocho/Tamiami Trail, and Flagler Street. These crossings will be designed consistent with the project vision, community framework, and components of the *Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study*. Overall, views will be enhanced as a former railroad corridor (industrial use) will be converted to a greenway trail which will include landscaping and public art.

### **Compatibility**

The landscape within the former railroad, Ludlam Trail Corridor, has been completely altered from its historical condition, and virtually all native plants in the corridor have been displaced by exotic vegetation. The structure that would have existed in natural communities such as pine rockland, tropical hardwood hammock, wet prairie, or forested wetland slough no longer exist.

The vision for the project, established by the Miami-Dade County Trail Design Guidelines and Standards: Ludlam Trail Case Study report, calls for landscape that ultimately represents a mature native upland of at least two historical communities, with native species of birds, butterflies, and other invertebrates in the linear corridor and adjacent open spaces of parks and canopied residential areas.

No compatibility impacts are anticipated as a result of this project. The proposed trail will serve to enhance the existing character and aesthetics of the existing landscape.

## **3.6 Relocation Potential**

The right of way (ROW) acquisition for this project was completed in 2018 via an Advanced Acquisition process with FDOT approval. Because the Ludlam Trail Corridor is proposed to be developed within the existing ROW of an abandoned railroad, relocation impacts to properties located along the trail are not anticipated. Additional ROW acquisition is not anticipated as a part of this project.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

## **3.7 Farmland Resources**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Miami-Dade County with no designated farmlands adjacent to the project corridor.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

SHPO concurrence was received on 08/27/2020 (see **Attachments** for a copy of the *SHPO Concurrence Letter*).

The purpose of the CRAS was to locate and evaluate archaeological and historic resources within the area APE and to assess their eligibility for inclusion in the NRHP according to the criteria set forth in 36 CFR Section 60.4. The 5.6-mile project corridor was previously divided into northern and southern segments, which were surveyed separately. The northern segment, extending 1.21 miles from SW 12th Street to approximately 400 feet north of NW 7th Street, was surveyed in 2016 as part of the CRAS and Effects Determination for the Florida East Coast (FEC) Railway, LLC Abandonment Exemption in Miami-Dade County, Florida (Florida Master Site File [FMSF] Number [No.] 23080; Janus Research 2016). The archaeological survey for this segment was completed in 2019 and is discussed in the current CRAS document. The southern segment is approximately 4.4 miles long and extends from SW 80th Street to SW 12th Street. It was initially surveyed in 2018.

No archaeological resources were identified within the archaeological APE for the project during the pedestrian survey and shovel testing. The project APE for archaeological resources consists of the 5.6-mile segment of the abandoned FEC railway ROW. This ROW is located within an approximately 100-foot wide corridor that narrows to between 75 and 80 feet in some areas as well as to approximately 40 feet at roadway crossings.

The 1.21-mile northern segment of the Little River Spur of the FEC Railway (8DA11416) that was extant during the 2016 survey was evaluated as National Register eligible along with the FEC Railroad Bridge at Tamiami Canal (8DA14821). The SHPO concurred with the findings of this report on a letter dated August 4, 2016. The SHPO additionally determined in the same August 4, 2016 letter that the proposed project would have an adverse effect on these two (2) resources. As a result, a Memorandum of Agreement (MOA) was developed and executed by the Surface Transportation Board, the SHPO, and FECR in October 2018. The MOA included mitigation stipulations that required the Historic American Engineering Record (HAER) documentation of the railroad and the bridge, and placement of State Historical Markers. The HAER documentation was completed and accepted by the National Park Service as complete and sufficient on April 19, 2019. The historic markers were installed on January 9, 2020, at the locations that were outlined in the application and approved by the State Historic Marker Committee. The portion of the Little River Spur of the FEC Railway (8DA11416) has since been removed and no historic materials remain. Based on its removal, the FEC Railroad Bridge at Tamiami Canal (8DA14821) has been reevaluated and is no longer considered eligible as a contributing resource to the railroad due to the loss of associations and context.



Although the FEC Railroad Bridge at Tamiami Canal (8DA14821) will be removed as part of the project, this bridge is no longer considered eligible as a contributing resource. Therefore, this resource will not be adversely affected by the most recent action documented within this current CRAS. However, as previously noted, this bridge was adversely affected as part of the 2016 railroad abandonment action. The mitigation for the adverse effect was memorialized in the 2018 MOA, and all mitigation measures have been completed and documented within the current report.

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) within the 2016 APE was evaluated by the SHPO as National Register eligible. As no features associated with this resource would be affected by the proposed railroad abandonment, SHPO concurred that no adverse effect to the resource would result. The segment of the Tamiami Canal (8DA6453) within the 2016 APE was evaluated by the SHPO as National Register ineligible and non-contributing to the larger National Register eligible resource.

As a result of the 2018 survey, the remaining 4.4-mile southern segment of the Little River Spur of the FEC Railway (8DA11416) within the APE, as well as the FEC Railway Bridge at C-3 Canal (8DA15696), and the Coral Gables (C-3) Canal (8DA15697) were evaluated as National Register ineligible. As there are no significant historic properties identified as part of the latest 2018 survey, there will be no effect to historic properties.

## **4.2 Section 4(f) of the USDOT Act of 1966, as amended**

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Three (3) Section 4(f) resources are found adjacent and/or in the vicinity to the project corridor. These resources include: Robert King High Park, Palmer Park, and A.D. Barnes Park.

### **Robert King High Park - Exception/Exemption**

Robert King High Park is a 16.5-acre publicly owned park, owned, and maintained by the City of Miami, located adjacent and to the west of the proposed Ludlam Trail corridor. In addition to the park amenities described below, park programs include: after school, summer camp, winter camp, spring break camp, soccer, youth basketball, and tennis lessons.

A very active park, it contains multiple areas for both indoor and outdoor activities. It features multiple sports arenas for a variety of events. A covered basketball court with bleachers, for instance, is one (1) of six (6) basketball courts. Other sports fields offer softball and baseball. Tennis players have a choice of several places including one (1) enclosed court. Both the park and the campground offer picnic shelters. A domino pavilion and sand-less playground for smaller children attract additional visitors.

The campground offers general camping facilities for groups of all sizes. It regularly hosts scouting programs and camps, as well as reunion opportunities for families or special groups such as veterans.

Use, as defined under Section 4(f), of Robert King High Park would be limited to the area within the park needed to construct new access points and pathways connecting the park with the trail. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions. The conceptual design plans show three connections between the park and trail. The first access point is located just south of the park's tennis courts, a second

access point is proposed approximately 90 feet north of the Tamiami Canal, and a third approximately 20 feet south of NW 7th Street. The proposed access points occur at the park boundary line while the pathways extend through open space within the Park to connect with the most proximate existing park pedestrian pathway. The street-view image (located in the Section 4(f) Module in SWEPT, which is included as an attachment) provides a street-level view looking towards the trail corridor near the first proposed entrance near the tennis courts. The trail and park connections are proposed as 10-foot pathways that will be ADA compliant.

On October 19, 2018 the City of Miami submitted a Statement of Significance for Robert King High Park to support the Determination of Section 4(f) Applicability. In the letter, the City of Miami indicated that the activities, features, and attributes (AFAs) supported by Robert King High Park play an important role in meeting community objectives for the provision of public recreation within the City of Miami.

A letter provided on March 5, 2021 by the City of Miami agrees that the work being performed will not negatively impact, but rather enhance the function of the park. OEM concurred with the Exception/Exemption Determination on April 19, 2021.

#### **Palmer Park - No Use**

Palmer Park is an 8.5-acre publicly owned park, owned and maintained by the City of South Miami, located in the vicinity and to the east of the Ludlam Trail Corridor Project. Palmer Park is not adjacent to the proposed Ludlam Trail. The South Miami K-8 Center (school) is located between the Ludlam Trail Corridor and Palmer Park. The property address is 6100 SW 67th Avenue, South Miami, Florida, 33143-1909.

Palmer Park supports a range of activities including athletic playing fields, batting cages, concession stand, restroom facilities, multiple multi-purpose fields for football and soccer activities, outdoor field lights, picnic tables, tot lot playground, and five (5) youth-size baseball/softball fields. Palmer Park is also home to the city's annual 4th of July Celebration and National Night Out event. More than 40,000 guests visit Palmer Park each year.

The proposed Ludlam Trail is intended to serve as a transportation corridor and support use by bicyclists, pedestrians, and other types of non-motorized users. Ludlam Trail is proposed to be constructed within a former railroad corridor that exists approximately 625 feet west of Palmer Park. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between Palmer Park and the proposed Ludlam Trail. The Ludlam Trail project will have no impacts or use of the Section 4(f) Property (Palmer Park) including constructive use or minor proximity impacts. Access points to Palmer Park will remain unchanged and no new connection between the park and the trail will be established as part of the proposed action. Please see the location map (located in the Section 4(f) Module in SWEPT, which is included as an attachment) showing the relationship between the proposed Ludlam Trail and Palmer Park.

Based on the the distance of the park from the proposed project and lack of project interaction with the park, the No-Use determination was made independent of input from the City of South Miami. OEM concurred with the No Use Determination on April 19, 2021.

#### **A.D. Barnes Park - Exception/Exemption**

A.D. Barnes Park is a 60.93-acre public park and preserve, owned and maintained by MDPROS (Official with Jurisdiction, OWJ). The park is located adjacent and to the west of the proposed Ludlam Trail project. In addition to the Park amenities described below, park programs include: Adults with Developmental Disabilities; EcoAdventures - Bike and Hike;

EcoAdventures - Expedition S. Fla; Learn-to-Swim; Leisure Access Program; Spring Camp; and Summer Camp.

The Leisure Access Camp is fully accessible for persons with disabilities and is available for rent. The camp is surrounded by ten (10) acres of pineland and tropical hardwoods within A.D. Barnes Park. It features two (2) cottages equipped with showers, a lodge, and a dining hall with a full kitchen. This campground is available only to groups and/or organizations, no family camping is allowed.

A.D. Barnes Park is also home to "The Sense of Wonder Nature Center" set within pine rocklands areas. As a result, the 15-acre Nature Preserve, which hosts an average of 500 visitors a month, has become an haven for migrating birds, local wildlife and plants, and according to the National Audubon Society, is one of the best places to see birds in Miami. The Nature Center offers numerous outreach programs dedicated to conservation and nature study, designed for all age groups.

Specialized camps exclusively for children with disabilities are also available and are managed by Certified Therapeutic Recreation Specialists. There are also Specialized Camps which focus on a specific interest and offer unique experiences that include EcoAdventures<sup>TM</sup>, Nature-Science, Sports, Cultural Arts, and Zoo Miami camps. Other amenities include a life guard on duty, showers, locker rooms, and a baby pool.

The use, as defined under Section 4(f), of A.D. Barnes Park would be limited to the area within the Park needed to construct new access points and pathways connecting the Park with the trail. The new pathways and access points are intended to enhance Park accessibility while preserving existing park functions. The conceptual design plans show two (2) proposed connections between the Park and trail, the first near the aquatics center near SW 37th Street and the second proposed connection approximately 120 feet south of the Coral Gables Canal. The first access point is located at SW 37th Street with no additional pathway extension proposed from the trail into the Park; SW 37th Street currently provides existing access to the Park. The second proposed access point is located south of the Coral Gables Canal at the Park boundary line with a pathway that extends through open space within the Park to connect with the most proximate existing Park pedestrian pathway. The street-view image (located in the Section 4(f) Module in SWEPT, which is included as an attachment) provides a street-level view looking into A.D. Barnes Park near the entrance at SW 37th Street. The trail and Park connections are proposed as 10-foot pathways that will be ADA complaint.

In October 2018, MDPROS submitted a Statement of Significance for A.D. Barnes Park. In the letter, MDPROS indicated that the activities, features, and attributes (AFAs) supported by A.D. Barnes Park play an important role in meeting community objectives for the provision of public recreation within Miami-Dade County.

On March 5, 2021, MDPROS provided a concurrence letter agreeing that the work being performed will not adversely impact, but rather enhance the function of the Park. OEM concurred with the Exception/Exemption Determination on April 19, 2021.

### **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.



#### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area.

DRAFT

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resource Evaluation (NRE) was completed to identify potential occurrence of any federal or state listed protected species and habitat within the proposed improvements associated with the Preferred Alternative. A total of ten (10) federally listed wildlife species, twelve (12) federally listed plant species, two (2) state-listed animal species, and 25 state-listed plant species were identified as having the potential to occur within the project area. Additionally, while not state or federally listed under the ESA, the bald eagle (*Haliaeetus leucocephalus*) and osprey (*Pandion haliaetus*) were included in the protected species analysis due to the current regulatory protections associated with these species. **Table 5-1** provides a summary of the federally and state-listed animal and plant species with potential to occur within the limits of the study area, along with their corresponding effect determinations.

As documented in the NRE, the project study area was evaluated for the presence of federally designated Critical Habitat (as defined in 50 CFR 17). Based on this evaluation, it was determined that the project study area occurs within federally designated Critical Habitat for the West Indian manatee (*Trichechus manatus*). However, existing water flow control structures are located downstream (east) of both surface water crossings that would likely prevent manatee migration upstream to the project corridor at both crossing locations. For this reason, a "low" probability occurrence was assigned to this species. Further, it was determined that the proposed project would not result in the "destruction or adverse modification of critical habitat." This finding was discussed during an informal meeting with John Wrublik (USFWS) held on February 16, 2021 (see attached email correspondence with USFWS).

