

CULTURAL RESOURCE ASSESSMENT SURVEY

SR 826/Palmetto Expressway Express Lanes Project Development and Environment (PD&E) Study

Volume I

FDOT Financial Project Identification Number: 432639-1-22-02
Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:

From US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:



FDOT District Six
1000 NW 111th Avenue
Miami, Florida 33172

SEPTEMBER 2019

FINAL

EXECUTIVE SUMMARY

A Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida was prepared for the Florida Department of Transportation (FDOT), District 6, by Janus Research. The project corridor is located in Sections 2–3, 10–11, 14–15, 22–23, 26–27, and 34–35 of Township 54 South, Range 40 East and Sections 2–3 and 10 of Township 55 South, Range 40 East on the *Hialeah* (1988) and *South Miami* (1988) United States Geological Survey (USGS) quadrangle maps.

The objective of this CRAS was to identify cultural resources and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The Preferred Alternative for the project proposes adding express lanes along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. This includes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin with one lane in each direction north of US 1 and two lanes in each direction north of SR 874. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median. The express lanes will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. The Preferred Alternative also proposes interchange, intersection and arterial improvements to support the optimal operations of the SR 826 corridor.

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); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 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 Code*. 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 January 14, 2019). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

Principal investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716). Archaeological investigations were conducted under the direction of Rudy J. Westerman, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

A Research Design was prepared to establish the Area of Potential Effect (APE) used throughout the project corridor and is included in [Appendix A](#). The APE was determined by considering the type of improvements being proposed, the character of the project corridor, and the potential effects these improvements could have on cultural resources. Based on this, the archaeological resources APE consists of the footprint of any subsurface activities proposed within and extending outside of the existing Right of Way (ROW), as well as the footprint of newly proposed ROW. The historic resources APE consists of the footprint of all proposed improvements and proposed ROW, adjacent parcels for a distance of up to 150 feet from the proposed at-grade improvements and proposed ROW, and a distance of 250 feet from the proposed elevated improvements. Any proposed elevated improvements range in height from 40-68 feet. The APE established in the Research Design was reviewed and accepted by FDOT. Additionally, the Research Design identified any previously recorded cultural resources, areas with the potential for containing unrecorded cultural resources, and preliminary archaeological site potential zones.

No newly recorded archaeological sites were identified within the archaeological APE. One previously recorded archaeological site within the archaeological APE was previously monitored and found to have been destroyed by development. Two shovel tests excavated within the archaeological APE yielded no archaeological material. Subsurface testing was not feasible within the rest of the archaeological APE due to the presence of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots and other hardscape; landscaping; canals, berms, storm sewer, and other drainage and water management features; buried and overhead utilities, including electric, sewer, water, fiber optic cable, Intelligent Transportation Systems (ITS), signalization, and lighting; and existing buildings and structures. The pedestrian survey and subsurface testing of the archaeological APE confirmed the developed nature of the project corridor and a low potential for finding intact archaeological sites.

The historic resources survey resulted in the identification of a total of 416 historic resources within the historic resource APE. The historic resources consist of 378 buildings, fourteen linear resources, twelve bridges, ten resource groups, and two cemeteries. Of the identified historic resources, 26 are previously recorded and 390 are newly recorded. Additionally, the field survey revealed that eight previously recorded resources plotted within the APE have been demolished or otherwise removed.

Three previously recorded historic resources are considered eligible for listing in the National Register: Fairholm House (8DA2892), FEC Railway (8DA10107), and CSX Railroad (8DA10753). These three resources were not previously evaluated by SHPO within the current APE. Fourteen previously recorded resources have been determined by SHPO to be ineligible for listing in the National Register. Nine historic linear resources were not previously recorded within the current APE. Evaluations of National Register eligibility were made for all extant historic resources as part of this study.

Four newly recorded historic resources are considered eligible for the National Register: Miami Memorial Park (8DA17261), Sunset Montessori School (8DA17305), South Miami Lutheran Church (8DA17315), and 780 Tamiami Canal Road (8DA17609). Three hundred and eighty-six of the 390 newly recorded historic resources exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their

historic physical integrity. Therefore, these 386 newly recorded historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

Five appendices are included in Volume I of this report. The Research Design completed prior to this CRAS is included in [Appendix A](#). Representative photographs of current conditions throughout the archaeological APE are included in [Appendix B](#). Identified Historic Resources Maps showing the locations of the extant resources within the APE are included in [Appendix C](#). Selected photographs of the resources located throughout the historic resources APE are included in [Appendix D](#). A survey log for the current project is included in [Appendix E](#).

Volume II of this report includes all Florida Master Site File (FMSF) forms completed for previously recorded and newly identified historic resources. All FMSF forms completed as part of this study include detailed information for recorded resources in addition to photographs and maps showing their location.

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1.0 INTRODUCTION

A Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida was prepared for the Florida Department of Transportation (FDOT), District 6, by Janus Research. The project corridor is located in Sections 2–3, 10–11, 14–15, 22–23, 26–27, and 34–35 of Township 54 South, Range 40 East and Sections 2–3 and 10 of Township 55 South, Range 40 East on the *Hialeah* (1988) and *South Miami* (1988) United States Geological Survey (USGS) quadrangle maps.

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Principal investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716). Archaeological investigations were conducted under the direction of Rudy J. Westerman, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

2.0 PROJECT SUMMARY

2.1 PROJECT DESCRIPTION

The FDOT District Six has recently started a PD&E Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see [Figure 2.1](#)). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

The PD&E Study will evaluate the following potential types of improvements:

- Implementation of dynamically priced express lanes.
- Access and ramp connections to and from the express lanes (ingress and egress access points).
- Interchange improvements – Modification of existing entrance and exit ramps serving the interchanges within the project limits.
- Intersection improvements – Widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are ten existing interchanges within the project limits. Eight of the ten interchanges provide connection to arterial/collector facilities. The other two are major system-to-system interchanges (SR 826 with SR 874 and SR 826 with SR 836). These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.



Figure 2.1- Project Location Map

2.2 PURPOSE AND NEED OF THE PROJECT

The overall goals and objectives of the PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below.

Capacity – The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. Population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9% and employment by 32.5%. Population within Northwest is projected to increase by 20% and employment by 41.9%. Population within West is projected to increase

by 12.5% and employment by 42.5%. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor, SR 836. The SR 826 corridor provides system-level connections to I-75, Florida's Turnpike, SR 874, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area. The corridor also provides access to Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street. This SR 826 southern segment (from US 1 to SR 836) is the final segment of a larger express lanes project for the SR 826 corridor. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity and peak-hour travel times.

Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general use lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with the Miami-Dade’s Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network. Increasing the capacity of the SR 826 corridor will reduce evacuation times needed for residents of Miami-Dade County during emergency and hurricane evacuations.

2.3 DESCRIPTION OF THE EXISTING FACILITY

SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot general use lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in [Figure 2.2](#) and [Figure 2.3](#).

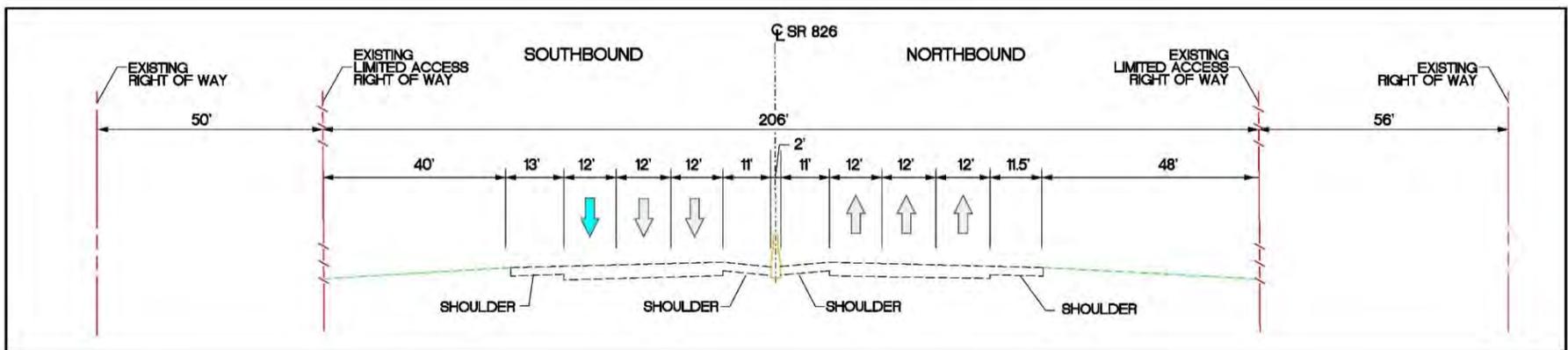


Figure 2.2 – Existing Roadway Typical Section between US 1 and SR 874

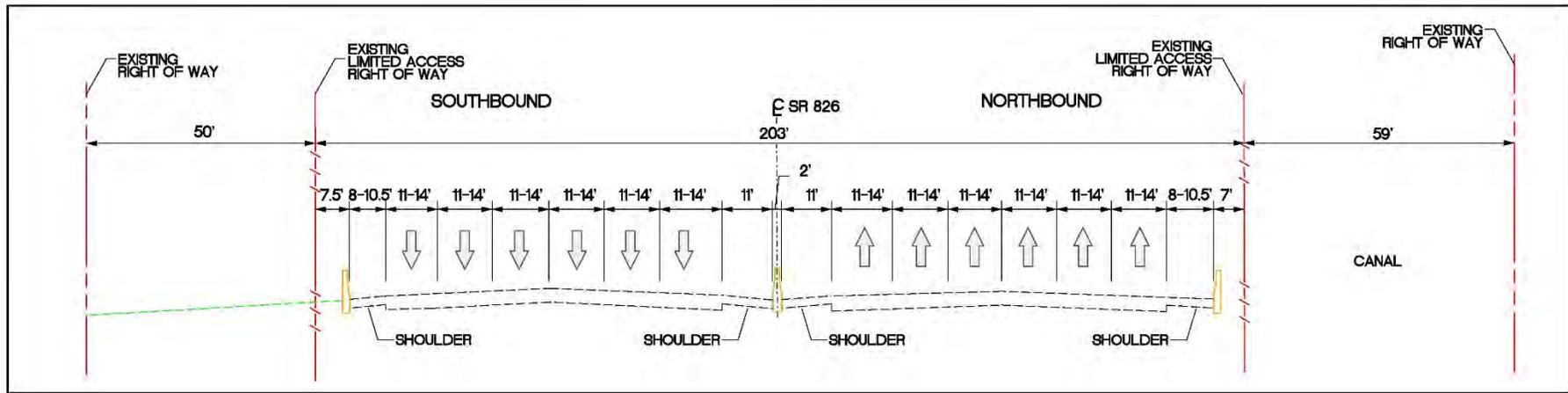
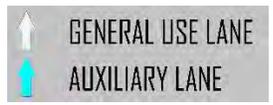


Figure 2.3 – Existing Roadway Typical Section between SR 874 and SR 836

The existing limited access right of way varies within the study limits. The right of way is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. [Table 2.1](#) summarizes the available right of way along the corridor.

Table 2.1 – Summary of Existing Right of Way

	Roadway Section	Right of Way Width (feet)
US 1	SW 104 th Street – SR 826	118
SR 826	SW 98 th Street – SW 88 th Street (Northbound Ramp)	154
	SW 98 th Street – SW 88 th Street (Southbound Ramp)	147
	SW 88 th Street – Sunset Drive	210
	Sunset Drive – Miller Drive	205
	Miller Drive – SR 874	350
	SR 874 – Bird Road	360
	Bird Road – Coral Way	317
	Coral Way – SW 8 th Street	200
	SW 8 th Street – Flagler Street	250
	Flagler Street – SR 836	460
SR 874	Miller Drive – SR 826	248

Source: FDOT ROW Survey

3.0 PREFERRED ALTERNATIVE

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected traffic operating deficiencies along this section of SR 826. In order to keep up with the growing traffic demand within the study area, three build alternatives were considered in this PD&E Study. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. Alternative 2 was selected as the Preferred Alternative.

The Preferred Alternative proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin with one lane in each direction north of US 1 and two lanes in each direction north of SR 874. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see [Figure 3.1](#)). The express lanes will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 98th Street through a proposed intersection connection with the South Miami-Dade Busway (under the southbound ramp from SR 826). Buses will continue north at-grade along the east side of the SR 826 southbound lanes. Just south of SW 88th Street the buses will continue north entering/merging with the SR 826 northbound lanes separated by express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south (buses only) at-grade along the east side of the SR 826 southbound lanes buffer separated, until reaching the proposed intersection with the Busway. Buses will have the option to travel northbound or southbound along the Busway.

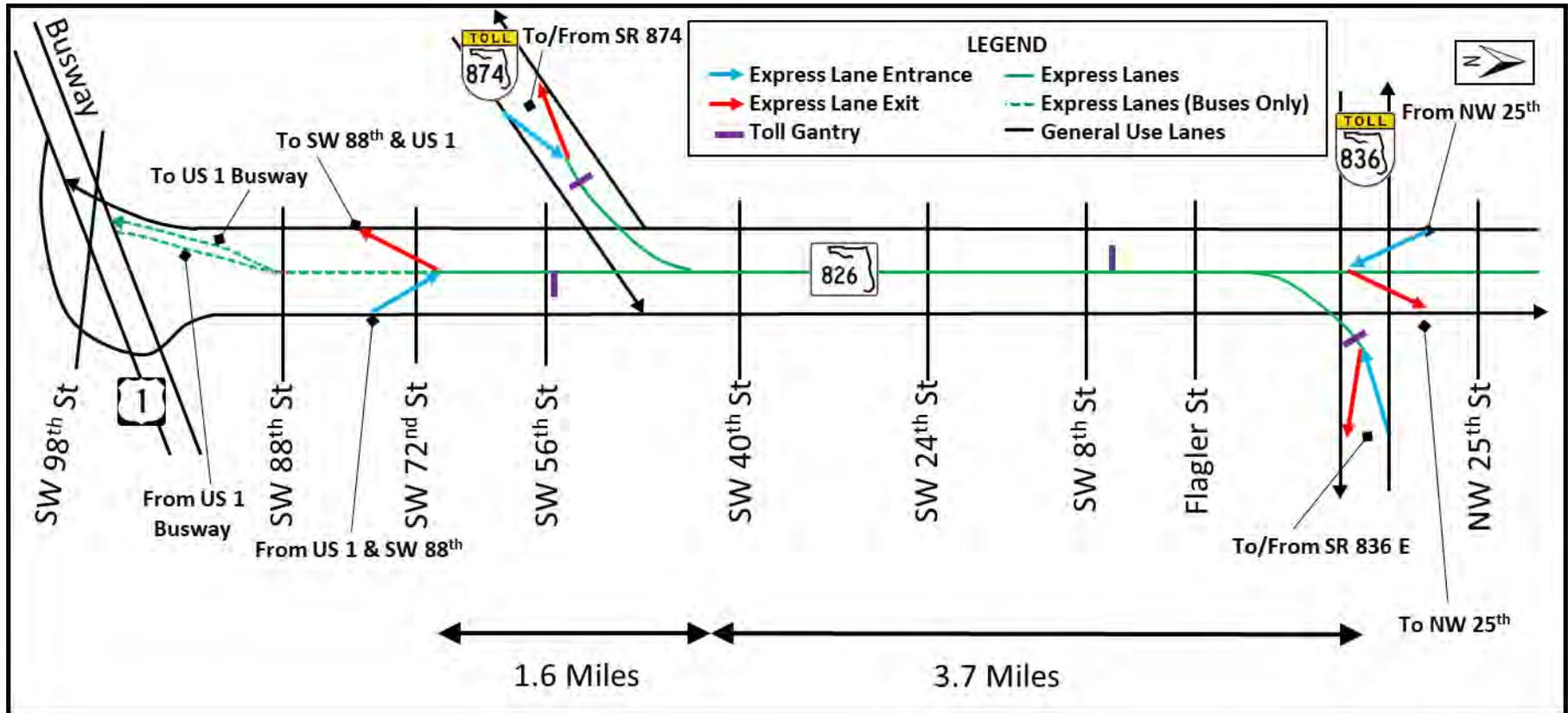


Figure 3.1 – Preferred Alternative Schematic Line Diagram

The Preferred Alternative roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot to 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls. The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesignated HOV lane) to an express lane and by adding a second express lane through widening. The two typical sections for SR 826 are depicted in [Figure 3.2](#) and [Figure 3.3](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874.

The Preferred Alternative is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figures 3.4a – 3.4d](#) depicts all the improvements proposed by the Preferred Alternative.

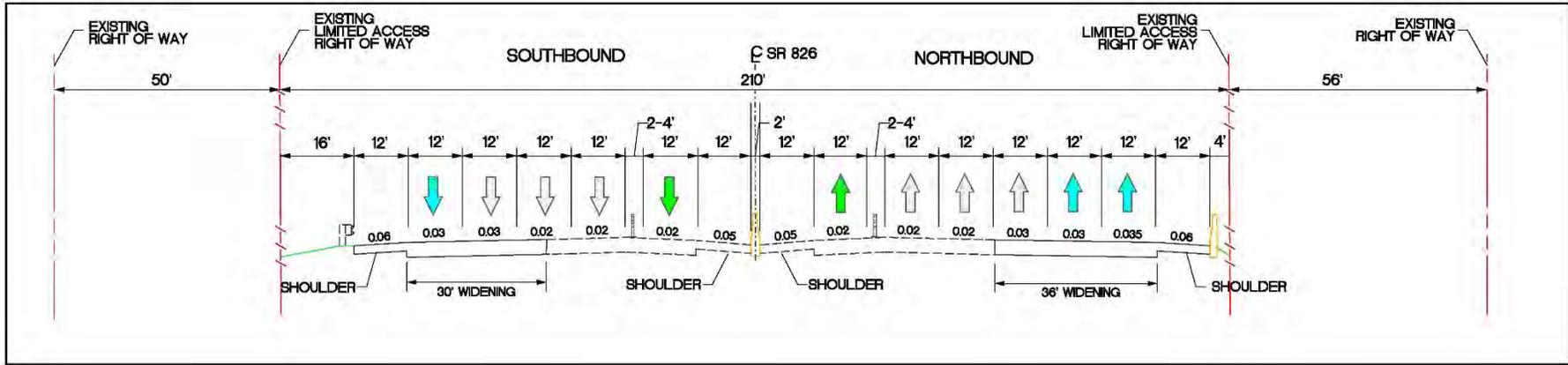


Figure 3.2 – Preferred Alternative Roadway Typical Section between US 1 and SR 874

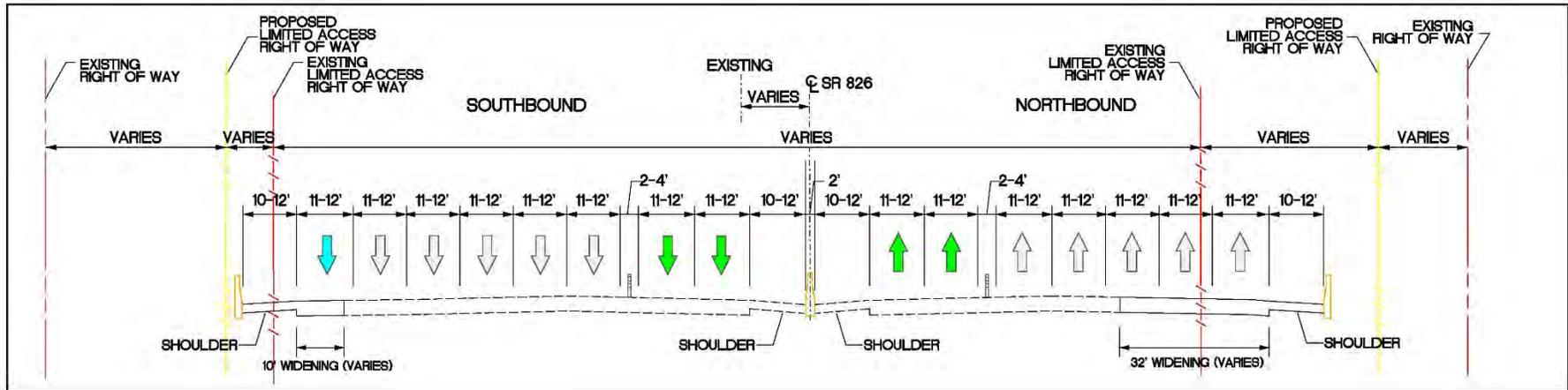


Figure 3.3 – Preferred Alternative Roadway Typical Section between SR 874 and SR 836

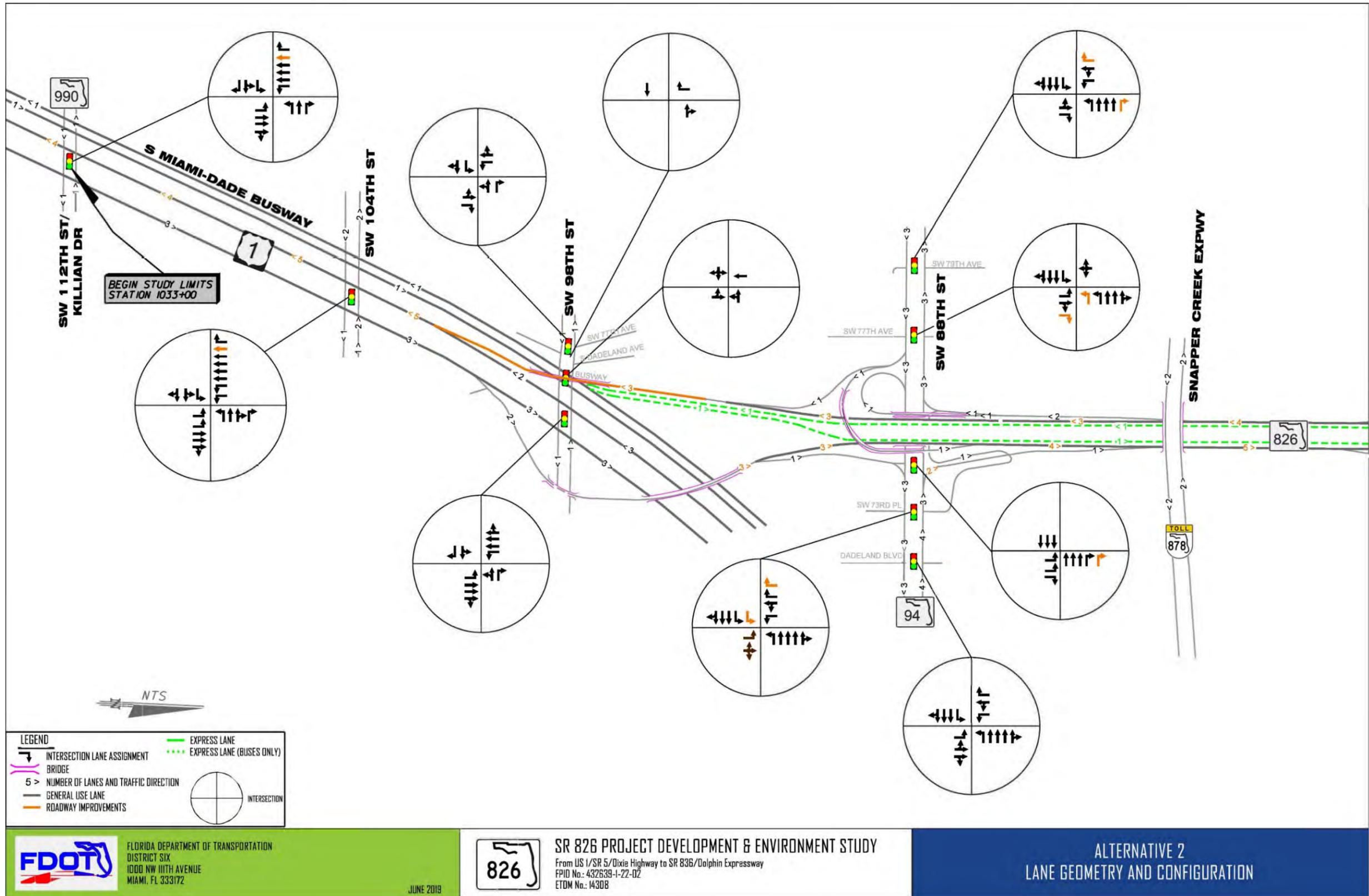


Figure 3.4a – Preferred Alternative Lane Geometry and Configuration from SW 112th Street/Killian Street to North of SR 878/Snapper Creek Expressway