Scientific Name	Common Name	Occurrence Potential	Effect Determination	Status	
				Federal	State
Federally Listed/Protected Wildlife Species and Critical Habitat					
<i>Alligator mississippiensis</i>	American alligator	Moderate	No Effect	T(S/A)	FT(S/A)
<i>Drymarchon corais couperi</i>	Eastern indigo snake	Low	No Effect	T	FT
<i>Eumops floridanus</i>	Florida bonneted bat	Low	No Effect	E	FE
<i>Haliaeetus leucocephalus</i>	Bald eagle	Low	Not Applicable	NL(1)	NL
<i>Mycteria americana</i>	Wood stork	Low	No Effect	T	FT
<i>Pandion haliaetus</i>	Osprey	Moderate	Not Applicable	NL(2)	NL
<i>Anaea troglodyta floridalis</i>	Florida leafwing butterfly	Low	No Effect	E	FE
<i>Cicindela floridana</i>	Miami tiger beetle	Low	No Effect	E	FE
<i>Strymon acis bartrami</i>	Bartram's hairstreak butterfly	Low	No Effect	E	FE

<i>Trichechus manatus</i>	West Indian manatee	Low	May Affect, Not Likely to Adversely Affect No destruction or adverse modification of Critical Habitat	T	FT
<b>Federally Listed Plant Species</b>					
<i>Amorpha crenulata</i>	Crenulate lead- plant	Low	No Effect	E	FE
<i>Argythamnia blodgettii</i>	Blodgett's silverbush	Low	No Effect	T	FT
<i>Chamaesyce deltoidea</i> ssp. <i>deltoidea</i>	Deltoid spurge	Low	No Effect	E	FE
<i>Chamaesyce deltoidea pinetorum</i>	Pineland sandmat	Low	No Effect	T	FT
<i>Chamaesyce garberi</i>	Garber's spurge	Low	No Effect	T	FT
<i>Dalea carthagenensis floridana</i>	Florida prairie-clover	Low	No Effect	E	FE
<i>Digitaria pauciflora</i>	Florida pineland crabgrass	Low	No Effect	T	FT
<i>Linum arenicola</i>	Sand flax	Low	No Effect	E	FE
<i>Linum carteri carteri</i>	Carter's small-flowered flax	Low	No Effect	E	FE
<i>Polygala smallii</i>	Tiny polygala	Low	No Effect	E	FE
<i>Sideroxylon reclinatum</i> spp. <i>austrofloridense</i>	Everglades bully	Low	No Effect	T	FT
<i>Trichomanes punctatum</i>	Florida bristle fern	Low	No Effect	E	E
<b>State-Listed Wildlife and Other Protected Species</b>					
<i>Athene cunicularia floridana</i>	Florida burrowing owl	Low	No adverse effect anticipated	NL	T
<i>Patagioenas leucocephala</i>	White-crowned pigeon	Low	No adverse effect anticipated	NL	T
<b>State-Listed Plant Species</b>					
<i>Asplenium verecundum</i>	Delicate spleenwort	Low	No effect anticipated	NL	E
<i>Basiphyllaea corallicola</i>	Carter's orchid	Low	No effect anticipated	NL	E
<i>Bourreria cassinifolia</i>	Little strongbark	Low	No effect anticipated	NL	E
<i>Chamaesyce porteriana</i>	Porter's spurge	Low	No effect anticipated	NL	E
<i>Coccothrinax argentata</i>	Silver palm	Low	No effect anticipated	NL	T
<i>Conradina grandiflora</i>	Large-flowered rosemary	Low	No effect anticipated	NL	T
<i>Crossopetalum ilicifolium</i>	Christmas berry	Low	No effect anticipated	NL	T
<i>Encyclia cochleata</i>	Florida clamshell orchid	Low	No effect anticipated	NL	E
<i>Galeandra beyrichii</i>	Helmet orchid	Low	No effect anticipated	NL	E
<i>Govenia utriculata</i>	Gowen's orchid	Low	No effect anticipated	NL	E
<i>Ipomea microdactyla</i>	Wild-potato morning-glory	Low	No effect anticipated	NL	E
<i>Ipomea tenuissima</i>	Rocklands morning-glory	Low	No effect anticipated	NL	E
<i>Jacquemontia curtissii</i>	Pineland jacquemontia	Low	No effect anticipated	NL	T
<i>Lantana depressa</i>	Pineland lantana	Low	No effect anticipated	NL	E
<i>Linum carteri</i> var. <i>smallii</i>	Everglades flax	Low	No effect anticipated	NL	E
<i>Lomariopsis kunzeana</i>	Climbing holly fern	Low	No effect anticipated	NL	E
<i>Poinsettia pinetorum</i>	Rockland painted-leaf	Low	No effect anticipated	NL	E

<i>Roystonea elata</i>	Florida royal palm	Low	No effect anticipated	NL	E
<i>Sachsia polycephala</i>	Bahama sachsia	Low	No effect anticipated	NL	T
<i>Selaginella eatonii</i>	Pygmy spikemoss	Low	No effect anticipated	NL	E
<i>Stylosanthes calycicola</i>	Everglades pencilflower	Low	No effect anticipated	NL	E
<i>Swietenia mahagoni</i>	West Indian mahogany	Low	No adverse effect anticipated	NL	T
<i>Tragia saxicola</i>	Pineland noseburn	Low	No effect anticipated	NL	T
<i>Tripsacum floridanum</i>	Florida tripsacum	Low	No effect anticipated	NL	T
<i>Verbena maritima</i>	Coastal vervain	Low	No adverse effect anticipated	NL	E

Table 5-1: Summary of Listed Species and Effect Determinations

F = Federally Listed / E = Endangered / T = Threatened / T(S/A) = Threatened due to similar appearance / NL = Not Listed; (1) The bald eagle is neither state nor federally listed; however, this species is federally protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. The bald eagle is also managed in Florida by the FWC's bald eagle rule (FAC 68A-16.002); (2) The osprey is neither state nor federally listed; however, this species is federally protected under the Migratory Bird Treaty Act.

A discussion of potential impacts to each of the species listed in the above table (**Table 5-1**) is included in the NRE, a companion document for this project. The discussion includes characterizations of each species and potential impacts resulting from the Preferred Alternative. Conservation and/or minimization of impacts measures are also discussed in the NRE. The resulting effect determinations for each species is included in the table above.

Based on the results of database searches, preliminary field reviews, review of aerial photography, and soil surveys, field survey methods for specific habitat types and target species were developed. On August 13 and 14, 2018, qualified biologists familiar with Florida's natural communities conducted a field review of the project study area. Surface water habitats were visually scanned for the presence of protected wading bird species, and canopy trees were examined for utilization by other avian species. All potential nesting and roosting sources for the Florida bonneted bat located within and adjacent to the project study area were visually inspected for evidence of bat utilization. General pedestrian surveys of appropriate habitats throughout the corridor were also conducted to assess the presence of listed/protected plant species within the project study area.

An informal meeting was held on February 16, 2021 with John Wrublik (USFWS) to discuss the potential occurrence and effect determinations for each species and federally designated critical habitat per the USFWS guidelines (see attached email correspondence with USFWS in the project file). As the resulting effect determinations for all of the protected species having a potential to occur within the project limits is "No Effect" (with the exception of the West Indian manatee which, per the Programmatic Key, was determined to "may affect, not likely to adversely affect" [MANLAA]) submittal of the NRE to the USFWS for concurrence is not warranted.

Please note that since the project is located within the designated urban development area in Miami-Dade County for the Florida bonneted bat, the Consultation Key does not apply. As the project is located in a highly urbanized area, there have been no recorded observations within the project limits or close proximity thereof, and no potential habitat or evidence of use by the species was observed during the field survey, it was determined that the proposed project would have "no effect" to the Florida bonneted bat. This finding was discussed during the informal meeting with John Wrublik (USFWS) held on February 16, 2021 (see attached email correspondence with USFWS).

## 5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

To fully protect, preserve, and enhance wetlands, MDPROS has assessed wetlands that may be affected by the proposed multi-use trail project.

On August 13 and 14, 2018, qualified biologists familiar with Florida's natural communities conducted a field review of the project study area to verify preliminary surface water boundaries and land use classifications. Mapped surface water habitat boundaries were field verified in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, FAC) and the guidelines found within the Regional Supplement to the US Army Corps of Engineers (USACE) Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). During the field investigation, surface waters within the project study area were visually inspected and recorded. Attention was given to identifying plant species composition for each community. Exotic plant infestations and other disturbances (such as soil subsidence, clearing, canals, power lines, etc.) were noted. Wildlife observations and signs of wildlife usage within each surface water habitat within the project study area were also documented.

### Surface Waters Features

Based on the methodology described above, a total of two (2) "other surface waters" were identified within the Preferred Alternative; both consist of upland-cut flood-control conveyances. Both canals are South Florida Water Management District (SFWMD) facilities (C-3/Coral Gables Canal and C-4/Tamiami Canal), which flow east through the project study area (see **Attachments** for a Surface Water Locations Map). Neither canal is hardened along the shoreline.

The two (2) canals, which collectively total 0.3 acre within the study area, are classified by Florida Land Use, Cover and Forms classification (FLUCFCS) code and USFWS designation in **Table 5-2**.

SW ID	FLUCFCS Description	FLUCFCS Code	USFWS Wetland Classification (1)	Acres in Study Area
SW-1	Upland-Cut Canal	514	R2UB2Hx	0.1
SW-2	Upland-Cut Canal	514	R2UB2Hx	0.2
<b>Total</b>				<b>0.3</b>

Table 5-2: Summary of Individual Surface Waters

(1) USFWS Wetland Classification Descriptions: R2UB2Hx: Riverine, Lower Perennial, Unconsolidated Bottom, Sand, Permanently Flooded, Excavated

### Wetland and Other Surface Water Impacts

No permanent wetland or "other surface water" impacts will result from the Preferred Alternative, as the two (2) canal crossings will consist of single-span bridges with no in-water pilings proposed. However, temporary construction impacts may result from removal of existing in-water pilings. Any temporary construction impacts will be temporary and minor in nature and are not expected to adversely affect the water quality within the two (2) canals, as best management practices

will be utilized during construction. Minimization measures will include measures included in FDOT's Standard Specifications for Road and Bridge Construction (e.g., temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers).

### **Wetland Findings**

No jurisdictional wetlands were found within the project corridor. Based on the type and location of project impacts, MDPROS has determined that there is no practicable alternative to the proposed construction in other surface waters; however, no permanent surface water impacts will be expected to occur from the proposed project. Furthermore, the project will have no significant short-term or long-term adverse impacts to wetlands or surface waters.

### **5.3 Essential Fish Habitat (EFH)**

There is no Essential Fish Habitat (EFH) in the project area.

### **5.4 Floodplains**

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project area is generally located outside of the 100-year floodplain, in flood insurance rate Zone X. However, from SW 43rd Street to SW 40th Street, the project is located within Zone AH with a Base Flood Elevation of 9.00, and from the Tamiami Canal (C-4) to the northern Project Terminus, the project is located within Zone AH with a Base Flood Elevation of 7.00. A Preliminary Drainage Report has been prepared for this project, is included in the project file, and will be updated during the Final Design Phase.

Both of these encroachments into Zone AH, however, will be minor in scope, and will be 100% compensated for through increased storage provided by the proposed drainage swales. These proposed swales will be able to provide enough storage to maintain overall basin storage capacities at pre-development levels and also compensate for the increase of stormwater runoff due to the increase of impervious area.

The proposed drainage improvements associated with the project will perform hydraulically in a manner equal to or greater than the existing conditions (no treatment), and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Any localized flooding will not increase as the result of this project. Therefore, it has been determined that any encroachment upon the base floodplain is not significant.

### **5.5 Sole Source Aquifer**

#### **Biscayne Aquifer**

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, the FDOT coordinated with the EPA (by providing the completed Water Quality Impact Evaluation Checklist and the EPA Sole Source Aquifer Checklist)

for concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project.

The Biscayne Aquifer is the principal source of drinking water for Miami-Dade County. The aquifer is a surficial, unconfined aquifer, which extends from the ground surface to a depth of more than 300 feet along the coast. The depth to groundwater fluctuates from two (2) to three (3) feet above mean sea level during the wet season to one (1) foot above mean sea level during the dry season. Recharge of the aquifer is through infiltration of precipitation and surface water. Since the aquifer is surficial, the groundwater within it can be affected by various land uses. The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system. All necessary precautions and best management practices pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer.

The MDPROS on behalf of FDOT received concurrence on 06/24/2021 from the EPA that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project (see attached Sole Source Aquifer Coordination Letter).

## 5.6 Water Resources

No permanent wetland or "other surface water" impacts will result from the Preferred Alternative, as the two (2) canal crossings will consist of single-span bridges with no in-water pilings proposed. However, temporary construction impacts may result from removal of existing in-water pilings. Any temporary construction impacts will be temporary and minor in nature and are not expected to adversely affect the water quality within the two (2) canals, as best management practices will be utilized during construction. Minimization measures will include measures included in FDOT's Standard Specifications for Road and Bridge Construction (e.g., temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers).

### Stormwater Management

The project is in Miami-Dade County, Florida, contained within unincorporated Miami-Dade, and is within the jurisdictional boundary of the SFWMD, and Miami-Dade Regulatory and Economic Resources (DRER), specifically within the C-2, C-3, and C-4 drainage basins.

SFWMD and DRER have established several criteria for water quality, depending on the proposed type of stormwater treatment facility. The existing corridor is a former railway which does not contain a stormwater management system. Currently, the runoff is treated via overland flow and natural percolation. Existing soil infiltration rates range from good to excellent. Stormwater runoff will be treated through a system of stormwater conveyance/collection swales, thereby maintaining overall water quality and providing adequate flood protection within the existing ROW and all adjacent properties.

Based on the conceptual drainage design evaluation for the proposed improvements, the stormwater management facilities will meet FDOT drainage criteria as well as SFWMD and DRER permit criteria. The improvements will have no negative drainage impacts to the surrounding areas and the proposed stormwater management facilities will have the capacity to adequately treat and attenuate roadway runoff within the project limits.

The proposed drainage systems will be designed to be able to meet SFWMD and DRER water quality criteria, as well as SFWMD and FDOT Pre-Post attenuation discharge criteria. The SFWMD and the FDOT require that the pre-development offsite discharge rates not be exceeded by the proposed design for the SFWMD's 25 year - 72 hour storm, as well as the greater of the 100 year - one (1) hour, 100 year - eight (8) hour, or the 100 year - 24 hour events. The Miami-Dade County



requirements meet or exceed the SFWMD water quality and water quantity requirements. The improvements will have no negative drainage impacts to the surrounding areas and the proposed stormwater management facilities will have the capacity to adequately treat and attenuate roadway runoff within the project limits. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

There are no Outstanding Florida Waters (OFW) in the project area.

### **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

### **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.



## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, F.S., therefore noise analysis or consideration of abatement measures is not required.

### 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

The proposed project is located in Miami-Dade County which is currently designated as being in attainment for meeting the Environmental Protection Agency's NAAQS for six air pollutants - ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter [one for "coarse" particles (PM<sub>10</sub>) and one for "fine" particles (PM<sub>2.5</sub>)], sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), and lead (Pb).

The project alternatives were not subjected to a CO screening model since the project does not meet the following thresholds:

1. The project is an Environmental Impact Statement (EIS) and/or;
2. The total vehicular delay time (veh-hours) at an intersection in the design year build condition is projected to increase when compared to the design year no-build condition and/or;
3. The project is expected to have community controversy regarding air quality.

### 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared.

After a review of all available data, such as agency file reviews at FDEP, Miami-Dade County Department of Environmental Resources Management (DERM), the Environmental Data Resources (EDR) database report, Ludlam Trail Corridor Phase I and Phase II reports, aerial photography, and confirmed by site reconnaissance, contamination of soil and groundwater has been documented in the vicinity and within the project corridor. A total of 15 sites of potential environmental concern were identified within the applicable buffers of project corridor; of these, two (2) sites, including the proposed corridor, are rated as High risk, five (5) sites are rated as Medium risk, and eight (8) sites are rated as Low risk (see **Table 6-1** and the **Attachments** for the *Potential Contamination Site Map*). The status of the sites will be updated accordingly at each future design phase.

<b>Rank</b>	<b>Property Description</b>	<b>DERM Permit # / FDEP Facility ID</b>	<b>Environmental Compliance Agency</b>	<b>Regulated Storage Tanks</b>	<b>Distance Project Corridor</b>	<b>Contamination Concern/ Regulatory Status</b>
H1	Ludlam Trail Corridor NW 7th St to SW 80th St at SW 69th Ave, Miami, FL	HWR-836	DERM	No	--	Existing arsenic/Polycyclic Aromatic Hydrocarbon (PAH) contamination in soils and Groundwater
H2	Jak Service Center Inc. DBA United Fuel 6900 SW 8th Street Miami, FL	8503663	FDEP	Yes	100-feet East	Existing petroleum contamination in Groundwater/ Site Assessment
M1	Robert King High Park 7025 W Flagler Street Miami, FL	HWR-00915, CLII-20100048/ 104915	FDEP	No	80 feet west	Existing arsenic contamination in Groundwater/ Site Closure
M2	Dade County School Board - Transportation 7011 SW 4th Street Miami, FL	UT-01354, IW5-03102/ 8628726	FDEP	No	150-feet East	Existing petroleum contamination in soil and Groundwater/ Multiple Status
M3	Farina's Radiators 918 SW 69th Avenue Miami, FL	UT-02171, IW5-00640/ 8839885	FDEP	No	100 feet East	No information available for review/ No cleanup Required
M4	Braman Honda 7000 Coral Way Miami, FL	IW5-12042/ 8943259	FDEP	No	150 feet West	Historical metal contamination in the vicinity/ No cleanup Required
M5	Gold Coast Oil Corp 2835 SW 71st Avenue Miami, FL Miami Dade County	HWR-00141/ ERIC_3786	USEPA/FDEP	No	1000 feet West	Historical chlorinated solvent contamination in Groundwater
L1	Gort's Car Wash 6850 SW 8th Street Miami, FL	9101916	FDEP	No	380 feet East	Historical petroleum in soil/ Site Assessment
L2	Al Springer Roofing Inc 890 SW 69th Avenue Miami, FL	UT-00746/ 9046905	FDEP	No	Adjacent, 80 feet East	Existing petroleum contamination in Groundwater/ Remedial Action
L3	Chevron Coral Way 6901 Coral Way Miami, FL	UT-00455/ 8505946	FDEP	Yes	150 feet East	No Concerns/ No Further Action (NFA)
L4	Danville-Findorff Inc. 2811 SW 70th Avenue Miami, FL	UT-03079, IW5-03460/ 8622111	FDEP	No	150 feet West	No Concerns/ Site Rehabilitation Completion Order (SRCO)
L5	L3 Harris Dade TCC S23 3925 SW 70th Avenue Miami, FL	8622135	FDEP	No	100 feet West	No Concerns/ NFA
L6	PJ Constructors 4100 SW 70th Court Miami, FL	9100997	FDEP	No	400 feet West	No Concerns/ Site Rehabilitation Completion Report (SRCR)
L7	Gulfside Supply Inc. 4241 SW 70th Court Miami, FL	UT-02520/ 8629013	FDEP	No	100 feet West	No Concerns/ NFA

L8	Causey Roofing Corp 7004 SW 45th Street Miami, FL	8736441	FDEP	No	Adjacent	No Concerns/ NFA
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Table 6-1: Potential Contaminated Sites in the Vicinity of the PD&amp;E Study

The FDOT District VI Planning and Environmental Management Office will utilize the information contained in the CSER to determine the need for additional investigation during the design phase of the Project. A Level II Contamination Assessment investigation may be conducted during the design phase, should any become necessary for sites H2, M1, M2, and M5 (as described in the table above).

Two bridges are present along the project corridor:

- Located on the Coral Gables Canal (C3) approximately 0.5 mile north of SW 40th Street, near the intersection of the project corridor and N Waterway Drive and
- Located on Tamiami Canal (C4) approximately 0.1 mile north of the intersection of the project corridor and West Flagler Street.

The proposed construction includes removal of these two (2) existing bridges and replacement of each with a single span bridge. Considering the age of these bridges, prior to any proposed construction activities, such as repairs, modifications or demolition, appropriate testing will be required for heavy metals and/or asbestos-containing materials.

The existing groundwater contamination will be taken into consideration during drainage design phase for the subject project. The drainage design will be finalized during the design phase. Previously unidentified areas of contamination in construction will be addressed through adherence of FDOT Standard Specifications for Road and Bridge Construction subsection 120.1.2. For more information regarding contamination, please refer to the CSER, which can be found in the project file.

## 6.4 Utilities and Railroads

### Utilities

During the Final Design phase, further coordination with the UAOs along the project corridor will be required. UAOs are listed below in Table 6-2. Based on the preliminary design and utility information available at this time, minimal impacts are anticipated to the existing utilities. Since the project generally occurs within a former railroad ROW, there are few longitudinal utilities along the corridor. The majority of the existing utilities within the project limits are located along major arterial and local street crossings of the proposed Ludlam Trail.

Table 6-2: UAO Contact List

Utility Agency / Owner (UAO)	Facility
American Traffic Solutions	Communications / Electric
AT&T - Florida	Telephone
AT&T - Transmission	Communications / Fiber Optics
Atlantic Broadband	Cable TV
CenturyLink is now Lumen (CenturyLink), formerly Qwest Communications	Fiber Optic

Comcast Cable	Cable TV & Fiber
Crown Castle Fiber	Fiber
FDOT D6 Drainage Department	Drainage Facilities
Fiberlight, LLC is now Atlantic Broadband	Fiber Optic
Florida City Gas	Natural Gas Distribution System
Florida Gas Transmission	Gas Pipeline-Coral Springs
Florida Power & Light Distribution	Electric
Florida Power & Light Transmission	Electric
Hotwire Communications, LLC	Fiber, Telephone, Cable TV, Coax
Level 3 is now Lumen (Level 3) (same as CenturyLink)	Fiber Optic
MCI / Verizon	Communications / Fiber Optic
Miami-Dade County Public Schools	Sewer
Miami-Dade County Public Works	Traffic / Street Lights
Miami-Dade DTPW	Street Lighting
Miami-Dade DTPW	Traffic Signals
Miami-Dade ITD	Fiber Optic
Miami-Dade Water & Sewer	Water & Sewer

Since Florida Gas Transmission (FGT) utilities are located within the project corridor, in accordance with FGT's Global Agreement with FDOT, the Final Design phase will require further coordination with FGT. For additional details, please refer to the Utility Assessment Package (UAP), Appendix G in the PER and in the project file.

Proposed bridge locations will be further defined during the Design Phase with the aid of Subsurface Utility Engineering (SUE) to determine utility impacts, if any.

## Railroads

The Ludlam Trail Corridor is a former rail corridor. The rails have since been removed. Just north of the project, outside of the project limits (north of NW 7th Street), is the CSX rail line.

In December 2018, MDPROS acquired the land formerly used as a railroad corridor from FECR. Approximately one (1) mile of the northernmost section of the corridor has an Interim Trail Use designation by the Surface Transportation Board (STB) and, although the rails have been removed, the corridor could be re-activated for railroad use in the future. The remaining approximate five (5)-mile portion of the corridor has been fully abandoned from railroad use since 2006.

This project will not impact any existing railroads.

## 6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy is to follow the requirements of local ordinances to the extent that is considered reasonable. Also, the contractor will be instructed to coordinate with the MDPROS project Architect of Record and the FDOT Noise Specialist should unanticipated noise or vibration issues arise during project construction.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

During the Final Design phase, maintenance of traffic (MOT) and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local businesses and other pertinent information to the traveling public. All provisions of the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* will be followed.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

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## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit

### Status

To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

WMD Right of Way Permit

### Status

To be acquired

To be acquired

To be acquired

### Permits Comments

In addition to the listing of required permits discussed in this section, DERM permits may be required depending on final project details to be determined during the subsequent phase of the project (i.e., final design). For example, a Miami-Dade County Tree Permit would be required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. A DERM Class II permit may be required for any proposed drainage system that contains an outfall or overflow system in, on, or upon any water body of Miami-Dade County. The specific DERM permit requirements for this project will be determined during final design, which may include but are not limited to, DERM Class VI for drainage within a contaminated site as well as a DERM Class IV for impacts to the canal bank.

The portion of the C-4 Canal in the northern section of the project is located within the limits of USACE retained waters. Therefore, the USACE will retain jurisdiction for the section 404/10 permitting process. It is anticipated that a Regional General or Nationwide Permit will be required from the USACE. These permits will require compliance with the 404(b)(1) guidelines including verification that all impacts have first been avoided to the greatest extent possible; that unavoidable impacts have been minimized to the greatest extent possible; and that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement.

The SFWMD requires an ERP when construction of any project results in the creation of a new, or modification of an existing stormwater management system, or results in impacts to waters of the state. As with USACE permits, the complexity associated with the ERP permitting process will depend on final engineering design. In addition, canal ROW permits may be required by the SFWMD for the two (2) proposed canal crossings. Coordination with the SFWMD will be necessary during the environmental permitting process.

40 CFR 122 prohibits point source discharges of stormwater to Waters of the United States without a NPDES permit. Under the State of Florida's delegated authority (from the USEPA) to administer the NPDES program, construction sites that disturb more than one (1) acre must file for and obtain either coverage under an appropriate generic permit (contained in Chapter 62- 621, FAC) or an individual permit (issued pursuant to Chapter 62-620, FAC). A major component of the NPDES permit is the development of a SWPPP. The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and identifies specific engineering practices (i.e., best management practices) that will be used to reduce the pollutants from stormwater discharge.

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

Please see the Public Involvement Plan (PIP) located in the project file for additional information on public involvement.

MDPROS has incorporated public outreach techniques (ex: mail, telephone, web, face-to-face, one-on-one, and in groups) that include a high degree of citizen participation in this project. MDPROS currently maintains a list of elected and appointed local, state, regional, and federal officials, municipal sub-committees, technical staff, agencies, municipalities, and community groups for communication and updates regarding the Ludlam Trail project.

Miami-Dade County's project website ([www.miamidade.gov/ludlamtrail](http://www.miamidade.gov/ludlamtrail)) includes project specific information such as FAQ's, meeting dates, recordings of meeting presentations, draft plans, etc. that the public can reference for project information. The website also includes a means by which the public can submit comments or questions to the project team.

Solicitation for public participation may be made by MDPROS through direct mail, at group meetings, advertisement in newspaper and social media, and/or via door to door dissemination of project information collaterals, as needed. Public solicitation for this project will be available by MDPROS using plain language and in Spanish and Creole for those with limited English proficiency (LEP). The notification documents may include, but not be limited to, direct mailings, project information brochures, project fact sheets, meeting flyers, and hearing handouts.

Some of the specific community outreach techniques to be used by MDPROS to notify the public and solicit input into the project development process are in **Table 9-1**.