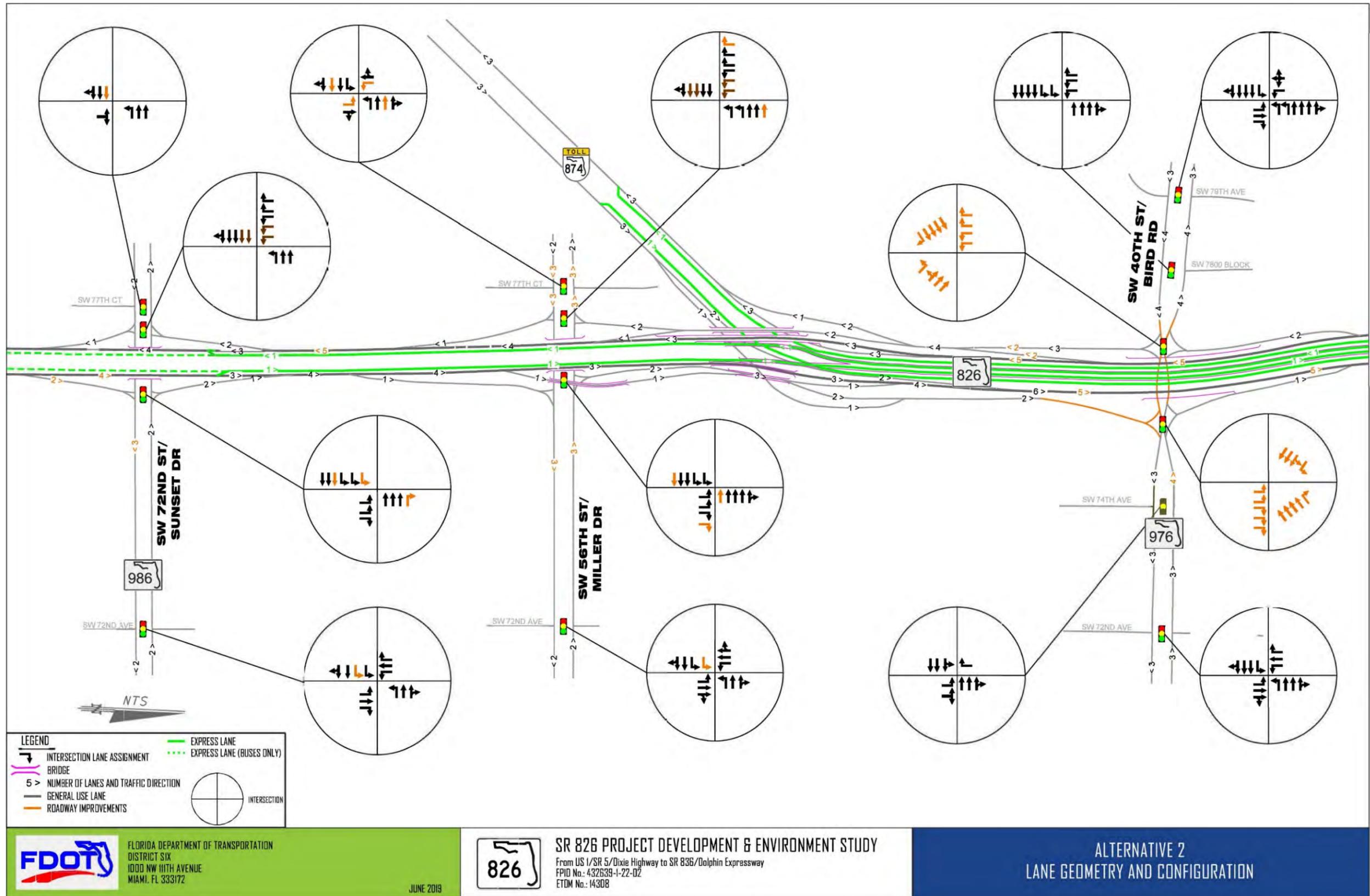


Figure 3.4b – Preferred Alternative Lane Geometry and Configuration from South of SW 72nd Street/Sunset Drive to North of SW 40th Street/Bird Road

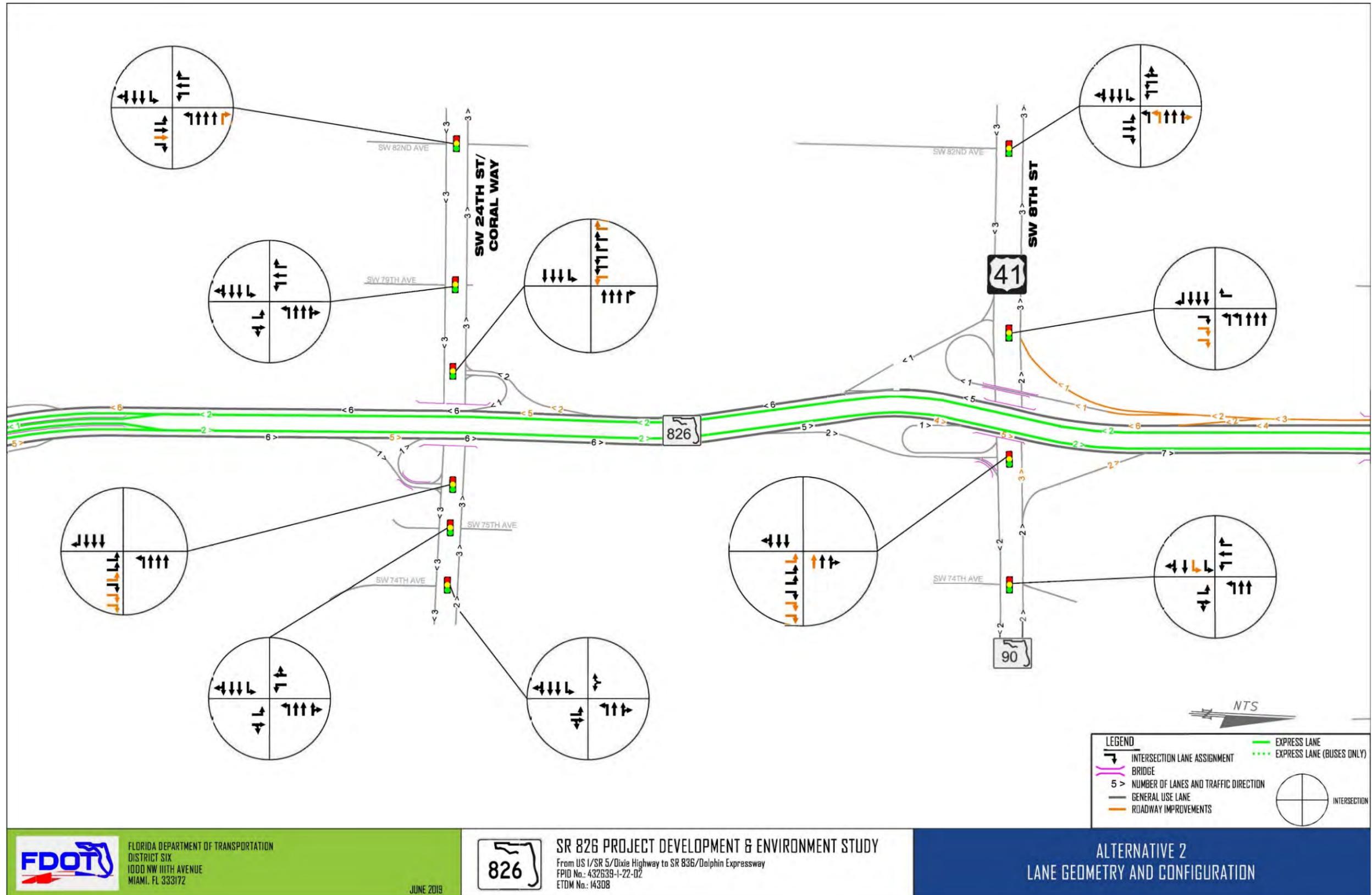


Figure 3.4c – Preferred Alternative Lane Geometry and Configuration from South of SW 24th Street/Coral Way to North of SW 8th Street

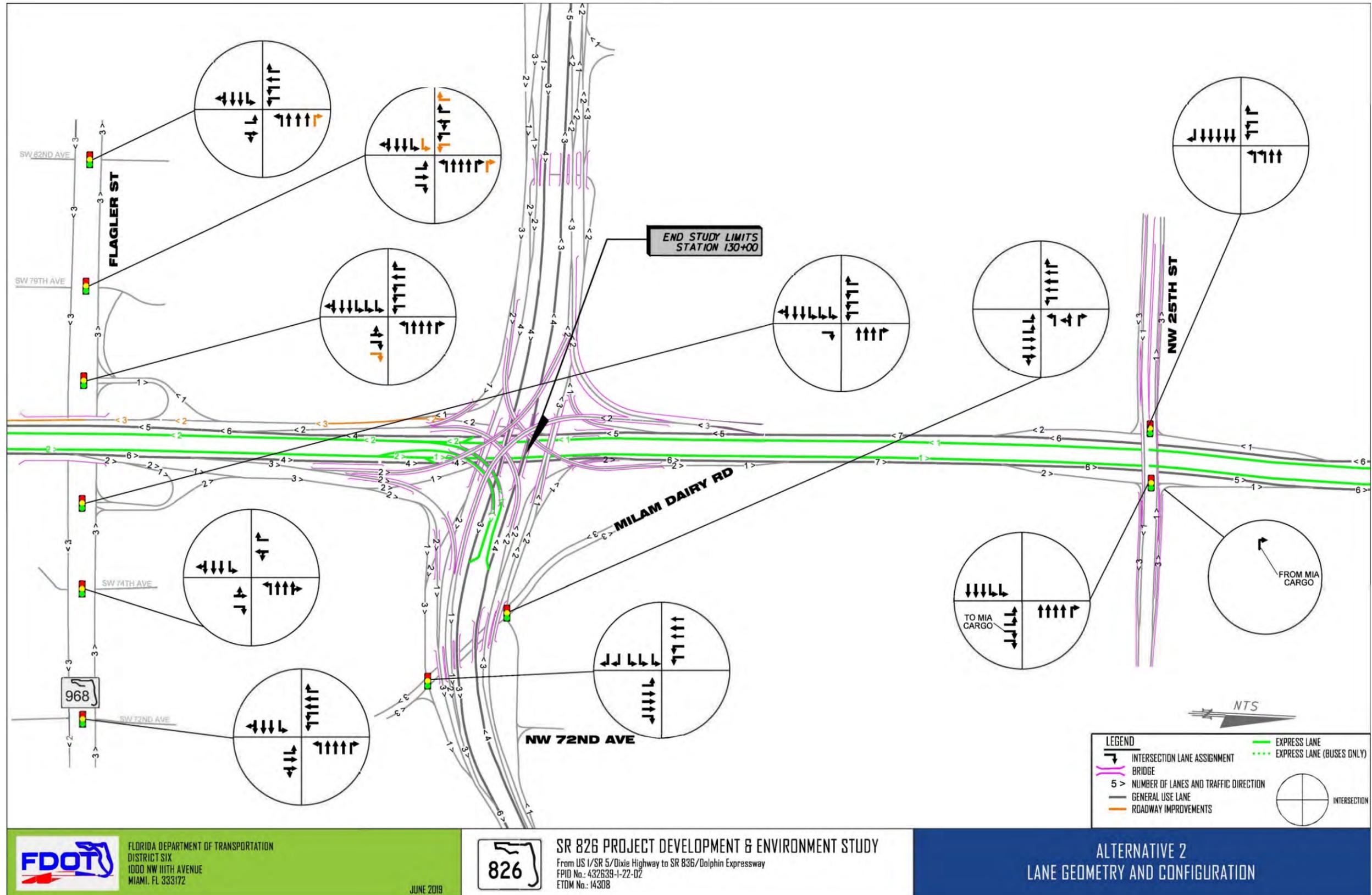


Figure 3.5 – Preferred Alternative Lane Geometry and Configuration from South of Flagler Street to NW 25th Street

4.0 AREA OF POTENTIAL EFFECT

A Research Design was prepared to establish the APE used throughout the project corridor, which was reviewed and accepted by FDOT ([Appendix A](#)). The APE is determined by evaluating the type of improvements under consideration and the possible effects these improvements could have on cultural resources. It also considers the location and extent of the possible improvements. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites are often impacted by those activities, as well as alterations to setting, access, and appearance.

4.1 ARCHAEOLOGICAL APE

The archaeological resources APE consists of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW ([Figures 4.1a–4.1e](#)).

4.2 HISTORIC RESOURCES APE

The historic resources APE consists of the footprint of all proposed improvements and proposed ROW, adjacent parcels for a distance of up to 150 feet from the proposed at-grade improvements and proposed ROW, and a distance of 250 feet from the proposed elevated improvements ([Figures 4.1a–4.1e](#)). Any proposed elevated improvements range in height from 40-68 feet.