Meeting	Outreach Activities
Public Information Meeting (Virtual) Date: November 19, 2020 Attendance: Approximately 400	<ul style="list-style-type: none"> <li>• Project Fact Sheet (English, Spanish, and Creole)</li> <li>• Newspaper Ad (English, Spanish, and Creole)</li> <li>• Meeting Invitation (English, Spanish, and Creole)</li> <li>• Press Release</li> <li>• Website (<a href="http://www.miamidade.gov/ludlamtrail">www.miamidade.gov/ludlamtrail</a>)</li> <li>• Meetings with Homeowners</li> <li>• Contact Phone Number/E-mail</li> <li>• Identification of Stakeholders</li> <li>• Identification of Property Owners</li> <li>• Identification of Elected Officials</li> <li>• Direct Mail to Property Owners</li> <li>• Direct Mail to Elected Officials</li> <li>• Florida Administrative Rules Ad</li> <li>• FAQs</li> <li>• Comments Coordination</li> </ul>
Public Hearing (Hybrid: In-Person and Virtual)  Tentative Date: August 24, 2021 Attendance: TBD	<ul style="list-style-type: none"> <li>• Project Fact Sheet (English, Spanish, and Creole)</li> <li>• Newspaper Ad (English, Spanish, and Creole)</li> <li>• Meeting Invitation (English, Spanish, and Creole)</li> <li>• Press Release</li> <li>• Website (<a href="http://www.miamidade.gov/ludlamtrail">www.miamidade.gov/ludlamtrail</a>)</li> <li>• Meetings with Homeowners</li> <li>• Contact Phone Number/E-mail</li> <li>• Identification of Stakeholders</li> <li>• Identification of Property Owners</li> <li>• Identification of Elected Officials</li> <li>• Direct Mail to Property Owners</li> <li>• Direct Mail to Elected Officials</li> <li>• Florida Administrative Rules Ad</li> <li>• FAQs</li> <li>• Comments Coordination</li> </ul>

Table 9-1: Public Involvement Activities



MDPROS hosted an Public Information Meeting on November 19, 2020 from 6:00 to 8:00 pm to engage the public, gather additional input and, inform neighbors and the community about the ongoing progress of the project. The meeting was advertised through mail-outs, newspaper ads, email, the Miami-Dade County website, social media, flyers, and stakeholder meetings.

More than 400 people participated in the 2-hour interactive online Public Information Meeting. Additionally, a recording of the meeting and a copy of the presentation were posted to the Ludlam Trail project website at [www.miamidade.gov/ludlamtrail](http://www.miamidade.gov/ludlamtrail). A 21-day public comment period followed the virtual information meeting during which 291 written comments were received. The comments were reviewed by staff and incorporated into the project. The primary topics of the comments received include:

Design Concerns - 119 Comments (41%)

- Lights after dark: How will they impact adjacent properties
- Landscaping and planting selections; consider native and more shade trees
- How will existing fences be impacted
- What will the private development nodes look like
- Requests to see designs
- Requests for more detail on road crossings

Overall Safety and Trail Comfort - 57 Comments (20%)

- Concerns about shelters attracting vagrants
- Amenities along trail like restrooms and other Concessions
- Privacy of adjacent private properties
- Parking and distance to trail
- Security of trail after dark
- Hours of operation for public

Connections and Trail Access - 34 Comments (11%)

- Access from adjacent private properties
- Access to lakes and canals along trail
- Timing of public access to trail
- ADA access for wheelchair users, cyclists, and strollers, etc.

Trail Use - 16 Comments (5%)

- Pet friendly trail with water stations
- Suggestions for horses on part of the trail
- Restrictions on electric or motorized bicycles or wheelchairs
- Delivery and drop-off lanes near trail

Next Steps - 22 Comments (8%)

- Effects on property values along trail
- Timing of construction and phasing
- Cost benefit analysis on trail
- Funding for project
- Maintenance of proposed trail

Other Topics - 43 Comments (15%)

- Concerns about flooding on adjacent property
- Interest in historical monuments or interpretive signage along trail

- Requests to stay involved in process
- Events like "Ludlam Lights" were a success; bring that back
- Potential encroachments along the trail right-of-way: How will it be managed

**Date of Public Hearing:** 08/24/2021

**Summary of Public Hearing**

The Hybrid Public Hearing is scheduled for August 24, 2021. In accordance with FDOT guidelines, the Public Hearing will be held in a hybrid format (online and in-person). This section will be updated after the hybrid Public Hearing.

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## 10. Commitments Summary

1. MDPROS is committed to coordinating with DERM and Florida Department of Agriculture and Consumer Services (FDACS) during final design and construction to ensure the protection of the pine rockland community located within A.D. "Doug" Barnes Park.
2. Consistent with the recommendation by USFWS provided in the ETDM Summary Report, MDPROS will, to the maximum extent practicable, use native wildflowers, bushes, and trees in the landscaping of the trail to benefit fish and wildlife resources (including pollinators such as butterflies and bees).
3. MDPROS is committed to re-surveying for the Florida bonneted bat during final design, prior to construction activities. All surveys will be conducted in accordance with the most current USFWS survey guidelines, currently entitled Florida Bonneted Bat Consultation Guidelines, dated October 2019. If any signs of the Florida bonneted bat are observed, MDPROS is committed to reinitiating coordination through FDOT with the USFWS and consultation, as necessary.
4. MDPROS will incorporate the USFWS's most current protection guidelines for the eastern indigo snake, currently entitled Standard Protection Protocols for the Eastern Indigo Snake, into the final project design and will require that the construction contractor abide to the guidelines during construction.
5. During the construction phase of this project, MDPROS and their selected contractor will adhere to the FWC's Standard Manatee Conditions for In-Water Work, 2011.
6. Should protected plant species be identified within the project impact area during the design and permitting phase, MDPROS is committed to reinitiating coordination through FDOT with DERM and FDACS, and/or other agencies as appropriate, to allow for relocation to adjacent habitats or other suitable protected lands prior to construction.
7. During the construction phase of this project, MDPROS and their selected contractor will adhere to the Florida stormwater management program per the Water Resources Implementation Rule (Chapter 62-40.431 FAC) and implement best management practices to avoid, where possible, and otherwise minimize adverse impacts to surface waters and water quality within the project limits.

## 11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Sociocultural Effects Evaluation (SCE)  
Cultural Resources Assessment Survey (CRAS)  
Preliminary Stormwater Management Report  
Natural Resources Evaluation (NRE)  
Water Quality Impact Evaluation (WQIE)  
Water Quality Impact Evaluation (WQIE) - EPA Concurrence  
Correspondence with US Fish and Wildlife Service  
Contamination Screening Evaluation Report (CSER)  
Air Quality Technical Memorandum (AQTM)  
Utilities Assessment Package  
Preliminary Engineering Report  
Public Involvement Plan (PIP)  
Public Information Meeting Newspaper Ad - in English, Spanish, and Creole  
Public Information Meeting Notice - Published Florida Administrative Register Ad  
Public Information Meeting Materials - Fact Sheet in English, Spanish, and Creole  
Public Information Meeting - Invitation Letter to Elected Officials  
Public Information Meeting - Invite in English, Spanish, and Creole  
Public Information Meeting - Summary Memo  
Public Information Meeting - Question and Answer Summary Log  
Public Information Meeting - Invitation Letter to Property Owners, in English, Spanish, and Creole  
Public Information Meeting - Presentation

## **Attachments**

### **Planning Consistency**

Ludlam Trail Planning Consistency Package

### **Social and Economic**

Land Use Map

### **Cultural Resources**

SHPO Concurrence Letter, August 27, 2020

### **Natural Resources**

USFWS Correspondence Email, July 21, 2021

Sole Source Aquifer USEPA Concurrence Letter

Surface Waters Map

### **Physical Resources**

Potential Contamination Site Map

## **Planning Consistency Appendix**

### **Contents:**

Ludlam Trail Planning Consistency Package

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PAGE 717  
AS-OF DATE: 07/01/2020

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
STIP REPORT  
=====

DATE RUN: 07/07/2020  
TIME RUN: 08.41.08  
MBRSTIP-1

MISCELLANEOUS  
=====

ITEM NUMBER:416660 4 PROJECT DESCRIPTION:MIAMI DADE COUNTY - LUDLAM TRAIL FROM NW 7 STREET TO SW 40 STREET \*NON-SIS\*  
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:BIKE PATH/TRAIL  
PROJECT LENGTH: .000

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MIAMI-DADE COUNTY FLORIDA  
TLWR 0 0 0 0 8,000,000 0 8,000,000  
TOTAL <N/A> 0 0 0 0 8,000,000 0 8,000,000  
TOTAL 416660 4 0 0 0 0 8,000,000 0 8,000,000

ITEM NUMBER:416660 6 PROJECT DESCRIPTION:LUDLAM TRAIL CORRIDOR SEGMENT B PHASE 1 \*NON-SIS\*  
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:BIKE PATH/TRAIL  
PROJECT LENGTH: .000

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MIAMI-DADE COUNTY FLORIDA  
LF 0 0 0 0 80,000 0 80,000  
SA 0 0 0 0 5,000 0 5,000  
TALU 0 0 0 0 627,531 0 627,531  
TOTAL <N/A> 0 0 0 0 712,531 0 712,531  
TOTAL 416660 6 0 0 0 0 712,531 0 712,531  
TOTAL Project: 0 0 0 0 8,712,531 0 8,712,531

LUDLAM TRAIL FROM SW 80TH STREET TO 400 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
TRANSPORTATION IMPROVEMENT PROGRAM  
PRIMARY STATE HIGHWAYS AND INTERMODAL



MISCELLANEOUS

TPO Project No: **DT416601**  
LRTP Ref: 07-72  
County: MIAMI-DADE  
Roadway ID:  
Lanes Exist:  
Lanes Improved:  
Lanes Added:  
Project Length:  
District: 6

Project Description: **LUDLAM TRAIL**

Type of Work: **BIKE PATH/TRAIL**

SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
		254	0	0	0	0	0	0	254
PRELIMINARY ENGINEERING	Total	254	0	0	0	0	0	0	254
		492	0	0	0	0	0	0	492
PROJECT DEVELOPMENT AND ENVIRONMENTAL	Total	492	0	0	0	0	0	0	492

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: **\$746**

Item Number: **416660**

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**

TPO Project No: **DT416602**  
LRTP Ref: 07-72  
County: MIAMI-DADE  
Roadway ID:  
Lanes Exist:  
Lanes Improved:  
Lanes Added:  
Project Length:  
District: 6

Project Description: **MIAMI DADE COUNTY - LUDLAM TRAIL CORRIDOR**

Type of Work: **BIKE PATH/TRAIL**

SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
		5,993	0	0	0	0	0	0	5,993
RIGHT OF WAY	Total	5,993	0	0	0	0	0	0	5,993

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: **\$5,993**

Item Number: **416660**

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**



**MISCELLANEOUS**

TPO Project No: **DT4166603** Project Description: **MIAMI DADE COUNTY - LUDLAM TRAIL AT VARIOUS LOCATIONS**  
 LRTP Ref: 07-72

County: MIAMI-DADE

Roadway ID:

Lanes Exist:

Lanes Improved:

Lanes Added:

Project Length:

District: 6

Type of Work: **TRANSPORTATION PLANNING**

SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
		5	0	0	0	0	0	0	5
		294	0	0	0	0	0	0	294
PLANNING	Total	299	0	0	0	0	0	0	299

RESPONSIBLE AGENCY: MIAMI-DADE COUNTY FLORIDA

Item Segment TOTAL ALL Years ALL Phases: **\$299**

Item Number: 416660

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**

TPO Project No: **DT4166604** Project Description: **MIAMI DADE COUNTY - LUDLAM TRAIL FROM NW 7 ST TO SW 40 ST**  
 LRTP Ref: 07-72

County: MIAMI-DADE

Roadway ID:

Lanes Exist:

Lanes Improved:

Lanes Added:

Project Length: 3.017

District: 6

Type of Work: **BIKE PATH/TRAIL**

SIS or Non-SIS: **No**

Extra Description:

		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
	TLWR	0	0	0	0	8,000	0	0	8,000
CONSTRUCTION	Total	0	0	0	0	8,000	0	0	8,000

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: **\$8,000**

Item Number: 416660

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**



**MISCELLANEOUS**

TPO Project No: **DT4166605**  
 LRTP Ref: 07-72  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project Description: **MIAMI DADE COUNTY - LUDLAM TRAIL CORRIDOR ACQUISITION**

Type of Work: **BIKE PATH/TRAIL**

SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							All Years
		<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	
		5,000	0	0	0	0	0	0	5,000
RIGHT OF WAY	Total	5,000	0	0	0	0	0	0	5,000

RESPONSIBLE AGENCY: **MIAMI-DADE COUNTY FLORIDA**

Item Segment TOTAL ALL Years ALL Phases: **\$5,000**

Item Number: 416660

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**

TPO Project No: **DT4166606**  
 LRTP Ref: 07-72  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project Description: **LUDLAM TRAIL CORRIDOR SEGMENT B PHASE 1**

Type of Work: **BIKE PATH/TRAIL**

SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							All Years
		<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	
	LF	0	0	0	0	80	0	0	80
	SA	0	0	0	0	5	0	0	5
	TALU	0	0	0	0	628	0	0	628
PRELIMINARY ENGINEERING	Total	0	0	0	0	713	0	0	713

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: **\$713**

Item Number: 416660

Item TOTAL ALL Years ALL Phases ALL Segments: **\$20,751**



**MISCELLANEOUS**

TPO Project No: **DT4460591**  
 LRTP Ref: 07-72  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project Description: **MDPROS - LUDLAM TRAIL ACCESS & TRAILHEAD IMPROVMENTS AT A.D BARNES PARK**

Type of Work: **PEDESTRIAN/WILDLIFE OVERPASS** SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							All Years
		<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	
	TALT	0	0	0	0	0	455	0	455
<b>PRELIMINARY ENGINEERING</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>455</b>	<b>0</b>	<b>455</b>

RESPONSIBLE AGENCY: **FDOT**

Item Segment **TOTAL ALL Years ALL Phases:** **\$455**

Item Number: **446059** Item **TOTAL ALL Years ALL Phases ALL Segments:** **\$455**

TPO Project No: **DT4460641**  
 LRTP Ref: 07-78  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project Description: **CITY OF DORAL - CITYWIDE SIDEWALK, CURB RAMP & CROSSWLK IMPROVEMENTS**

Type of Work: **SIDEWALK** SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							All Years
		<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	
	LF	170	0	0	0	0	0	0	170
<b>PRELIMINARY ENGINEERING</b>	<b>Total</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>
	LF	0	515	0	0	0	0	0	515
	TALT	0	1,000	0	0	0	0	0	1,000
<b>CONSTRUCTION</b>	<b>Total</b>	<b>0</b>	<b>1,515</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,515</b>

RESPONSIBLE AGENCY: **FDOT**

Item Segment **TOTAL ALL Years ALL Phases:** **\$1,685**

Item Number: **446064** Item **TOTAL ALL Years ALL Phases ALL Segments:** **\$1,685**

TRANSPORTATION IMPROVEMENT PROGRAM  
PRIMARY STATE HIGHWAYS AND INTERMODAL

## AMENDMENTS

## MISCELLANEOUS

TPO Project No: **DT4166606**  
 LRTP Ref: 07-72  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project  
Description:

LUDLAM TRAIL CORRIDOR SEGMENT B  
PHASE 1

Type of Work:

BIKE PATH/TRAIL

SIS or Non-SIS: **No**

Extra  
Description:

Amend. Res.#: Approved by Administrative Amendment 3/22/2021

Amend. Date: Apr 2, 2021

PHASE :

Administrative Amendment 3/22/2021

PHASE :	Proposed Funding (in \$000s)								
	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
	LF	0	8,261	0	0	0	0	0	8,261
	SA	0	5	0	0	0	0	0	5
	TALT	0	628	0	0	0	0	0	628
PRELIMINARY ENGINEERING	Total	0	8,894	0	0	0	0	0	8,894

RESPONSIBLE AGENCY: FDOT

Item Segment TOTAL ALL Years ALL Phases: **\$8,894**

Item Number: 416660

Item TOTAL ALL Years ALL Phases ALL Segments: **\$8,894**

TPO Project No: **DT4467471**  
 LRTP Ref: 06-08  
 County: MIAMI-DADE  
 Roadway ID:  
 Lanes Exist:  
 Lanes Improved:  
 Lanes Added:  
 Project Length:  
 District: 6

Project  
Description:

MIAMI SPRINGS - OKEECHOBEE  
STATION SMART TRAIL CONNECTOR

Type of Work:

BIKE PATH/TRAIL

SIS or Non-SIS: **No**

Extra  
Description:

Amend. Res.#:

Amend. Date: Feb 18, 2021

PHASE :

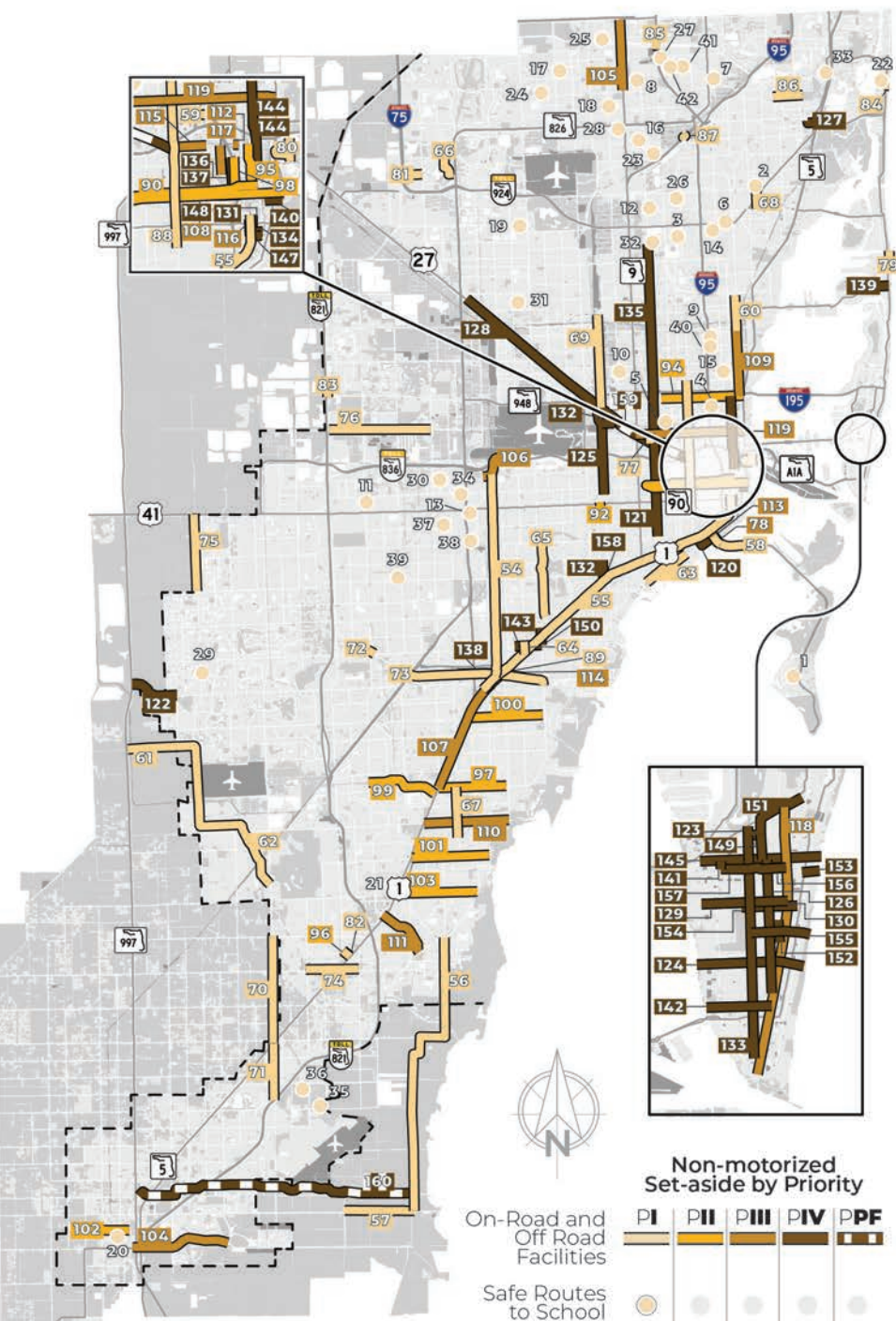
		Proposed Funding (in \$000s)							
PHASE :	Funding Source	<2021	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	>2025	All Years
	CM	0	300	0	0	0	0	0	300
PRELIMINARY ENGINEERING	Total	0	300	0	0	0	0	0	300



**TABLE 7-9: BICYCLE AND PEDESTRIAN PROJECTS (CONTINUED)**

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COST (2018 \$)
<b>PLAN PERIOD I (CONTINUED)</b>					
49	City of Miami Shores - Multimodal Mobility Improvements			Areawide Improvements	\$2,103
50	Town of Cutler Bay Bike/ Ped Facility improvements			Areawide Improvements	\$524,000
51	City of Coral Gables - Last Mile Transit Stop Improvements			Areawide Improvements	\$2,003,000
52	Safety St Light Retrofits			Areawide Improvements	\$5,918,000
53	Village Of Virginia Gardens - Community Bicycle & Pedestrian Improvements			Areawide Improvements	\$1,403,000
54	Ludlam Bikepath	Dadeland North	NW 7 St (Luis Sabines Way)	Trail Improvements	\$94,000,000
55	The Underline	Dadeland South	Miami River	Trail Improvements	\$120,450,000
56	Biscayne Trail Segment "D"	SW 328 St/ SW 117 Ave	Homestead Bayfront Park	Trail Improvements	\$1,850,000
57	Biscayne Trail Segment "D" Phase II	SW 117 Ave	SW 137 St	Trail Improvements	\$1,675,000

Values in Thousands YOY \$  
YOY: Year of Expenditure





			PLAN PERIOD I: 2020-2025		PLAN PERIOD II: 2026-2030		PLAN PERIOD III: 2031-2035		PLAN PERIOD IV: 2036-2045	
	2020-2024 TIP FUNDING	TOTAL 2045 PLAN (YOE \$)	PRE-ENG	CON/DB	PRE-ENG	CON/DB	PE/PDE	CON/DB	PE/PDE	CON/DB
	\$2.103		\$267.000	\$1,836.000						
	\$0.524		\$100.000	\$424.000						
	\$2.003		\$164.000	\$1,839.000						
	\$0.806			\$806.000						
	\$1.403		\$40.000	\$1,363.000						
	\$8.713		\$713.000	\$8,000.000						
	\$80.115		\$17,205.000	\$62,910.000						
	\$1.850			\$1,850.000						
	\$1.675		\$150.000	\$1,525.000						

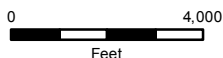
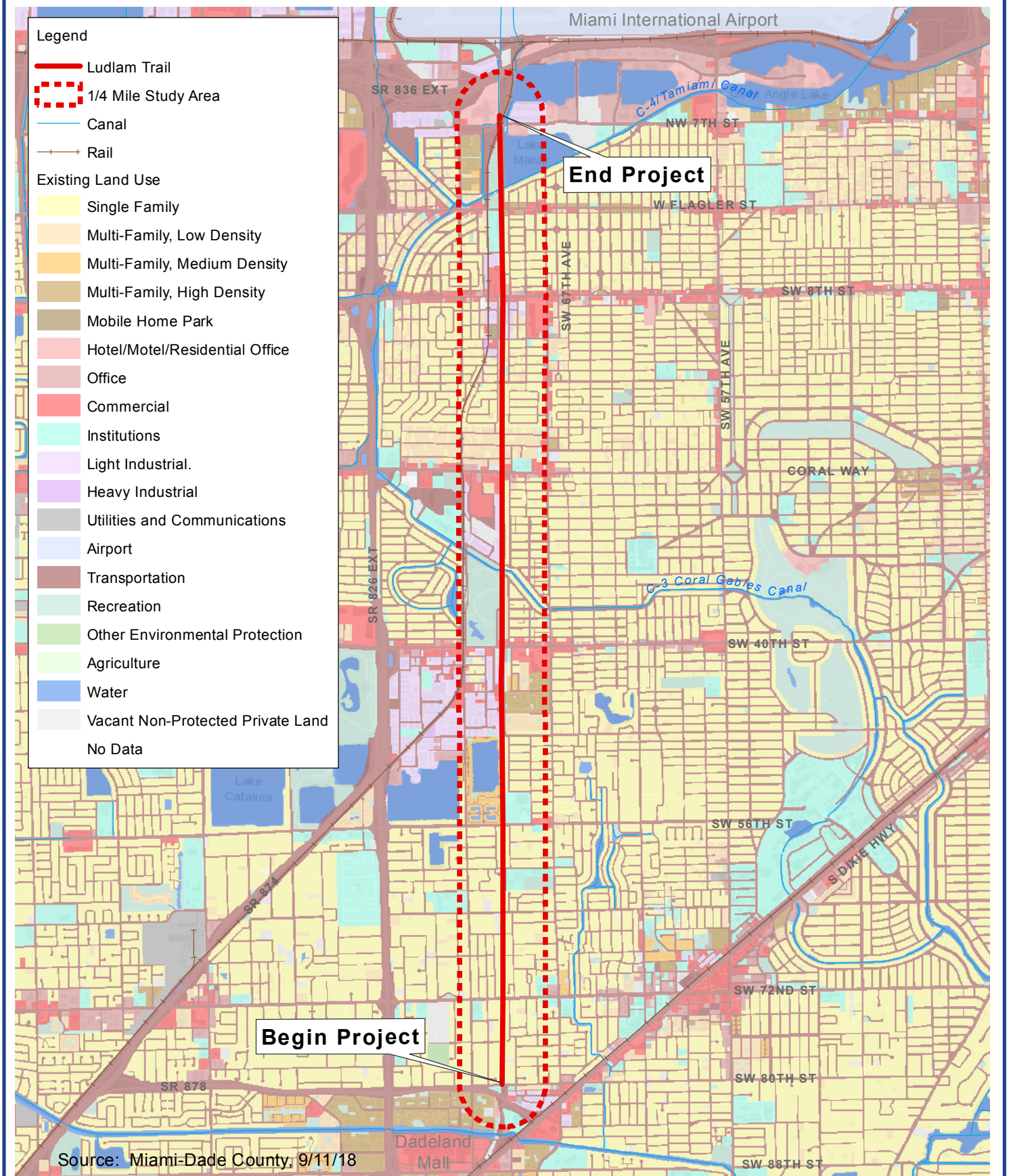
**BOLD PHASE FUNDS ARE INCLUDED IN THE 2019/2024 MIAMI-DADE TIP**  
\*\* Safe Routes to School - funded as a program 2020/2024 Miami-Dade County TIP

## **Social and Economic Appendix**

Contents:

Land Use Map

DRAFT



Existing Land Use  
Ludlam Trail Corridor PD&E Study



## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter, August 27, 2020

DRAFT



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1000 NW 111th Avenue  
Miami, FL 33172-5800

KEVIN J. THIBAUT, P.E.  
SECRETARY

August 6, 2020

Timothy A. Parsons, Ph.D.  
Director, and State Historic Preservation Officer  
Florida Division of Historical Resources  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399

Attn: Dr. Adrienne Daggett, Transportation Compliance and Review Program

Re: Cultural Resource Assessment Survey for the Ludlam Trail Corridor Project  
Development and Environment Study (PD&E) from 80<sup>th</sup> Street to 400 Feet North  
of NW 7<sup>th</sup> Street, Miami-Dade County, Florida

Financial Project ID No. 444236-1-22-01

Dear Dr. Parsons:

At the request of the Miami-Dade County Parks, Recreation and Open Spaces (MDPROS) Department and in coordination with the Florida Department of Transportation (FDOT), District 6, Janus Research conducted a Cultural Resources Assessment Survey (CRAS) of a proposed 5.6-mile multi-use trail within the former Florida East Coast Railway (FECR) railroad corridor. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess their eligibility for inclusion in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 United States Code [USC] 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative*

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August 6, 2020

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*Code (F.A.C.)*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register [FR] 44716, as amended and annotated).