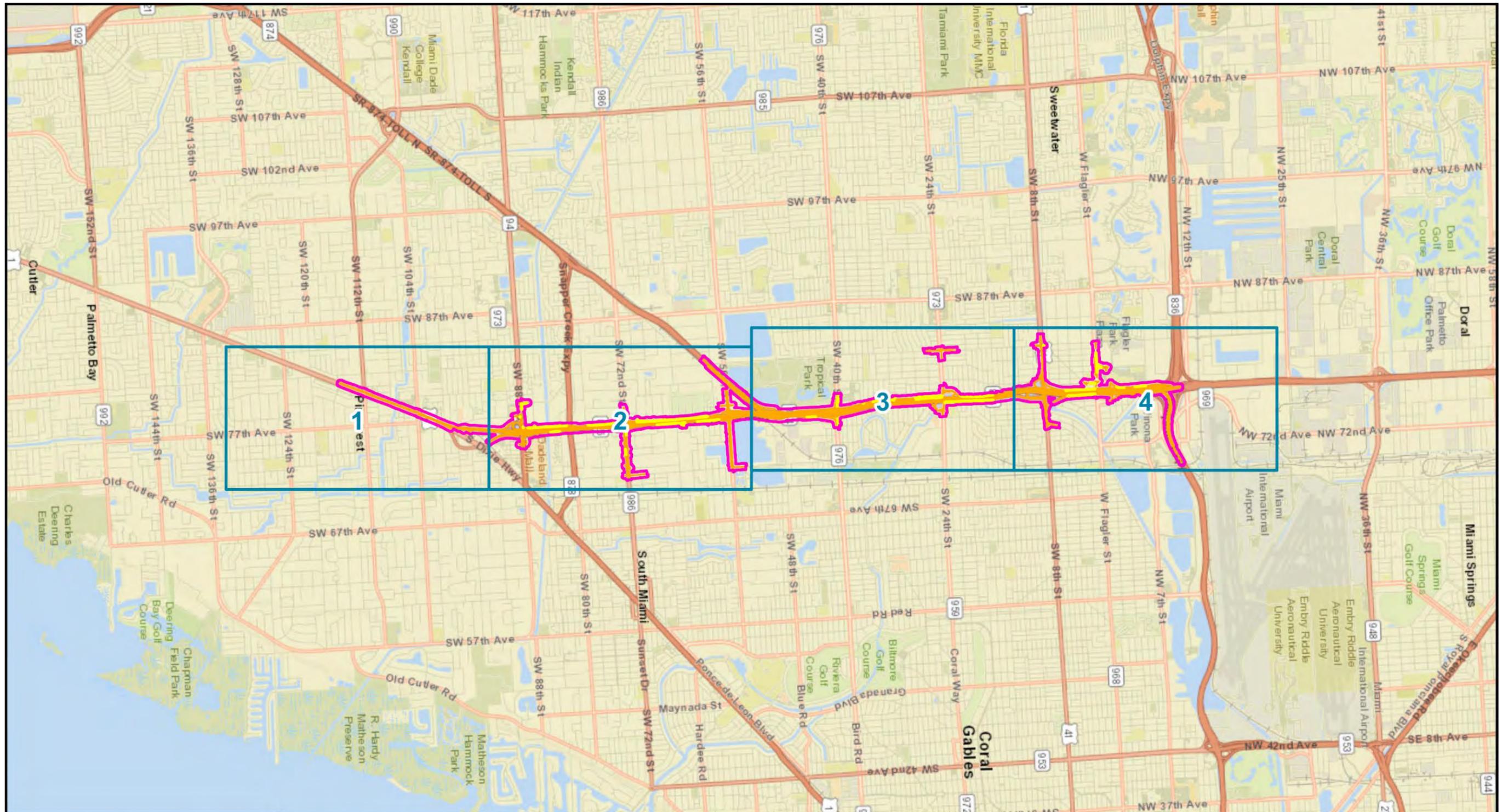


Figure 4.1a: Project APE (Overview Map)

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

- Mapping Frames
- Historic Resources APE
- Project Footprint
- Proposed ROW

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

Miami-Dade County

Miles

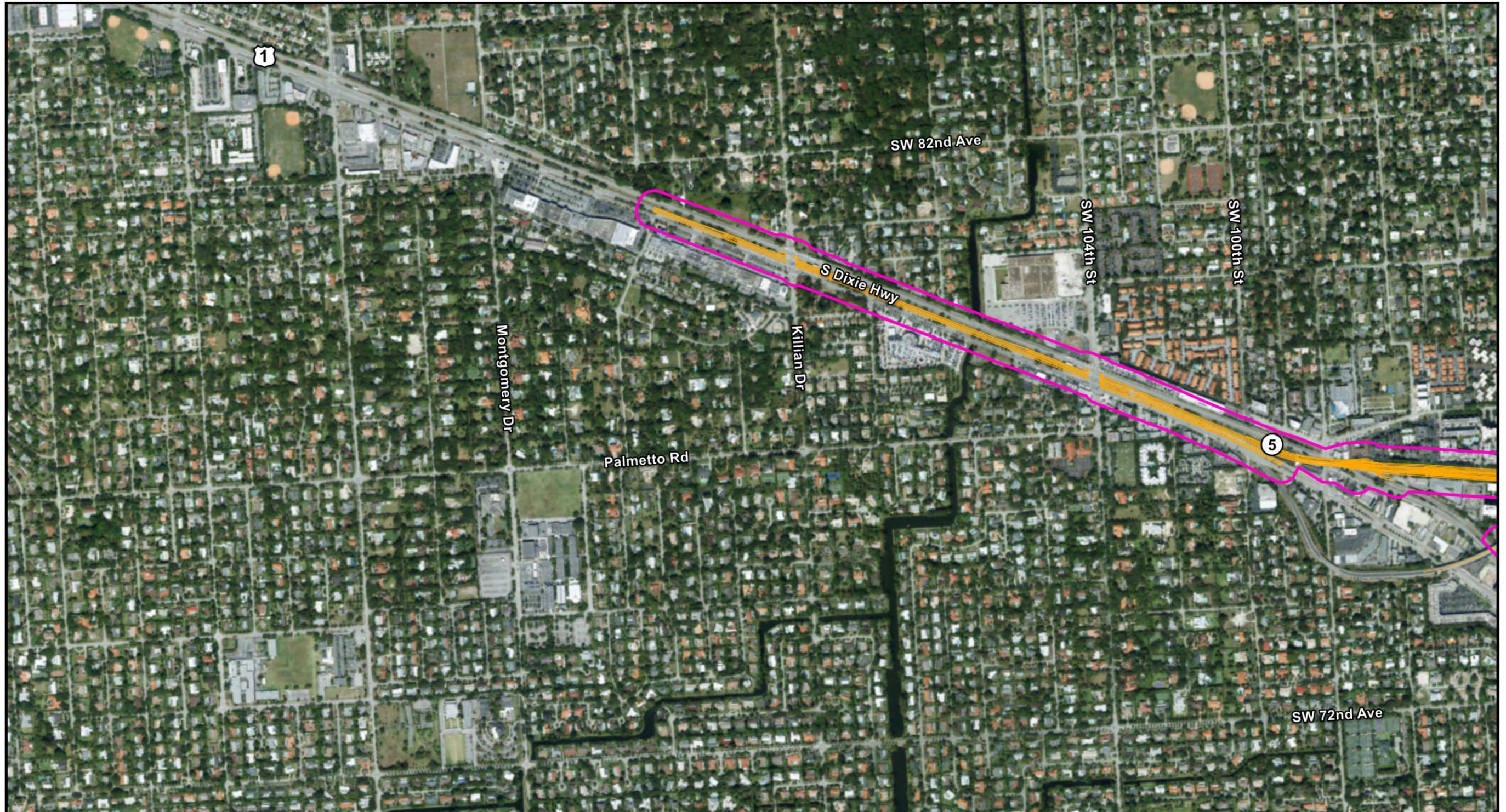


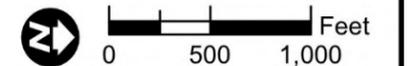
Figure 4.1b: Project APE
(Map 1 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

Miami-Dade County



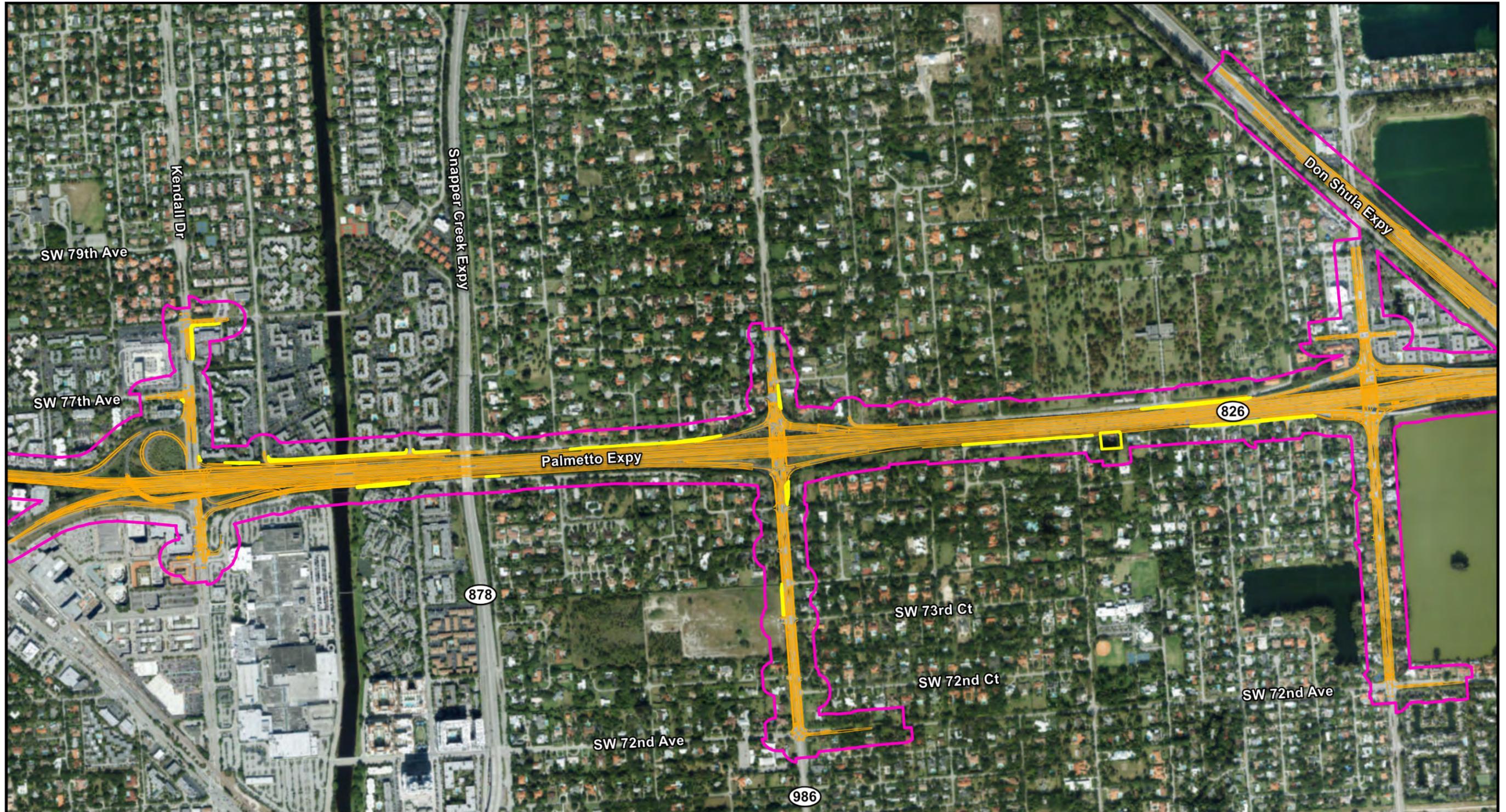


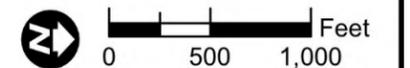
Figure 4.1c: Project APE
(Map 2 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

Miami-Dade County



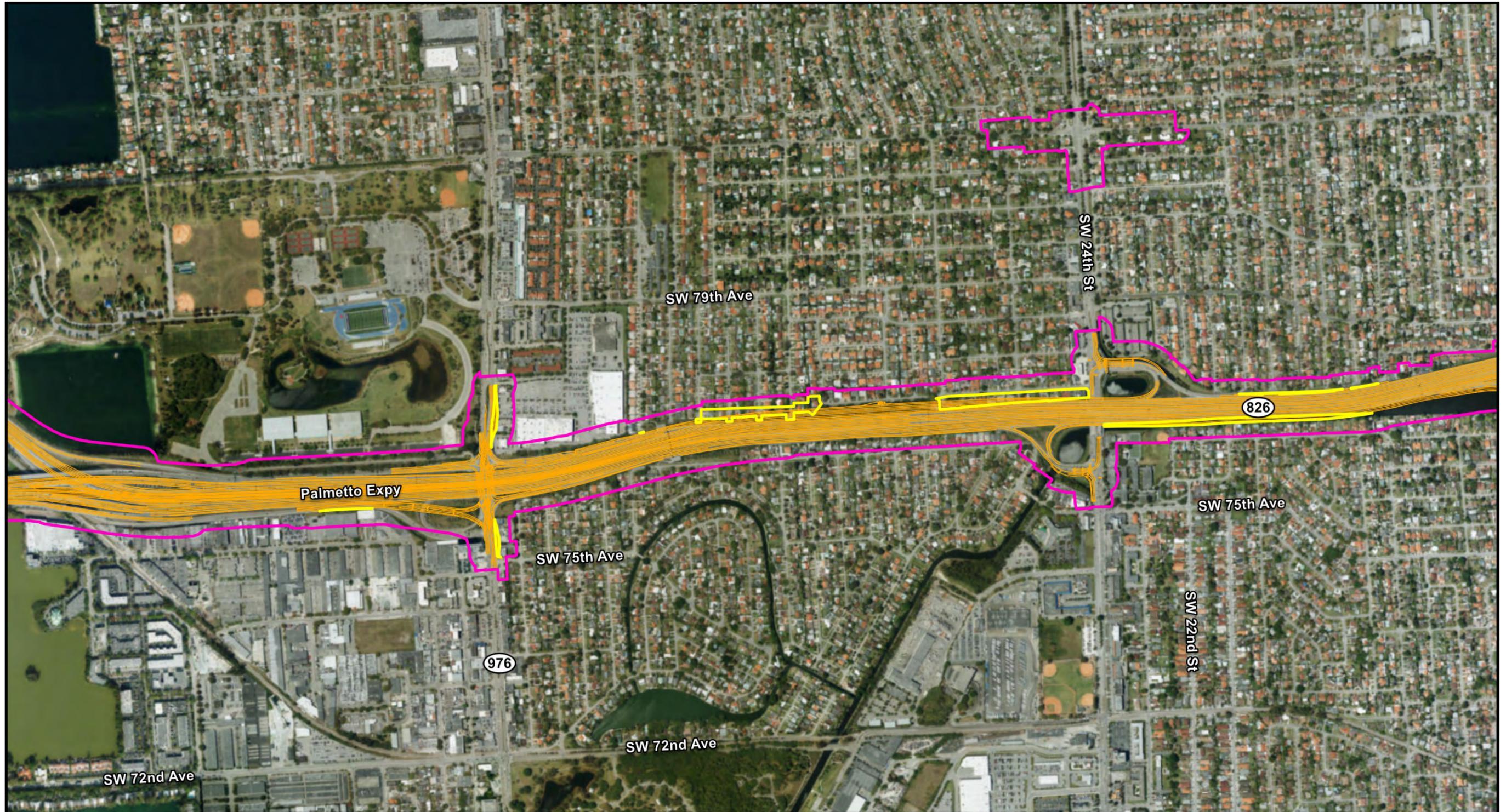


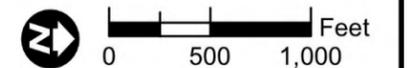
Figure 4.1d: Project APE
(Map 3 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

Miami-Dade County



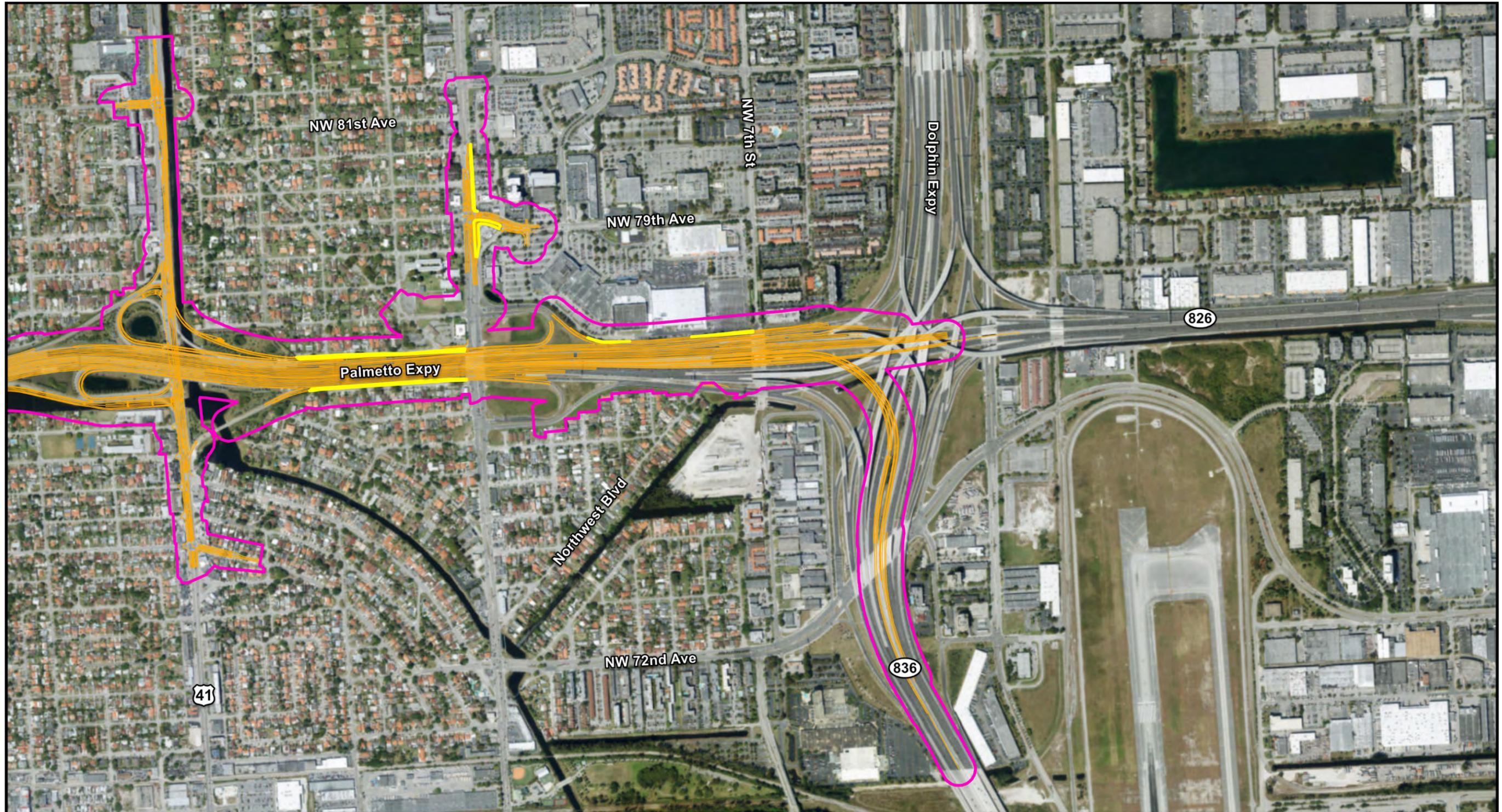


Figure 4.1e: Project APE
(Map 4 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

Miami-Dade County



5.0 ENVIRONMENTAL SETTING

Environmental and ecological factors through time are used to reconstruct past conditions that influence early human occupation of the project area.

5.1 PALEO-ENVIRONMENT AND MACRO-VEGETATIONAL CHANGE

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,550 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in their hunting/foraging strategies and seasonal migration patterns. Within the archaeological record, these changes can be observed by differences in settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

Paleobotanical evidence suggests that between 31,050 and 11,550 BC, Florida was dry, windy, and cool (Whitehead 1973). By the early Holocene, roughly 11,550 BC, the climate in west-central Florida had warmed, and it is likely that precipitation increased; as a result, the shallow, perched lake levels rose. At about 3,050 BC, sea levels had risen to within a few meters of their current levels (Griffin 1988). Increased rainfall resulted in the formation of Lake Okeechobee, the Everglades, and other modern ecosystems (Watts and Stuiver 1980; Brooks 1984:38; Gleason et al. 1984:311). The relative sea level stability combined with freshwater discharge allowed for the development of coastal estuaries (Widmer 1988). Around 750 BC, the rising sea level had slowed to the point that some modern beach ridges in southern Florida, like Cape Sable, began to form. Increased precipitation in the interior made cypress common in many areas, including the Big Cypress Swamp, and made droughts in the Everglades less common (Griffin 1988). The southern rim of Lake Okeechobee reached its maximum height about this time (Brooks 1984:38). Vegetation reached its present distributional patterning and estuaries were fully formed and supplied by enough freshwater drainage to become highly productive (Widmer 1988; Griffin 1988).

The climatic fluctuations that have occurred over the past 13,000 years have affected the way human groups were able to exploit resources. The Paleoindian and Early Archaic inhabitants would have found the area drier and access to water restricted, possibly only seasonally available at perched water ponds, or in solution lakes (sinkholes). The Florida peninsula was wider as sea level was as much

as 49 m (160 ft.) lower than present level (Milanich 1994:38). The continental shelf was exposed in what is now the Gulf of Mexico. Mixed forests of oak and pine probably dominated the lower, riparian areas and the higher, arid locations were covered with rosemary scrub and grass species.

By Late Archaic times, the environment of the region approached present conditions. With the incipient development of the Everglades, Lake Okeechobee, Lake Kissimmee, swamps, wetlands, and other drainages, water was no longer the limiting factor to site and resource location. The choice of site location was probably more a matter of finding a reasonably dry spot rather than a nearby water supply (Almy 1976, 1978; Grange et al. 1979). Sea levels were still fluctuating but were within one meter of current levels (Mörner 1969; Widmer 1988). Woodland Period culture groups exploited microhabitats that existed until modern logging, ranching, and land drainage practices were instituted.

5.2 REGIONAL ENVIRONMENT

Most of the project corridor is located within the Atlantic Coastal Ridge physiographic region. Within Miami-Dade County, the Atlantic Coastal Ridge is known as the Miami Ridge. The Ridge consists of a narrow, gently sloping limestone ridge that extends from Hollywood south to Homestead. A wave-cut cliff, known as the Silver Bluff Scarp, is located along the southeastern edge of the ridge. Features associated with the Miami Ridge include the Atlantic Ocean to the east, the Everglades to the west, and the Southern Slope to the south. A portion of the southern slope extends northeastward along the western shore of Biscayne Bay, terminating across from Key Biscayne. Elevation along the Atlantic Coastal Ridge averages approximately 10 to 15 feet (ft.) (3 to 4.5 meters [m]). The project corridor in this area has an elevation of approximately 10 feet ASL.

The northernmost mile of the project APE extends into the Everglades physiographic region (White 1970: Plate 1-C). The Everglades region is characterized by low, poorly drained flatland that represents the shallow, flat bottoms of Pleistocene seas. Peat and organic-rich soils that have accumulated on a bedrock floor of Miami Oolite cover this region. Miami Oolite, a Pleistocene era deposit, consists of a soft, white to yellow limestone that varies from a sandy limestone to calcium carbonate. This bedrock floor rises to the east and west where it lies very near the surface and where elevations tend to be somewhat higher. The Miami Oolite gradually thickens to the east where it eventually forms the Atlantic Coastal Ridge. Modern human attempts to drain, ditch, or divert

water have severely altered much of the Everglades, including the area surrounding the project corridor. Elevations range from sea level along Florida Bay to approximately 3 m (10 ft.) in the northern end of the Everglades. The portion of the project APE within the Everglades region has an elevation ranging from approximately 3 to 10 feet, although elevations have been impacted by the high degree of land alteration from modern development.

Limestone and dolostone dominate the sediments of Miami-Dade County. This formation is a soft, oolitic limestone that is generally less than 40 feet thick (Puri and Vernon 1964). It characteristically contains large quantities of ooliths, which are small, spherical particles formed when calcite or aragonite was deposited in concentric layers around a nucleus of some type (USDA 1996:3-4). Outcrops of silicified limestone, or chert, which was often sought out by precontact peoples as raw material sources for the manufacture of stone tools do not occur in this area (Lane et al. 1980). The closest known outcrops lie to the west along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982). Shell was the material of choice for the manufacture of precontact tools, and large univalve and bivalve shells occur in abundance along nearby Biscayne Bay.

Water resources consist of both ground and surface water. The surficial aquifer, known as the Biscayne Aquifer, consists of sediments from the Anastasia formation, Miami and Key Largo limestone, and the Fort Thompson formation (Scott 1992:53). The surficial aquifer is recharged through local rainfall. Because of low hydraulic gradients, movement of water within this zone is very slow. Water is discharged from the aquifer through lateral seepage into streams or lakes, or through evapotranspiration. Drainage ditches have allowed for more rapid drainage of inland areas. The ground water aquifer in southern Florida, known as the Floridan Aquifer, underlies the surficial Biscayne Aquifer. The Floridan Aquifer is presently non-potable due to saltwater intrusion caused by excessive pumping.

5.3 PHYSICAL ENVIRONMENT OF THE APE

Modern drainage and development have drastically changed the drainage patterns and overall environment of the area during the past century. The modified nature of the project area makes it difficult to determine the original vegetative communities located in and around the survey area as no native vegetation remains.

The review of the General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1845a, 1845b) and surveyors' field notes (FDEP 1845c, 1845d, 1846, 1847) indicate that prior to development, the APE was located in open, 3rd rate rocky pineland. Other observations noted the presence of rocky sawgrass, sawgrass prairie, and a rocky pond. In some locations the APE is crossed by narrow strips of wetland prairie. No hammock vegetation was visible in the archaeological APE on the historic plat maps or described in the surveyors' notes. No military forts, roads, encampments, battlefields, or historical Native American villages or trails were noted within the APE.

The *Soil Survey (Detailed-Reconnaissance), Dade County, Florida* (United States Department of Agriculture [USDA] 1958) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the APE indicative of increased archaeological site potential. Elevations in the APE are flat and/or nearly level. The 1947 survey (USDA 1958) noted that during the mid-20th century, the APE mainly contained poorly to very poorly drained soils, while the remainder were very poorly drained or consisted of limestone at or very near to the surface. Drainage characteristics and the environmental association for each detailed soil type within the APE are included in [Table 5.1](#). By the 1990s, the APE was located entirely within urban land that had been filled, modified, and shaped by development (USDA 1996:21).