The project consists of a publicly accessible multi-use trail, to be known as the Ludlam Trail, which is a priority paved trail from the Florida Greenways and Trails System (FGTS) Priority network. As a future component of the Shared-Use Nonmotorized (SUN) Trail Network, the proposed publicly accessible trail will serve bicyclists, pedestrians, and users of other types of non-motorized transportation. Tree plantings and other forms of landscaping will surround the proposed Ludlam Trail, providing users with shade and improving aesthetics. It is anticipated that pedestrian rest areas will be located throughout the trail corridor and may offer trail amenities, such as information signs or kiosks, shaded benches or outdoor seating areas, trash receptacles, drinking fountains or spigots, bike racks and bike repair stations, and security lighting. Proposed rest areas may also contain aesthetic features, such as decorative fountains and opportunities for public artwork displays.

The 5.6-mile project corridor was previously divided into northern and southern segments, which were surveyed separately by Janus Research. The northern segment, extending 1.21 miles from SW 12<sup>th</sup> Street to approximately 400 feet north of NW 7<sup>th</sup> Street, was surveyed in 2016 as part of the *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County, Florida* (Florida Master Site File [FMSF] Number [No.] 23080; Janus Research 2016). The archaeological survey for this segment was completed in 2019 and is discussed in the current CRAS document. The southern segment is approximately 4.4 miles long and extends from SW 80<sup>th</sup> Street to SW 12<sup>th</sup> Street. It was initially surveyed in 2018. The purpose of the current CRAS document is to summarize the results of these efforts.

No archaeological resources were identified within the archaeological area of potential effect (APE) for the project during the pedestrian survey and shovel testing. The project APE for archaeological resources consists of the 5.6-mile segment of the abandoned FEC railway right-of-way (ROW). This ROW is located within an approximately 100-foot wide corridor that narrows to between 75 and 80 feet in some areas as well as to approximately 40 feet at roadway crossings. The analysis determined that the archaeological APE contains low archaeological site potential.

The 1.21-mile northern segment of the Little River Spur of the FEC Railway (8DA11416) that was extant during the 2016 survey was evaluated as National Register-eligible along with the FEC Railroad Bridge at Tamiami Canal (8DA14821). The State Historic Preservation Officer (SHPO) concurred with the findings of this report on a letter dated August 4, 2016. The SHPO additionally determined in the same August 4, 2016 letter that the proposed project would have an adverse effect on these

August 6, 2020

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two resources. As a result, a Memorandum of Agreement (MOA) was developed and executed by the Surface Transportation Board, the SHPO, and FECR in October 2018. The MOA included mitigation stipulations that required the Historic American Engineering Record (HAER) documentation of the railroad and the bridge, and placement of State Historical Markers. The HAER documentation was completed and accepted by the National Park Service as complete and sufficient on April 19, 2019. The historic markers were installed on January 9, 2020, at the locations that were outlined in the application and approved by the State Historic Marker Committee. The portion of the Little River Spur of the FEC Railway (8DA11416) has since been removed and no historic materials remain. Based on its removal, the FEC Railroad Bridge at Tamiami Canal (8DA14821) has been reevaluated and is no longer considered eligible as a contributing resource to the railroad due to the loss of associations and context. The updated form is included in this document.

Although the FEC Railroad Bridge at Tamiami Canal (8DA14821) will be removed as part of the project, this bridge is no longer considered eligible as a contributing resource. Therefore, this resource will not be adversely affected by the most recent action documented within this current CRAS. However, as previously noted, this bridge was adversely affected as part of the 2016 railroad abandonment action. The mitigation for the adverse effect was memorialized in the 2018 MOA, and all mitigation measures have been completed and documented within the current report.

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) within the 2016 APE was evaluated by the SHPO as National Register-eligible. As no features associated with this resource would be affected by the proposed railroad abandonment, SHPO concurred that no adverse effect to the resource would result. The segment of the Tamiami Canal (8DA6453) within the 2016 APE was evaluated by the SHPO as National Register-ineligible and non-contributing to the larger National Register-eligible resource.

As a result of the 2018 survey, the remaining 4.4-mile southern segment of the Little River Spur of the FEC Railway (8DA11416) within the APE, as well as the FEC Railway Bridge at C-3 Canal (8DA15696), and the Coral Gables (C-3) Canal (8DA15697) were evaluated as National Register-ineligible. As there are no significant historic properties identified as part of the latest 2018 survey, there will be no effect to historic properties.

We kindly request that this cover letter and enclosed document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at [Barbara.Culhane@dot.state.fl.us](mailto:Barbara.Culhane@dot.state.fl.us) or (305) 470- 5231.



August 6, 2020

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Sincerely,

DocuSigned by:

*Barbara Culhane*

5CF7242FA4DA4DB...

Barbara B. Culhane, M.S., A.I.C.P.

District Cultural Resources Coordinator

The Florida State Historic Preservation Officer finds the attached cultural resources assessment survey complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2018-5371B. Or, the SHPO finds the attached document contains\_\_insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

*Jason Aldridge DSHPO*

August 27, 2020

Timothy A. Parsons, Ph.D., Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

[DATE]

## Section 4(f) Resources

### Florida Department of Transportation

#### LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14369

Financial Management Number: 444236-1-22-01

Federal-Aid Project Number: N/A

Project Manager:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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A.D. Barnes Park ..... 5

Resource Attachments ..... 7

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## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Robert King High Park	Park/Rec Area	Park/Rec Area	City of Miami	Exception/Exemption	Determination 04-19-2021
Palmer Park	Park/Rec Area	Park/Rec Area	City of South Miami	No Use	Determination 04-19-2021
A.D. Barnes Park	Park/Rec Area	Park/Rec Area	Miami-Dade County	Exception/Exemption	Determination 04-19-2021

## Robert King High Park

**Facility Type:** Park/Rec Area

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 7025 W Flagler St, Miami, FL, 33144, USA

Latitude: 25.77057 Longitude: -80.30869

**Description of Property:**

Robert King High Park is a 16.5-acre publicly owned park, owned, and maintained by the City of Miami, located adjacent and to the west of the proposed Ludlam Trail at 7025 W. Flagler Street, Miami, Florida, 33144 (Attachment A). The park is open to the public seven days a week from 7:00 AM to 10:00 PM. It is a very active park and contains multiple areas for both indoor and outdoor activities. It features multiple sports arenas for a variety of events. Park amenities include: six basketball courts (one of which is covered with bleachers), baseball and softball fields, soccer field, multiple tennis courts (one is enclosed), a sand-less playground for smaller children, picnic shelters, campground, fishing, biking, walking/jogging, domino pavilion and a computer lab. In addition, park programs include: after school, summer camp, winter camp, spring break camp, soccer, youth basketball, and tennis lessons.

The campground offers general camping facilities for groups of all sizes. It regularly hosts scouting programs and camps, as well as reunion opportunities for families or special groups such as veterans.

**Owner/Official with Jurisdiction:** City of Miami

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Transportation enhancement activities, transportation alternatives projects, and mitigation activities that meet the conditions in 23 CFR 774.13(g)(1-2).

**Exception/Exemption Justification:**

Use, as defined under Section 4(f), of Robert King High Park would be limited to the area within the park needed to construct new access points and pathways connecting the park with the trail. The new pathways and access points are intended to enhance park accessibility while preserving existing park functions. Conceptual design plans (Attachment B) show three connections between the park and trail. The first access point is located just south of the park's tennis courts, a second access point is proposed approximately 90 feet north of the Tamiami Canal, and a third approximately 20 feet south of NW 7th Street. The proposed access points occur at the park boundary line while the pathways extend through open space within the Park to connect with the most proximate existing park pedestrian pathway. The street-view image (Attachment C) provides a street-level view looking towards the trail corridor near the first proposed entrance near the tennis courts. The trail and park connections are proposed as 10-foot pathways that will be ADA compliant.

On October 19, 2018 the City of Miami submitted a Statement of Significance for Robert King High Park to support the Determination of Section 4(f) Applicability, see Attachment D. In the letter, the City of Miami indicated that the activities, features, and attributes (AFAs) supported by Robert King High Park play an important role in meeting community objectives for the provision of public recreation within the City of Miami.

A letter provided on March 5, 2021 by the City of Miami agreeing that the work being performed will not negatively impact, but rather enhance the function of the park, is included as Attachment E.

**OEM SME Determination Date:** 04-19-2021

## Palmer Park

**Facility Type:** Park/Rec Area

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 6100 SW 67th Ave, Miami, FL, 33143, USA

Latitude: 25.71386 Longitude: -80.30213

**Description of Property:**

Palmer Park is an 8.5-acre publicly owned park, owned and maintained by the City of South Miami, located in the vicinity and to the east of the Ludlam Trail Corridor Project (Attachment A). Palmer Park is not adjacent to the proposed Ludlam Trail. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between the Ludlam Trail Corridor and Palmer Park. Palmer Park is located approximately 625 feet from the proposed trail.

The property address is 6100 SW 67th Avenue, South Miami, Florida, 33143-1909. The park is open to the public after school hours Monday through Friday, 3:30 PM to 10:00 PM; Saturday and Sunday, sunrise to sunset. When school is out of session, the park is open to the public Monday through Friday, sunrise to 10:00 PM; Saturday and Sunday, sunrise to sunset. Park amenities include:

- Adult Softball Leagues
- Youth Baseball Leagues
- Softball Tournaments
- Youth Tackle Football
- Cheerleading
- Soccer (Adult and Youth)
- Adult Kickball
- Playground

Palmer Park supports a range of activities including athletic playing fields, batting cages, concession stand, restroom facilities, multiple multi-purpose fields for football and soccer activities, outdoor field lights, picnic tables, tot lot playground, and five youth-size baseball/softball fields. Palmer Park is also home to the city's annual 4th of July Celebration and National Night Out event. More than 40,000 guests visit Palmer Park each year.

**Owner/Official with Jurisdiction:** City of South Miami

**Relationship Between the Property and the Project**

The proposed Ludlam Trail is intended to serve as a transportation corridor and support use by bicyclists, pedestrians, and other types of non-motorized users. The trail is proposed to be constructed within a former railroad corridor that exists approximately 625 feet west of Palmer Park. The South Miami K-8 Center (school), which has a fence on its perimeter, is located between Palmer Park and the proposed Ludlam Trail. The Ludlam Trail project will have no impacts or use of the Section 4(f) Property (Palmer Park) including constructive use or minor proximity impacts. Access points to Palmer Park will remain unchanged and no new connection between the park and the trail will be established as part of the proposed action.

In September 2018 to support the Determination of Section 4(f) Applicability, the City of South Miami submitted a Statement of Significance for Palmer Park, see Attachment B. In the letter, the City indicated that the activities, features, and attributes (AFAs) supported by Palmer Park play an important role in meeting community objectives for the provision of public recreation within the City of South Miami.

Based on the the distance of the park from the proposed project and lack of project interaction with the park, the No-Use determination was made.

**Yes No**

☐ ☒ Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 04-19-2021

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## A.D. Barnes Park

**Facility Type:** Park/Rec Area

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 3401 SW 72nd Ave, Miami, FL, 33155, USA

Latitude: 25.73617 Longitude: -80.30876

**Description of Property:**

A.D. Barnes Park is a 60.93-acre public park and preserve, owned by Miami-Dade County and maintained and operated by MDPROS. The park is located adjacent and to the west of the proposed Ludlam Trail project at 3401 SW 72nd Avenue, Miami, Florida, 33155-3665, see Attachment A for the project location map. The Park is open to the public seven (7) days a week from dawn to dusk, 7:00 AM to 7:00 PM. Park amenities include:

- Basketball Courts
- Campground
- Fishing Pier
- Fitness Zones
- Picnic Shelter/Pavilion
- Playground
- Pools - Year Round
- Restroom
- Splash Playgrounds
- Trails
- Visitor and Nature Center
- Leisure Access Camp
- (Campground with Cottages, Lodge, and Dining Hall)

In addition to the Park amenities described above, park programs include: Adults with Developmental Disabilities; EcoAdventures - Bike and Hike; EcoAdventures - Expedition S. Fla; Learn-to-Swim; Leisure Access Program; Spring Camp; and Summer Camp.