Table 5.1 – Characteristics of Detailed Soil Types within the Archaeological APE

Drainage Characteristics	Soil Type	Environmental Association
Poorly to Very Poorly Drained	Davie fine sand	Found in flat or nearly level slight depressions on the sandy prairies. It was originally covered by a thin layer of peat or muck. Prior to drainage, native vegetation consisted of sawgrass, myrtle, groundsell bush, and primrose willow.
	Davie mucky fine sand	Found in flat areas or nearly level slight depressions on the edges of the sandy prairies that border the Everglades peats. Prior to drainage, native vegetation consisted of sawgrass, myrtle, groundsell bush, and primrose willow.
Very Poorly Drained	Everglades peat over shallow marl	Found in flat areas, slight depressions and rises. Vegetation included sawgrass, shrubs, and grasses.

Drainage Characteristics	Soil Type	Environmental Association
	Everglades peat, shallow phase	Found in flat areas, slight depressions and rises. Vegetation included sawgrass, shrubs, and grasses.
	Hialeah mucky marl	Found in flat or nearly level areas. Vegetation included sawgrass, shrubs, and grasses.
	Perrine marl	Found on the marl glades mostly east of the rocky pinelands from Miami to South of Florida City. Vegetation consisted of sedges and tall grasses, mainly switchgrass, reedgrass, needlegrass, and sawgrass.
	Perrine marl, shallow phase	Found in flat or nearly level slight depressions. Vegetation included grasses and sedges.
	Perrine marl, very shallow phase	Found in flat or nearly level slight depressions. Vegetation included grasses and sedges.
	Rockdale fine sand, level phase – Limestone complex	Found in flat or nearly level slight depressions. Vegetation included slash pine, saw palmetto, and subtropical shrubs and grasses.
	Rockland	Found in nearly level, slight depressions. Vegetation consisted of slash pine, shrubs, and grasses.
Other	Mines, pits, and dumps	Not ascertained for this nonarable soil category.

Source: USDA 1958:16–19; 21, 23–26, 28, 29

Aerial photographs from 1938, 1951, 1968, 1971, 1973, 1978, and 1986 (FDOT Office of Surveying and Mapping 1996–2019, University of Florida, George A. Smathers Libraries 1999–2016) were reviewed to examine land use and identify environmental features regarded as having an increased probability for archaeological resources, such as hammock vegetation. Hammock vegetation is visible on the aerial photographs outside of the APE to the east, where sites 8DA36, 8DA1053, and 8DA1073 have been previously recorded. No hammocks vegetation extends into the current APE. The area containing the project limits was undeveloped in 1938, with agricultural fields and roads visible within and surrounding the project area. The 1951 aerial photograph showed an increase in the number of agricultural plots and pastures. The 1968 photographs illustrated the start of development within and surrounding the APE, as evidenced by more structures, larger buildings, wider roads, and more hardscape. Some of the platting associated with Wood Farms (8DA11815) is visible in the 1951 photograph, but the portion of the farmstead within the APE became increasingly developed over time. By 1968, large segments of the site within the APE had been modified during the construction of SR 826/Palmetto Expressway, SR 836/Dolphin

Expressway, and the associated interchange. Surrounding development further disturbed the site within and surrounding the APE as illustrated by additional hardscape, roadway, and buildings visible on the 1971, 1973, and 1978 aerials. The 1986 aerial photograph shows the majority of the site boundaries exhibiting modern levels of dense development.

The APE for archaeological resources is located primarily within existing road ROW that has been disturbed by the construction of multiple roadways, as well as the development of the surrounding area. The APE is made up largely of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots and other hardscape; landscaping; canals, berms, storm sewer, and other drainage and water management features; buried and overhead utilities, including electric, sewer, water, fiber optic cable, Intelligent Transportation Systems (ITS), signalization, and lighting; and existing buildings and structures. Based on the review of past environmental variables and the modified nature of the project corridor and former location of Wood Farms (8DA11815), the APE exhibits a low probability for containing intact archaeological resources.

6.0 PRECONTACT OVERVIEW

Native peoples have inhabited Florida for at least 14,000 years. The earliest cultural stages are pan-Florida in extent, while later cultures exhibited unique cultural traits. The following discussion of the precontact time period in the vicinity of the APE is included in order to provide a framework within which the local archaeological record can be understood.

6.1 PALEOINDIAN PERIOD (12,000–7500 BC)

The earliest inhabitants of Florida are known archaeologically as Paleoindians. The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118 and Purdy 1981), bifacial and “hump-backed” unifacial scrapers, blade tools, and retouched flakes, including spokeshaves (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87). Some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

By the end of the Paleoindian period, the climate had become warmer and wetter. It is possible that at this time the modern wetlands of southern Florida began to emerge. Sea levels began a fairly rapid rise, shrinking the available land mass through coastal inundation. These dramatic climate changes, and possible pressure from Paleoindian hunters, led to the extinction of the Pleistocene megafauna and other species.

6.2 ARCHAIC PERIOD (7500–500 BC)

During the Archaic period, climate and sea levels gradually stabilized and southern Florida began to take on its current appearance. The Archaic period is known for the adaptations made by Florida’s earliest inhabitants to the modernizing climate and landscape. At the beginning of the Archaic, lifeways in Florida were quite similar to those of the preceding Paleoindian period. However, by the end of the Archaic, Florida’s native people had developed more sedentary lifestyles, made many technological innovations, the most important of which was the invention of pottery, and began to differentiate themselves into distinct regional subcultures. Florida’s Archaic is divided into an Early, Middle, and Late sub-periods, each of which have recognized horizons that are limited to restricted geographic areas and/or times.

6.2.1 EARLY ARCHAIC (7500–5000 BC)

By the beginning of the Early Archaic sub-period, the Pleistocene megafauna and other characteristic fauna had become extinct. The settlement patterns and tools of Early Archaic people in Florida were initially very similar to those of the preceding Paleoindian period. As the Early Archaic progressed, more wetland habitats within southern Florida began to emerge.

By the end of the Early Archaic, local environments were becoming more subtropical. Additionally, interior ponds had begun to form (Carr 2002:194–195; Wheeler 2004:7). Sea levels throughout the Early Archaic were also still lower than modern levels.

Most of what is known about Early Archaic subsistence comes from highly preserved materials recovered from the anaerobic muck of the Windover Pond site in Brevard County. The Windover analysis (Andrews et al. 2002) indicates that Early Archaic peoples utilized the fibers of sabal palm, saw palmetto, and other plants in the weaving of baskets and textiles. Windover also illustrates that at least some Early Archaic populations had developed an intensive exploitation strategy focused on inland aquatic resources supplemented by terrestrial game (Dickel and Doran 2002:54). Within southern Florida, sites dating to this time period are rare. The Cutler Fossil site (8DA2001) in the Deering Estate, Miami-Dade County, is one definite Early Archaic site (Carr 1986). Other possible Early Archaic sites in

southern Florida include Sunset Lakes (8BD3176), Blue Cow (8BD2150) (Davis and Carr 1993), and Silver Lakes (8BD1873) (Carr et al. 1991).

6.2.2 MIDDLE ARCHAIC PERIOD (5000–3000 BC)

During the Middle Archaic period, the environment of southern Florida approached that of modern times, becoming less arid and supportive of a broader range of animal and plant resources. Broad wetlands, lakes and rivers began to develop and sea levels began to stabilize (Dixon 1999; Littman 2000). The human populations began to develop distinct regional adaptations to the changing environmental conditions. For the first time, such distinct regional adaptations and cultures appeared across all of Florida, including the southern portion of the peninsula. Along the southwest coast, populations developed year-round adaptations to the developing estuaries, producing large shell middens and constructing shell mounds in the process. Within southern Florida, Middle Archaic populations began to adapt to the developing Everglades ecosystem as well as the more dispersed wetland resources to the north of what is now Lake Okeechobee. The unique adaptation to the interior marshlands of southern Florida that can be seen developing during the Middle Archaic has been labeled the Glades or Everglades Archaic (Pepe 2000:32; Pepe and Jester 1995:19; Wheeler 2004; Wheeler et al. 2002:143-144).

Large coastal shell middens dating to the Middle Archaic are known for the southwestern coast of Florida, providing ample evidence of fully developed estuaries there during these times (Russo 1991; Torrence 1996). Within the interior, peat formation became widespread toward the end of this period, eventually giving rise to the Everglades ecosystem. The Middle Archaic artifact assemblage is not well documented but includes Florida Archaic Stemmed (FAS) and related points. Thonotosassa points, related to FAS points but larger, thicker, and more crudely made, have also been found in southern Florida at sites dating to the Middle Archaic (David Dickel, personal communication with James Pepe 2007; Farr 2006:91). Within southern Florida, an example of this point was noted at Ryder Pond (8LL1850). Wooden artifacts known from the Middle Archaic include dugout canoes and a variety of wooden stakes and other tools recovered from wet sites. Although a variety of shell tool types are known from Middle Archaic sites, the main shell tool type known for southern Florida during this time is the *Strombus* celt (Wheeler 1994).

Several Middle Archaic sites have been identified on sandy ridges along the eastern edge of the Everglades. Sites such as Ranch Ridge (8BD1119) and Hiatus #2 (8BD3283) consist of scatters of lithic artifacts, including Middle Archaic point types and lithic debitage. Other probable Middle Archaic sites located in the Everglades, such as Bass Creek/Blockbuster #1 (8BD2878) and Cheetum (8DA1058), may represent early manifestations of the aforementioned Glades Archaic culture. All are, or were, hammock tree island sites surrounded by what would have been marshlands before modern drainage and other disturbances.

6.2.3 LATE ARCHAIC PERIOD (3000–500 BC)

By the beginning of the Late Archaic, all of the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms, including the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. As a result, there is a great deal of variability between Late Archaic sites in southern Florida. Until recently, variations of Bullen’s chronology for the Late Archaic Orange culture in northeastern Florida were generally used for the Late Archaic in southern Florida. Using this scheme, fiber-tempered pottery, the earliest pottery type known for all of North America, was considered to be a marker for the pottery of the Late Archaic. The generally accepted chronological sequence for the Late Archaic was expressly unilineal, with plain (undecorated) fiber-tempered pottery, followed by decorated fiber-tempered pottery, replaced finally by plain pottery that was not tempered with fibers (Bullen 1954, 1955, 1972). It was also understood that sand was eventually added as a tempering agent to fiber-tempered pottery. Orange pottery tempered with both fiber and sand is sometimes referred to as “semi-fiber tempered.” The application of this chronology to southern Florida seemed to indicate that most of the area, especially the Everglades, was sparsely settled during the Late Archaic due to the general absence of Orange pottery at sites (Griffin 2002:146-149; Widmer 1988:201-201).

Investigations have questioned the use of the “standard” fiber-tempered sequence for the Late Archaic in southern Florida and suggest that, at some sites or in some areas, the earliest pottery present may be Sand-tempered Plain or thick, chalky wares. Investigations of a Late Archaic period site in Jupiter, the Joseph Reed Shell Ring, resulted in a tentative new chronology for the Late Archaic in southeastern Florida (Russo and Heide 2002). The proposed Late

Archaic I is marked by fiber-tempered and/or semi-fiber tempered plain pottery. During the next proposed period, Late Archaic II, only chalky ware pottery, possibly early St. Johns Plain, is predicted to occur. The Late Archaic III, is distinguished by the presence of plain sand-tempered pottery along with the chalky pottery. Pepe and Jester (1995:19) propose that there are two, distinct Archaic traditions in southeastern Florida. In this model, the fiber-tempered pottery tradition is largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or “Glades Archaic” is a more widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (see also Pepe 2000:29-32; Russo and Heide 2002:80; and Wheeler et al. 2002:143-144).

Many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, despite the fact that many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Nevertheless, many sites clearly have aceramic components that underlie pottery-bearing strata, logically indicating that these aceramic components most likely date at least as far back as the Late Archaic. Ongoing research by the National Park Service in the Big Cypress National Preserve and Everglades National Park has identified dense aceramic faunal bone middens yielding radiocarbon dates between 2850 and 1550 BC (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

6.3 FORMATIVE PERIOD (500 BC–AD 1513)

The Formative Period represents a time when changes in pottery and technology occurred throughout Florida. The specific changes in pottery traditionally used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally-notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982). The regional diversity that marked this period has been primarily attributed to local adaptation to varied ecological conditions within the state. The ceramic tradition for southern Florida, characterized by

sand-tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition.

The project area is located in the Glades (Milanich 1994:301). As defined by Milanich (1994:298), the Glades cultural region ([Figure 6.1](#)) includes all of south Florida “east and south of the Caloosahatchee and Okeechobee regions. It includes most of St. Lucie County, “the Everglades, a largely sawgrass marsh in Hendry, Palm Beach, Broward, Dade, and Monroe counties; the Big Cypress Swamp west of the Everglades in Collier County; and extensive saltwater marshes and mangrove forests once found along both coasts, now almost totally destroyed in Broward and Dade counties.”

6.3.1 GLADES CULTURE

Environmentally, the interior portions of the Everglades area are dominated by inundated or formerly inundated humic or peat soils which are drained by massive sheet-flow instead of river channeling. The Atlantic coast, which has developed from beach dune deposition, has a few rivers cutting through the Atlantic Coastal Ridge and a coast-parallel lagoon system.

John Goggin established a ceramic sequence for the Glades region on the basis of work he conducted from the 1930s to early 1950s (Goggin n.d.). Subsequent research has refined his basic chronological framework (Griffin 1988; Griffin et al. 1982). [Table 6.1](#) is based on Griffin’s 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to the south of Lake Okeechobee.

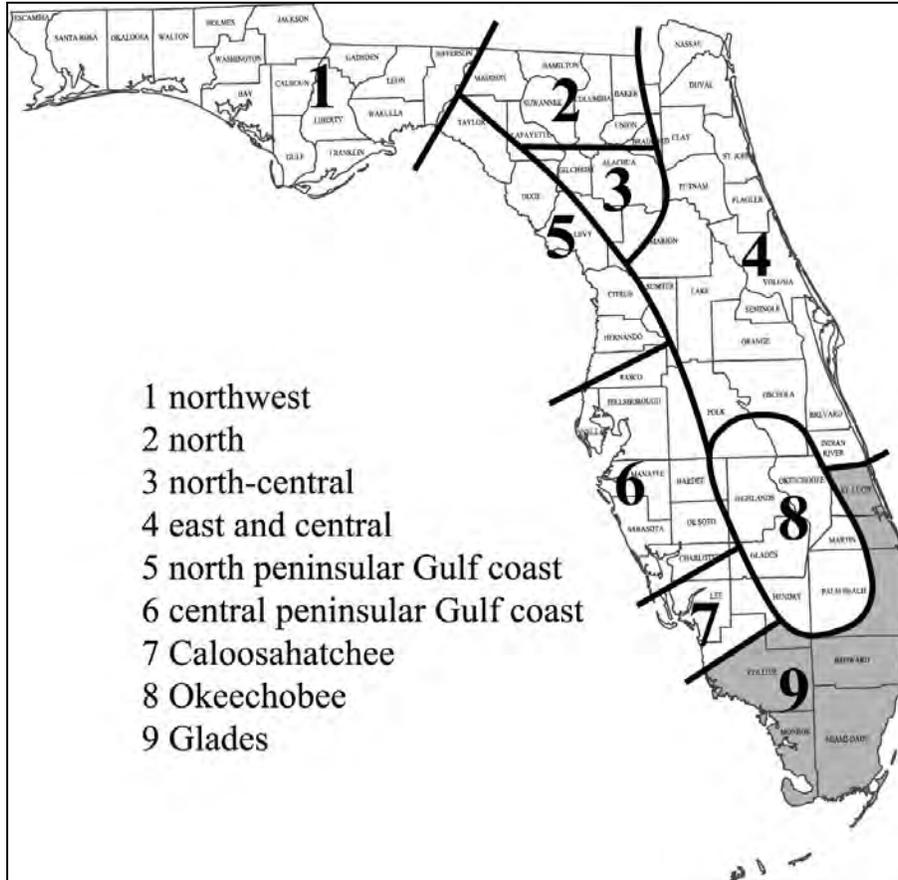


Figure 6.1 – Glades Cultural Region

Table 6.1 – Glades Cultural Sequence

Period	Dates	Distinguishing Characteristics
Glades I early	500 BC–AD 500	First appearance of sand-tempered pottery; no decoration
Glades I late	AD 500–750	First appearance of decorated pottery: Fort Drum Incised, Fort Drum Punctated, Cane Patch Incised, Gordon’s Pass Incised, Opa Locka Incised, Sanibel Incised; sand-tempered plain persists
Glades IIa	AD 750–900	Appearance of Key Largo Incised and Miami Incised; sand-tempered plain and Opa Locka Incised persist; none of the earlier decorated types are present
Glades IIb	AD 900–1100	Sand-tempered plain and Key Largo Incised persist; Matecumbe Incised appears; none of the earlier decorated types are present; certain rim modifications (incised lip arcs and lip crimping and grooving) also appear for the first time
Glades IIc	AD 1100–1200	Almost no decorated ceramics; some grooved lips but no more lip arcs or crimped rims; Plantation Pinched appears

Period	Dates	Distinguishing Characteristics
Glades IIIa	AD 1200-1400	Plantation Pinched is no longer present; Sand-tempered plain and grooved lips persist; appearance of Surfside Incised and St. Johns Check Stamped
Glades IIIb	AD 1400-1513	Glades Tooled, sand-tempered plain and St. Johns Check Stamped are present, Surfside Incised and grooved lips are not present
Glades IIIc	AD 1513-ca.1700	Same as previous period with the addition of historic artifacts

Griffin 1988: 124-142

Glades period sites include those at Gordon's Pass (Goggin 1939), Goodland Point (Goggin 1950), Marco Island (Van Beck and Van Beck 1965), Useppa Island (Milanich et al. 1984), Horr's Island (McMichael 1982), Sanibel Island (Fradkin 1976), and the Turner River site (Sears 1956). An interesting feature of these large coastal sites is the progressive movement of habitation areas toward the water (Cushing 1896; Goggin 1950; Sears 1956), and indications are that dwellings may have been built to extend out over the water. Inland sites consist of shell and dirt middens along major watercourses (Laxson 1966) and small dirt middens containing animal bone and ceramic sherds in oak/palm hammocks or palm islands associated with freshwater marshes. The coastal Glades subsistence pattern is typified by the exploitation of fish and shellfish, wild plant food, and inland game, while Glades sites in the Big Cypress Swamp show a greater, if not exclusive, reliance on interior resources.

7.0 HISTORICAL OVERVIEW

The following overview traces the historical development of the general study area from the European settlement through the twentieth century. The intent of this historical overview is to serve as a guide to field investigations by identifying the possible locations of any resources within the project APE and to provide expectations regarding the potential historic significance of any such resources. It also provides a context with which to interpret any historic resources encountered during the CRAS.

7.1 EUROPEAN CONTACT AND COLONIAL PERIOD (C. 1513–1821)

Little is known about the terminus of the Glades culture and the early period of contact between the Native Americans and the European immigrants. The later precontact Glades groups appear to have been actively trading with other cultures to the north, as evidenced by the occurrence of exotic raw materials and ceramic designs similar to those seen farther north. Few ethnohistoric accounts exist for South Florida, and only one is widely publicized: Fontaneda’s seventeenth century account of the Native Americans who lived near Lake Okeechobee (Fontaneda 1945). Many historic Glades sites contain European artifacts and European-derived raw materials such as silver, iron, and gold. These materials were probably salvaged from Spanish ships that sank or ran aground off the Straits of Florida.

The earliest contact between the native populations and the Europeans occurred through slave hunting expeditions. “Slaving expeditions,” which provided workers for the mines of Hispaniola and Cuba, were not recorded in official documents as the Spanish Crown prohibited the enslavement of Caribbean natives. Evidence of these slave raids comes from the familiarity with the Florida coast stated by navigators of the earliest official coastal reconnaissance surveys (Cabeza de Vaca 1542: Chapter 4). The hostile response of the native population to expeditions during the 1520s may confirm this hypothesis.

Official credit for the discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at

Biscayne Bay. The expedition then continued southward, following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast.

Other Spanish explorers followed Juan Ponce de León, and over the next 50 years the Spanish government and private individuals financed expeditions hoping to establish a colony in “La Florida.” In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

In 1567, Brother Francisco Villareal was sent to one of the large Tequesta villages located on Biscayne Bay. In 1568, a skirmish between the Spanish soldiers and the Tequesta Indians temporarily closed the mission. By the end of 1568, the Tequesta were willing to reopen the mission, largely due to the work of Don Diego, a Tequesta who had visited Spain. Despite zealous attempts, the native groups in Florida continued to resist conversion, and in 1572 Jesuit authorities decided to abandon their missionary efforts in Florida.

Undaunted, Menéndez turned his attention to another order, the Franciscans, and entreated them to send priests. The Franciscan mission effort was most successful in the northern areas of Florida. One possible reason may have been differences in Native American settlement patterns and economies. According to Milanich (1978:68), the failure of the Spanish missions among the southern Florida native populations was due partially to the groups’ subsistence pattern, which required seasonal movement for maximum resource exploitation. Consequently, for the remainder of the First Spanish period (1565–1763), southern Florida was virtually ignored as the Spanish concentrated their efforts in the northern half of the peninsula.

Another attempt to build a mission in southeastern Florida took place nearly 150 years after the establishment of St. Augustine. Because it was in Spain’s best interest to maintain control along the Florida coastline and alliances with the

native groups inhabiting the coast, a missionary effort was supported in the Biscayne Bay area (Parks 1982:55–65). Father Joseph María Monaco and Joseph Xavier Alaña were sent from Cuba in 1743 and arrived at a Native American village located at the mouth of the Miami River. The village did not appear any more receptive towards accepting Christianity than before. After Joseph Xavier Alaña conveyed this to the Governor of Cuba, the mission was closed, and the fort they had erected was destroyed to prevent its fall into hostile hands (Parks 1982:55–65). Although the Spanish were resigned to the fact that missionization and settlement of South Florida came at too high a price, they did strive to maintain good relations with the various native people who lived in the area.

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218). During the eighteenth century, Cuban fishermen had established seasonal fishing camps or ranchos along the Gulf coast. These fishermen were engaged in catching mullet and drying them for sale in the Havana markets. By the early nineteenth century, Native Americans were often employed as workers in these “ranchos pescados,” which is probably why they were called “Spanish Indians” in Anglo-American documents (Wright 1986:219).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century. Seminole artifacts were recovered from South Indian Fields (8BR23) in Brevard County (Rouse 1951:94) and two Seminole villages are reported to have been in the general vicinity of West Palm Beach, but their exact locations remain unknown (Fairbanks 1978:185).

7.2 TERRITORIAL AND STATEHOOD PERIOD (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee. As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967: Rear foldout map). The Seminoles did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne’s Landing (1832) and Fort Gibson (1833), which called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835.

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell’s detachment had several skirmishes with Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family, or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-

American farmers and cattle ranchers, or “crackers,” from the southeastern United States (Gaby 1993). During the latter years of the Territorial Period, South Florida represented a frontier with few European-American settlers who were primarily involved in the milling of lumber and arrowroot.

During the latter years of the Territorial Period, South Florida was a frontier with few European-American settlers. In 1842, William F. English established a plantation and platted the “Town of Miami” on land he had purchased south of the Miami River. Few settlers were attracted to the area and English abandoned his property when the Third Seminole War began in 1855. The Army reactivated Fort Dallas during the war, completing its stone buildings and adding new wooden structures. Military engineers also constructed the region’s first road, connecting Fort Dallas with the military outpost at Fort Lauderdale. The Miami Post Office opened in December 1856, receiving mail once a month by boat from Key West. When the Third Seminole War ended, many soldiers settled in the area and Fort Dallas became the nucleus of a permanent community (Patricios 1994:12, 19).

7.3 CIVIL WAR AND POST WAR PERIOD (1860–1898)

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at \$1.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of \$1 million, the estimated debt

owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123). Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

In 1874, George M. Thew established the Biscayne Bay Company to purchase several of the original land claims and market the property. Julia Sturtevant Tuttle, a resident of Cleveland, Ohio, moved to Florida in 1891, and was so taken with the old Fort Dallas property that she purchased it from the Biscayne Bay Company for \$2,000.00. She also recognized the importance of transportation if the region was ever to progress. Consequently, she negotiated with railroad magnate Henry Flagler to transfer to him half of her acreage along the Miami River in exchange for bringing the F.E.C. Railway to Miami. Flagler agreed, and by 1896 the railroad arrived. Flagler used some of the land he received from Julia Tuttle to build the Royal Palm Hotel on the north bank of the river across from Brickell's Point. The City of Miami was incorporated three months after the construction of the railroad, with a population of 502 voters. Flagler extended his railway to Homestead, completing the line by 1903 (Mann 1983).

The town of Biscayne, created by William Henry Gleason in the early 1870s, was one of the earliest settlements in the north Miami area about six miles north of downtown Miami. The location of the town of Biscayne would become part of Miami Shores. Settlers in the north Miami area included Gleason, Andrew Price, and Edward Clinton Barnott who homesteaded near the small town of Biscayne. In 1892 the East Dixie Highway, the area's first "country road," was constructed from Lantana through Biscayne, to Lemon City. In 1899, Henry Flagler built the Biscayne Depot in the small town. Despite these advancements, the town of Biscayne failed. Nevertheless, the East Dixie Highway made the area accessible

by connecting Lemon City with northern settlements like Arch Creek, Fulford, and Ojus. East Dixie Highway was the area’s only road until the construction of Biscayne Boulevard began in 1925 (Ferrer 1999:5).

The Florida Coast Line Canal and Transportation Company (FCLCTC) was chartered in 1881 to construct a series of canals connecting existing lakes and rivers between St. Augustine and Lake Worth, Florida. In 1893, railroad mogul Henry Flagler became associated with the company in order to help extend his railroad to the south of the state (Wiggins n.d.). **Table 7-1** illustrates the earliest land transactions in and adjacent to the project area. The early settlement in the vicinity of Miami took place along the Miami River, which is located outside of and to the northeast of the project area.