The Leisure Access Camp is fully accessible for persons with disabilities and is available for rent. The camp is surrounded by ten acres of pineland and tropical hardwoods within A.D. Barnes Park. It features two cottages equipped with showers, a lodge, and a dining hall with a full kitchen. This campground is available only to groups and/or organizations, no family camping is allowed.

A.D. Barnes Park is also home to "The Sense of Wonder Nature Center" set within pine rocklands areas. As a result, the 15-acre Nature Preserve, which hosts an average of 500 visitors a month, has become a haven for migrating birds, local wildlife and plants, and according to the National Audubon Society, is one of the best places to see birds in Miami. The Nature Center offers numerous outreach programs dedicated to conservation and nature study, designed for all age groups.

Specialized camps exclusively for children with disabilities are also available and are managed by Certified Therapeutic Recreation Specialists. There are also Specialized Camps which focus on a specific interest and offer unique experiences that include EcoAdventures™, Nature-Science, Sports, Cultural Arts, and Zoo Miami camps. Other amenities include a life guard on duty, showers, locker rooms, and a baby pool.

**Owner/Official with Jurisdiction:** Miami-Dade County

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Transportation enhancement activities, transportation alternatives projects, and mitigation activities that meet the conditions in 23 CFR 774.13(g)(1-2).

**Exception/Exemption Justification:**

The use, as defined under Section 4(f), of A.D. Barnes Park would be limited to the area within the Park needed to construct new access points and pathways connecting the Park with the trail. The new pathways and access points are intended to enhance Park accessibility while preserving existing park functions. Conceptual design plans (Attachment B) show two proposed connections between the Park and trail, the first near the aquatics center near SW 37th Street and the second proposed connection approximately 120 feet south of the Coral Gables Canal. The first access point is located at SW 37th Street with no additional pathway extension proposed from the trail into the Park; SW 37th Street currently provides existing access to the Park. The second proposed access point is located south of the Coral Gables Canal at the Park boundary line with a pathway that extends through open space within the Park to connect with the most proximate existing Park pedestrian pathway. The street-view image (Attachment C) provides a street-level view looking into A.D. Barnes Park near the entrance at SW 37th Street. The trail and Park connections are proposed as 10-foot pathways that will be ADA complaint.

In October 2018 to support the Determination of Section 4(f) Applicability, MDPROS submitted a Statement of Significance for A.D. Barnes Park, see Attachment D. In the letter, MDPROS indicated that the activities, features, and attributes (AFAs) supported by A.D. Barnes Park play an important role in meeting community objectives for the provision of public recreation within Miami-Dade County.

A letter provided on March 5, 2021 by MDPROS agreeing that the work being performed will not adversely impact, but rather enhance the function of the Park, is included as Attachment E.

**OEM SME Determination Date:** 04-19-2021

## Resource Attachments

### Robert King High Park

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street View

Attachment D - Statement of Significance - From City of Miami

Attachment E - Concurrence Letter - From City of Miami

### Palmer Park

Attachment A - Location Map

Attachment B - Statement of Significance - From City of South Miami

### A.D. Barnes Park

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street Views

Attachment D - Statement of Significance - From MDC

Attachment E - Concurrence Letter - From MDC

## Robert King High Park

### Contents:

Attachment A - Location Map

Attachment B - Concept Plans

Attachment C - Street View

Attachment D - Statement of Significance - From City of Miami

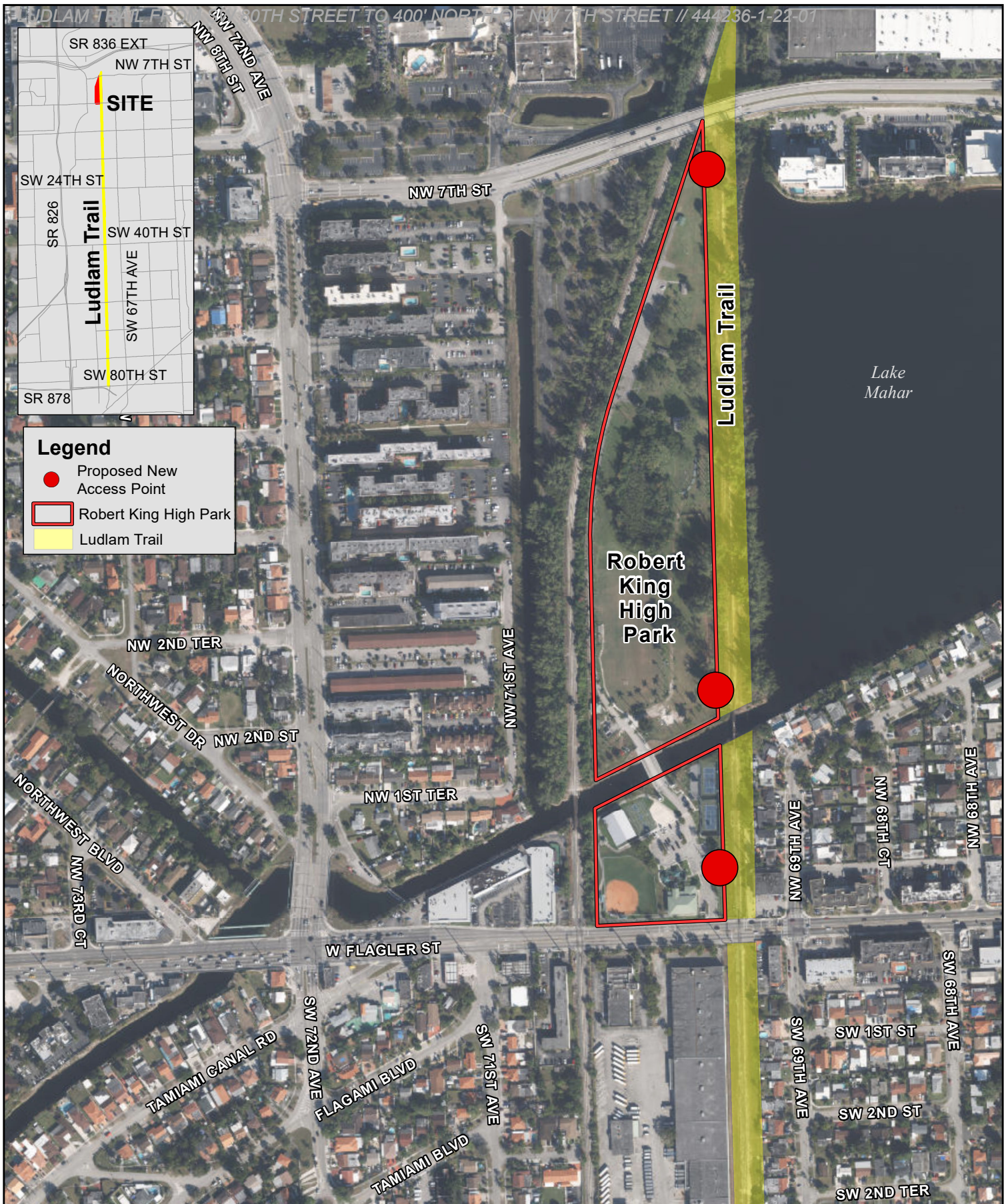
Attachment E - Concurrence Letter - From City of Miami

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## **Attachment A**

### **Robert King High Park Location Map**





**Legend**

- Proposed New Access Point
- Robert King High Park
- Ludlam Trail



0 300 Feet

Job: #60580260  
Date: March 2021  
Source: Esri Aerial Base Map



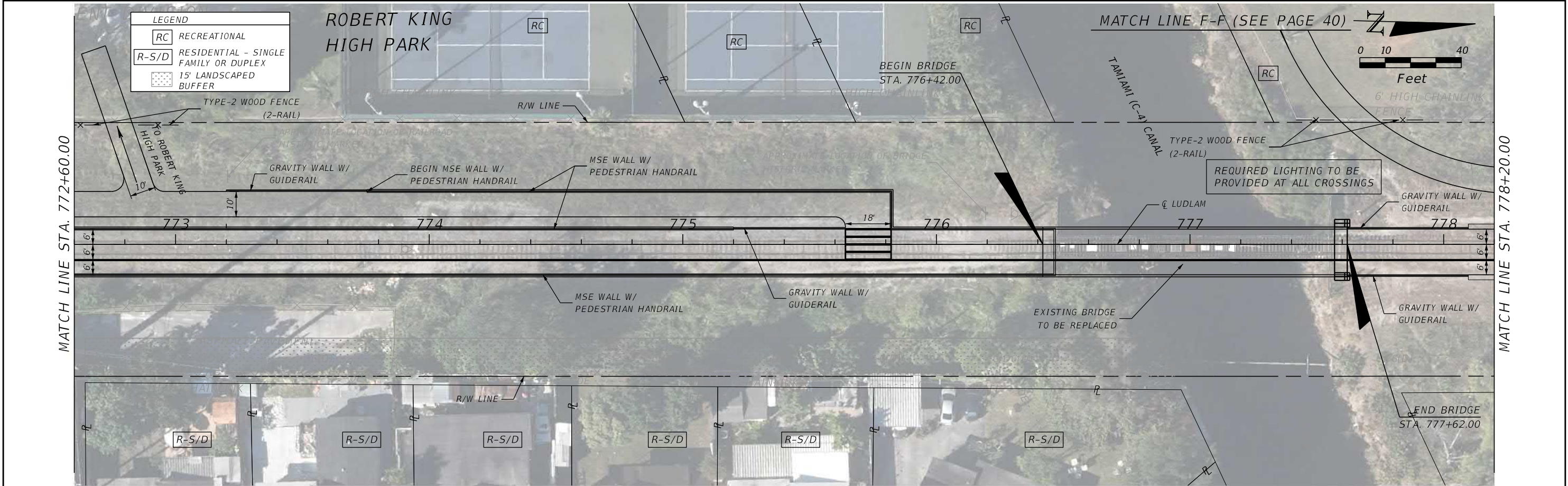
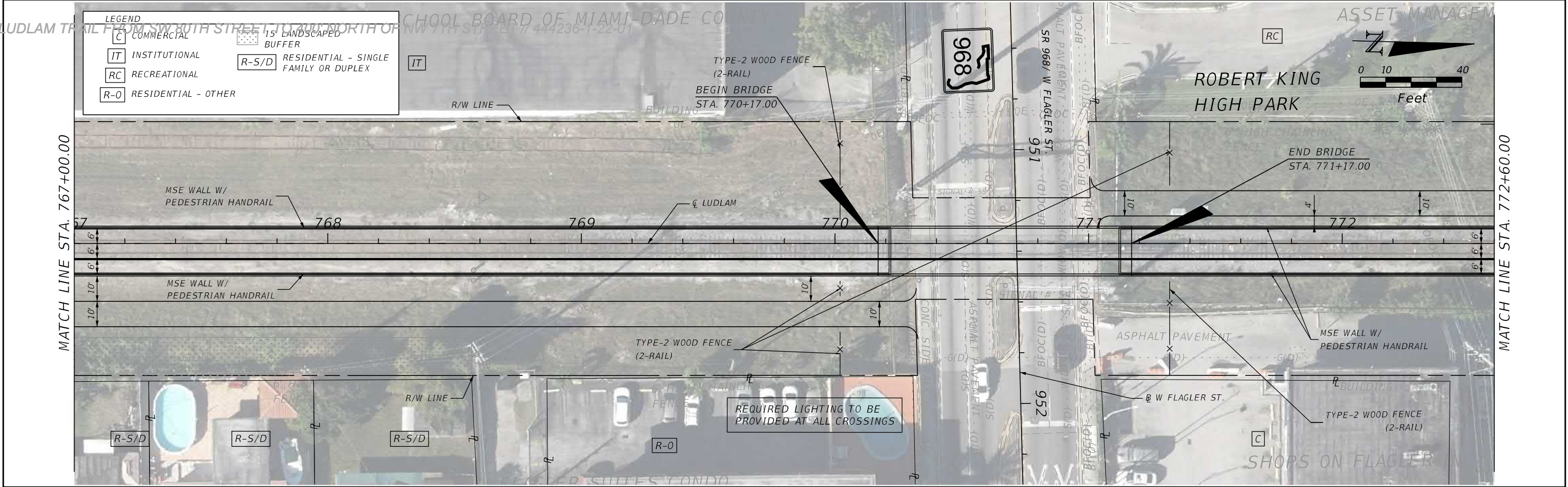
Park Address:  
7025 W Flagler Street  
Miami, FL 33144

**Robert King High Park - City of Miami**  
**Ludlam Trail PD&E**  
Miami-Dade County Parks, Recreation and Open Spaces

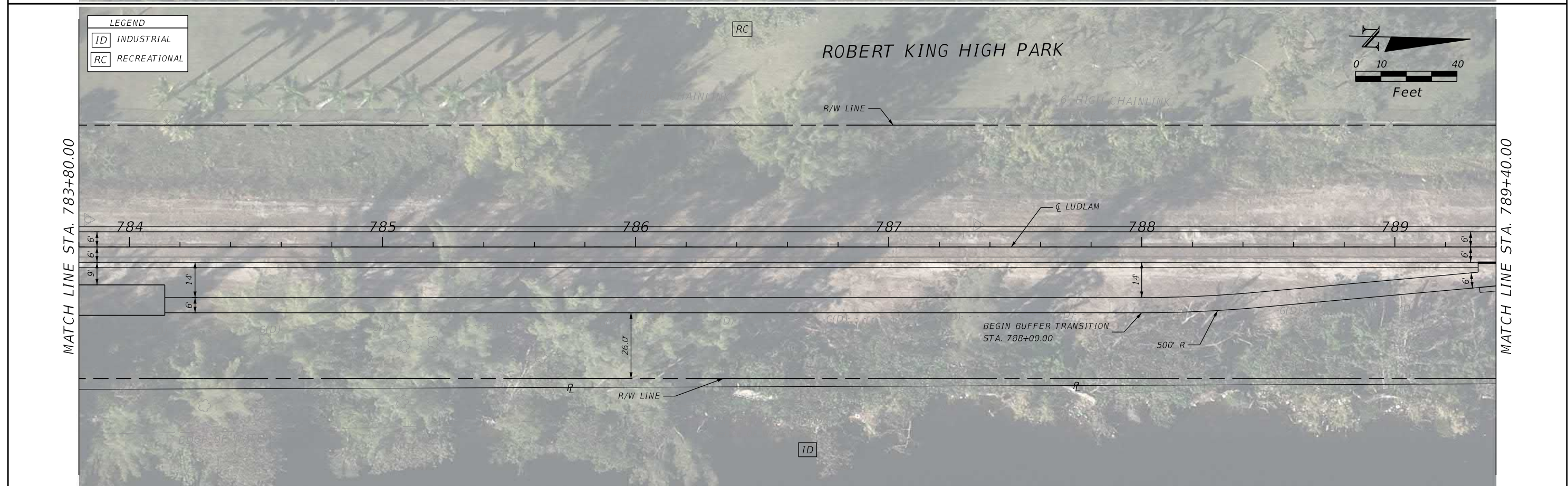
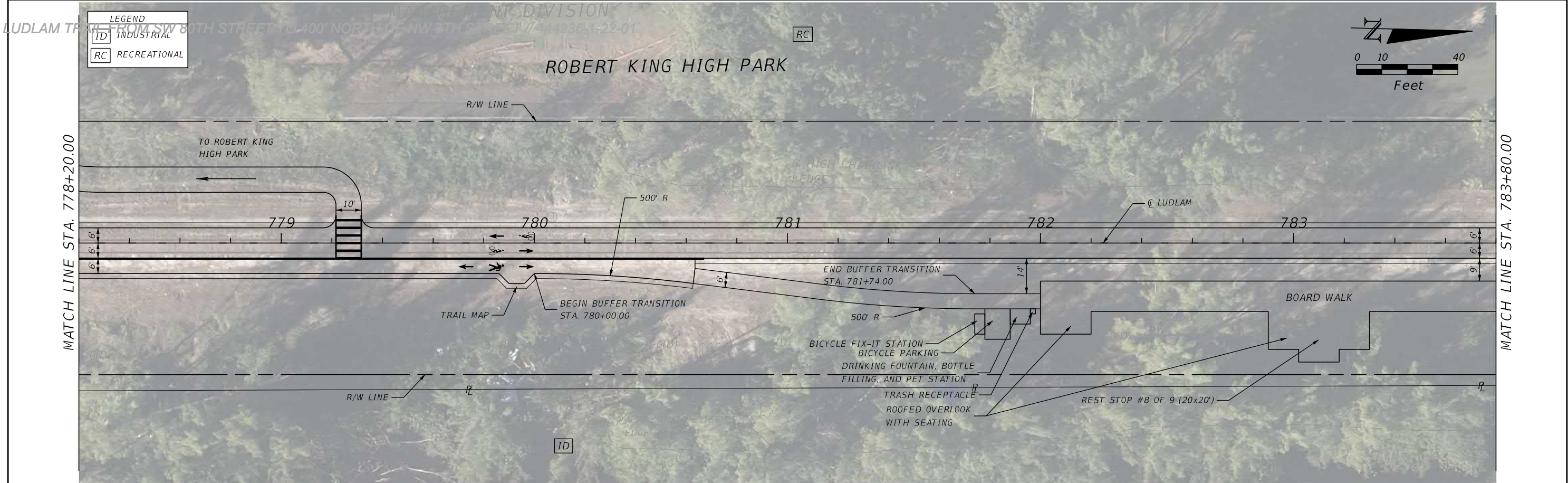
## **Attachment B**

### **Robert King High Park Concept Plans**



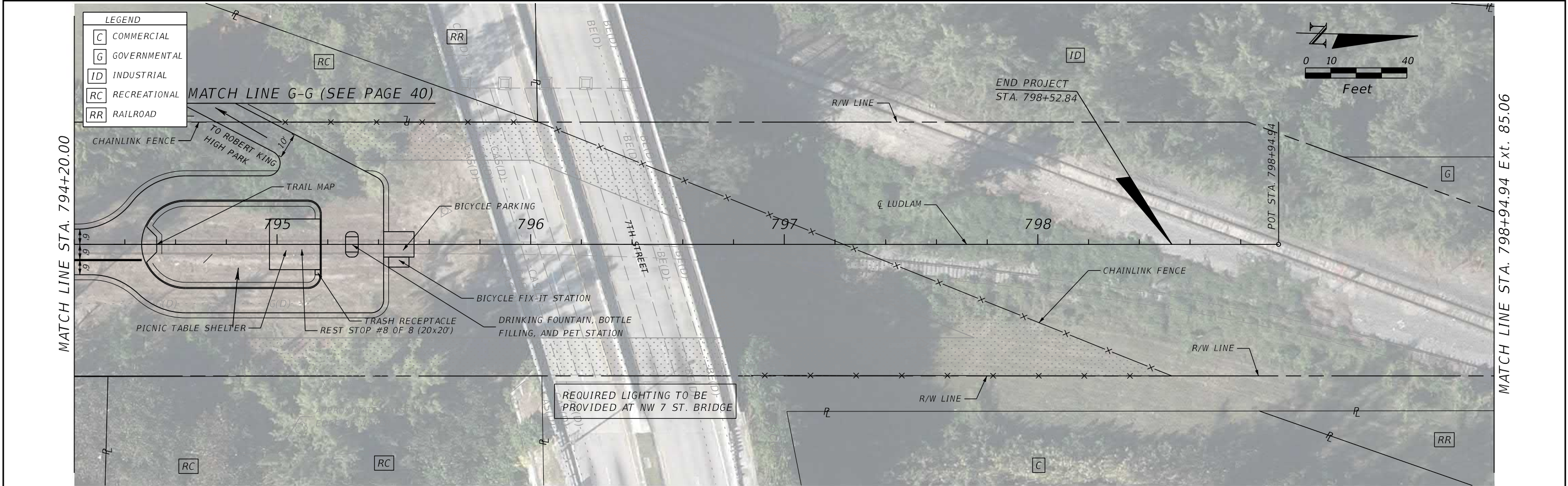
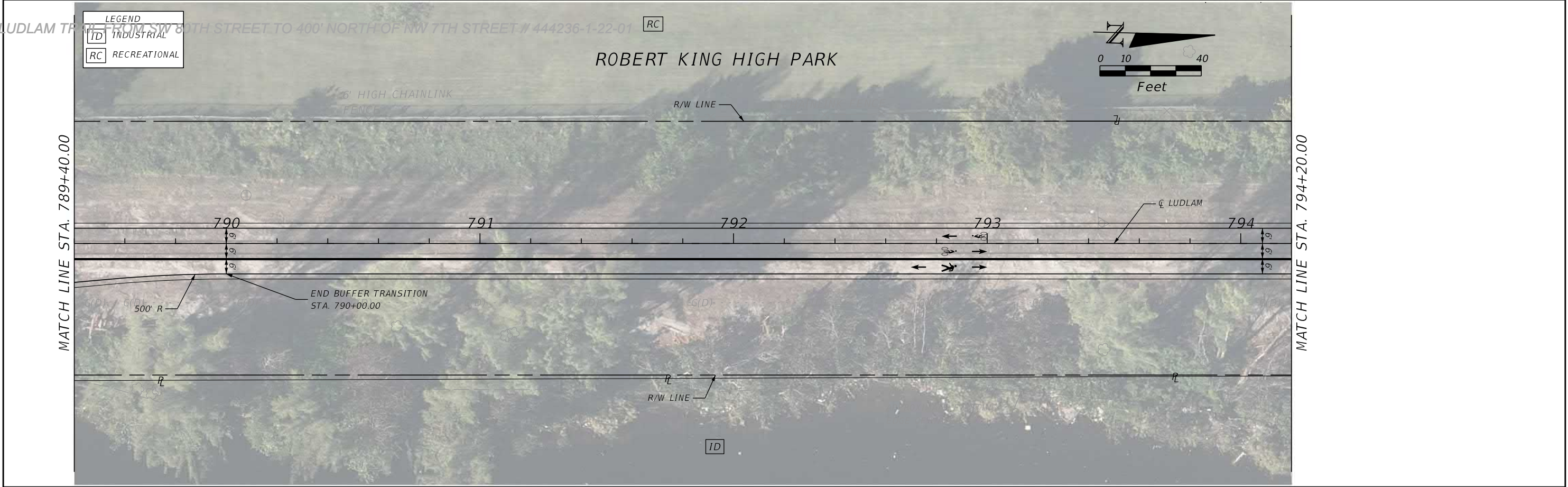






REVISIONS		 AECOM 7650 CORPORATE CENTER DR., SUITE 400 MIAMI, FL 33126-1220	 MIAMI-DADE COUNTY	LUDLAM TRAIL CORRIDOR PD&E STUDY			TRAIL PLANS	SHEET NO.
DATE	DESCRIPTION			Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO. RFQ 786B P&R PROJECT NO. 43502-15-001-14470619		





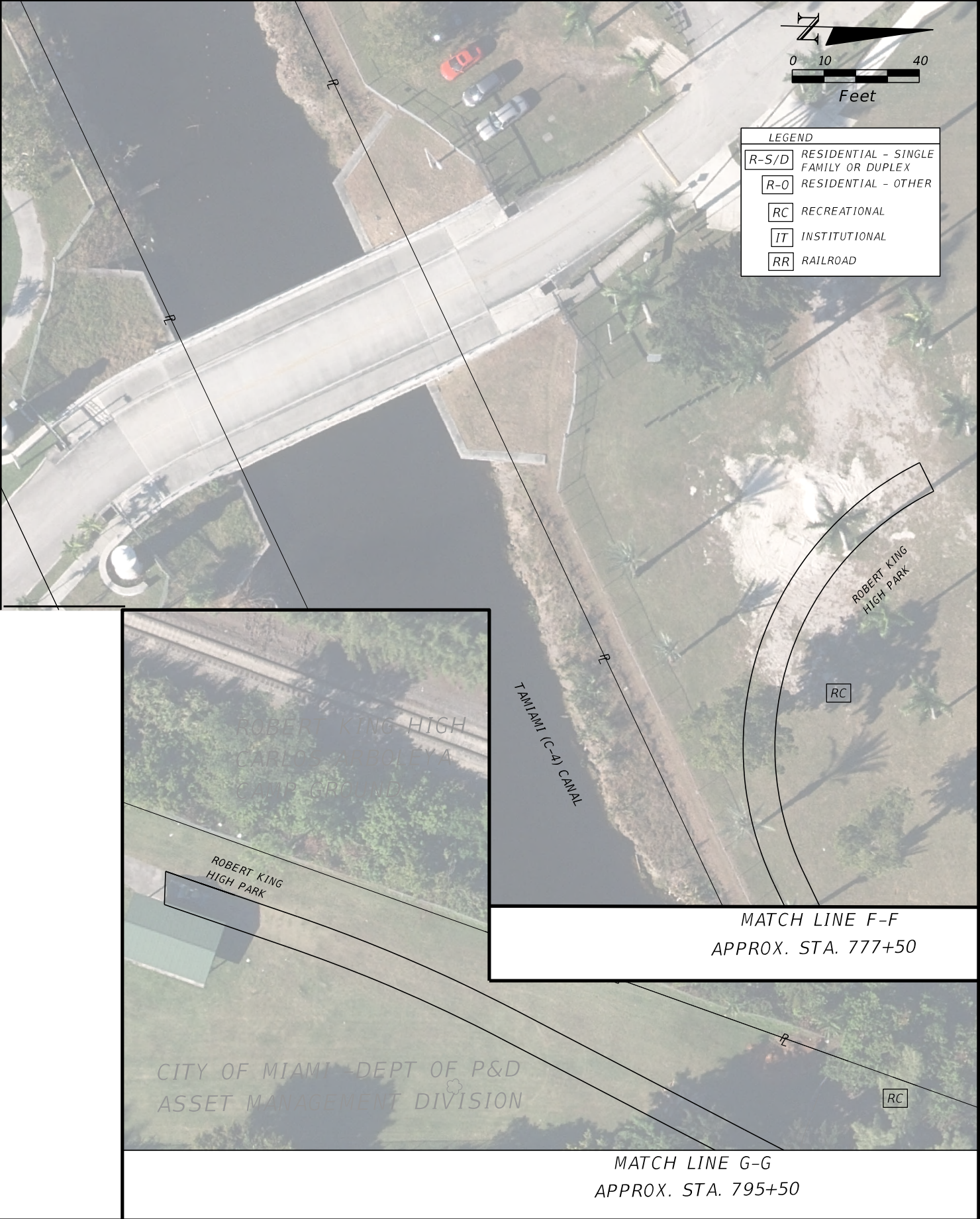
REVISIONS				LUDLAM TRAIL CORRIDOR PD&E STUDY			SHEET NO.
DATE	DESCRIPTION			Miami-Dade County Parks, Recreation, and Open Spaces (MDPROS)	Hickman Building 275 NW 2nd Street Miami, FL 33128 305-755-7800	P&R CONTRACT NO.	
						RFQ 786B	
Section 2.04.01							

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LUDLAM TRAIL FROM SW 80TH STREET TO 400' NORTH OF NW 7TH STREET // 444236-1-22-01

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