Table 7.1 – Historic Ownership of Land in the Vicinity of the Project Area

Township, Range, Section	Portion Owned	Owner	Date of Deed or Sale
54 S, 40 E, S 2	All	Florida Coast Line Canal & Trans Co.	September 24, 1903
54 S, 40 E, S 3	All	Walter R. Comfort	October 13, 1908
54 S, 40 E, S 10	All	Walter R. Comfort	October 13, 1908
54 S, 40 E, S 11	NE 1/4	Heirs of Henry S. Arnold	January 20, 1903
	NW 1/4	Florida Coast Line Canal & Trans Co.	September 24, 1890
	N 1/2 of SW 1/4 & N 1/2 of SW 1/4	David A. Smith	December 30, 1905
	S 1/2 of SW 1/4 & S 1/2 of SE 1/4	Andrew W. Salokar	April 8, 1916
54 S, 40 E, S 14	All	Florida Coast Line Canal & Trans Co.	September 24, 1890
54 S, 40 E, S 15	All Less SE 1/4 of SW 1/4	Walter R. Comfort	October 13, 1908
	SE 1/4 of SW 1/4	A.T. Corker	May 15, 1908
54 S, 40 E, S 22	E 1/2 of NE 1/4	John R. Burtashaw	April 17, 1908
	NW 1/2 of NE 1/4	Standard Realty Company	June 26, 1916
	SW 1/4 of NW 1/4 & NW 1/4 of SE 1/4	James C. Burtashaw	April 17, 1908
	NE 1/4 of NW 1/4	A.T. Corker	May 15, 1909
	SE 1/4 of NW 1/4	A.T. Corker	January 20, 1909
	W 1/2 of NW 1/4	Andrew Hardie	November 12, 1909

Township, Range, Section	Portion Owned	Owner	Date of Deed or Sale
	SW 1/4 & SW 1/4 of SE 1/4	W.G. DeBerry	August 21, 1919
	E 1/2 of SE 1/4	W.A. Larkin	May 8, 1908
54 S, 40 E, S 23	All	Florida Coast Line Canal & Trans Co.	September 24, 1890
54 S, 40 E, S 26	NE 1/4 of NE 1/4	Charles Walton	November 21, 1912
	S 1/2 of NE 1/4 & E 1/2 of SE 1/4	Joseph Oliver	June 3, 1913
	NW 1/4 of NE 1/4; N 1/2 of NW 1/4 & SE 1/4 of NW 1/4	Frank Hobbs	July 6, 1908
	SW 1/4 of NW 1/4	William J. Cole	December 20, 1907
	W 1/2 of SW 1/4	Everett B. Herndon	July 11, 1903
	E 1/2 of SW 1/4 & W 1/2 of SE 1/4	Walter Addison	May 11, 1908
54 S, 40 E, S 27	All	Florida Coast Line Canal & Trans Co.	September 24, 1890
54 S, 40 E, S 34	All	Florida Coast Line Canal & Trans Co.	September 24, 1890
54 S, 40 E, S 35	All	Florida Coast Line Canal & Trans Co.	September 24, 1890
55 S, 40 E, S 2	NE 1/4; N 1/2 of NW 1/4 & E 1/2 of SE 1/4	Florida Coast Line Canal & Trans Co.	September 24, 1890
	S 1/2 of NW 1/4; SW 1/4 & W 1/2 of SE 1/4	Sir Edward James Reed	March 22, 1883
55 S, 40 E, S 3	NE 1/4 & N 1/2 of NW 1/4	Sir Edward James Reed	March 22, 1883
	S 1/2 of NW 1/4 & S 1/2 of Sec	Florida Coast Line Canal & Trans Co.	September 24, 1890
55 S, 40 E, S 10	All	Perrine Grant "C"	February 4, 1897

7.4 TURN-OF-THE-CENTURY/WORLD WAR I AND AFTERMATH PERIOD (CA. 1898–1920)

The early twentieth century represented a time during which the foundation of the modern metropolitan community of Miami was laid (Sessa 1950: ii). Flagler's railroad made Miami accessible, and the growth precipitated by this continued after the turn-of-the-century. In 1909, the construction of the Miami Canal began for the expressed purpose of controlling flooding in western Dade County and

draining the Everglades for agriculture and development (Metro-Dade County Office of Community and Economic Development 1992:68). By the time of its completion in 1912, the Miami Canal had drained most of the eastern portion of the Everglades and opened up land for settlement and development. Consequently, land to the east of the former wetlands became available for development. Much of this “new” land consisted primarily of scrub growth of palmetto, Florida pine, and coconut palms, with mangrove and sawgrass where water once was present (Sessa 1950:2).

By 1912, several agricultural and residential communities, which were initially settled in the 1800s and would eventually become part of metropolitan Miami, existed to the north and south of Miami. Some of the settlements to the north consisted of Little River, an agricultural area of fruit groves and vegetable fields; Lemon City, a residential neighborhood; and Buena Vista, which included both residences and groves where citrus, avocados, mangoes, saposillas, papayas, and bananas were grown (Sessa 1950:13–14). Turner A. Winfield and Arthur M. Griffing were two pioneers of the north Miami area. To the south of Miami was Coconut Grove, a small settlement established in the late 1800s (Sessa 1950:13–14).

Buena Vista was considered the first town settled north of Miami and was founded before the turn-of-the-century (CMPD 1987:7). Early settlers included Captain Samuel Filer, William Gleason, E. L. White, Zachariah Taylor Merritt, Charles Crowley, and Dr. MacGonigle (Blackman 1921:81; DCHS 1980; CMPD 1987:7). Gleason arrived after the Civil War and established a homestead in Buena Vista. He was elected Lieutenant Governor of Florida and was later ousted from the post, but he retained his homestead in Buena Vista. E. L. White moved to Miami-Dade County from Georgia and homesteaded a portion of Buena Vista (CMPD 1987:7). Merritt became superintendent of schools in 1897 and later served as assistant postmaster of Miami and Clerk of the Circuit Court from 1906–1917 (DCHS 1980). Crowley named the small settlement. MacGonigle, a retired minister from St. Augustine, planted a citrus grove there (Blackman 1921:81–82, 86). During the Boom Times era, these early homesteaded lands were divided into subdivisions (CMPD 1987:7).

When Edward Barnott, an aforementioned settler of Biscayne, died in a 1900 tornado his widow, Mary Barnott, was forced to sell parcels of their homestead. In 1913, Arthur M. Griffing used some of the land he purchased from the Barnott

homestead to create Biscayne Heights, one of the oldest subdivisions in north Miami. Griffing was one of the first commercial horticulturists in Miami-Dade County. The Griffing Tropical Nurseries and Groves produced citrus fruit trees, tropical ornamental trees, shrubs, roses, and Australian Pine seedlings. Griffing's nursery profits helped him pursue real estate development. In addition to Biscayne Heights, Griffing developed Silver Palms Redland Groves in south Miami-Dade County, Miami Heights, and Biscayne Park Estates. Griffing was not the only owner of agricultural land in the north Miami area. Grove owner, Turner A. Winfield, owned most of the land north of Little River the majority of which would be subdivided to form the Shore Crest subdivision (Ferrer 1999:5-7).

Miami-Dade County experienced a tremendous amount of growth and development in the years following World War I. Beginning in 1916, promoters and developers placed advertisements about Miami in northern magazines and newspapers in hopes of attracting more buyers to the area. This advertising expanded yearly, and the demand for land gradually increased (Sessa 1950:47). Since many areas of South Florida were low-lying, and therefore prone to flooding during the rainy season, it was necessary to fill these areas to make them suitable for living (Sessa 1950:6). Another option used by developers to create livable land was to purchase bay bottom from the State Internal Improvement Fund, apply for permits from the U.S. Army Corps of Engineers to dredge, and then pump their claims in order to create islands. Some of the islands created by this practice of dredging and filling, which began in 1918, include Palm Island, Hibiscus Island, La Gorce Island, Sunset Islands, and Venetian Islands.

7.5 FLORIDA BOOM PERIOD (1917-1929)

In the early 1920s, the real estate boom hit Miami-Dade County. Prior to this, the Miami operated primarily as a resort town with a "season" that began in December and ended in early April. During the "season" most of the social and commercial life centered around the Royal Palm Hotel (Sessa 1950:20). The real estate boom was created in part by the desirable sub-tropical climate of the area, the abundance of available land created by the draining of the Everglades, and the visions and schemes of promoters and developers (Parks 1991:107). The majority of growth took place on a narrow strip of land approximately 70 miles in length, which stretched from Palm Beach to Miami (Sessa 1950:1).

Between 1920 and 1923, the population of Miami-Dade County doubled and large-scale massive efforts were underway to replace the buildings constructed during Miami's pioneer days with "modern" ones. During this period, the City demolished the old docks in order to create new land for a bayfront park and wide boulevards. Several small communities developed throughout Miami-Dade County as new land was acquired and former agricultural areas gave way to subdivisions. Opa-Locka, Miami Springs, Hialeah, Buena Vista, Shore Crest, Allapattah, and Flagami were just a few of the new place names in Miami-Dade County. In 1925, the City annexed Buena Vista, Lemon City, Allapattah, Little River, Silver Bluff, and Coconut Grove thereby creating Greater Miami (Parks 1991:118).

During the 1920s, traffic problems in downtown Miami combined with the lack of a direct north-south route proved to be a dilemma for Hugh Anderson, one of Miami's most successful and active developers. In the early 1920s, Hugh Anderson and his partner, Roy C. Wright, were responsible for the development of the Venetian Islands and also erected the Venetian Causeway in 1924 (Eaton 1987:9). One of their next endeavors was the construction of Miami Shores, north of the City of Miami. Although Miami Shores was quickly growing and following just behind Coral Gables in terms of sales, they desired greater success for their suburban development, and a well-built road from the center of Miami to Miami Shores would facilitate its expansion. At this time, Anderson was also planning another ambitious development, north of Miami Shores, called Shoreland (Thompson 1956).

Consequently, Anderson developed the idea of a grand boulevard linking downtown with his northern subdivisions. However, there were several obstacles slowing the construction of Anderson's road, such as having to cut through residential areas and the dense tropical foliage of the original Charles Deering estate. The Deering estate consisted of 212 acres north of the Buena Vista area and extended from NE 2nd Avenue to Biscayne Bay. By mid-1925, Anderson and Wright purchased the Deering estate for a record-breaking \$6.5 million or \$30,600 an acre (Ballinger 1936:73). With the help of a multi-million dollar loan from the prominent Phipps family of Palm Beach and Pittsburgh, the developers financed the purchase of the rest of the right-of-way needed, as well as the property on both sides of the proposed boulevard. The city assisted Anderson and Wright by condemning many properties and also providing \$1.8 million in bonds for paving (Ballinger 1936:144-145). Anderson and Wright are often credited with greatly influencing the real estate boom occurring at the time. After July of 1925, a

profusion of real estate transactions were taking place and each week \$1 million worth of property was being sold (Eaton 1987:10).

The construction of Biscayne Boulevard and Anderson's Shoreland development generated real estate development interest in the area north of Miami. The Krames-Corlett Company, a real estate company led by Edward S. Corlett and William H. Krames, was responsible for platting Shore Crest and North Shore Crest, two subdivisions south of Miami Shores. The Shore Crest subdivision resulted from the division of the Turner A. Winfield citrus groves. The Krames-Corlett Company represented Mr. Winfield when land speculation made his land more valuable for real estate development. On opening day, 41 Shore Crest lots sold for \$132,750 (Ballinger 1936:33). Soon after the opening of the Shore Crest subdivision, the Krames-Corlett Company began platting the North Shore Crest subdivision in the fall of 1924 (Krames n.d.:78). The area's accessibility looked increasingly promising as construction of the North Bay Causeway, currently the 79th Street Causeway, began which would connect northeast Miami to North Bay Village and Miami Beach.

Three communities began to develop in the area south of Miami at this time: Coral Gables, Kendall, and South Miami. Coral Gables, which was developed beginning in 1921, was incorporated as a city in 1925. Development was led by George Edgar Merrick who helped create a city of heavy Mediterranean influence with spacious plazas, long boulevards, and vistas (Uguccione 2001:100). Kendall, which sits ten miles south of downtown Miami, was the northernmost railroad town in southern Dade County. The community was home to the Flagler Groves named after the railroad magnate, several packing houses, residences of prominent farming families, and a post office. During the 1920s Kendall became the home of the Dade County Home and Hospital and a prison work farm (George 2001: 119-120). The City of South Miami was incorporated in 1926, changing the name of the community from Larkins which had existed since the late 1890s. South Miami was centered around the local railroad station, and early community pioneers included the Dorn and Erwin families. As the community grew during the 1920s several buildings were constructed including fruit and vegetable packing houses, a general store, hotel, a drug store, bank, post office, and luxury theater (Redding 2001:109-111).

By the end of 1925, over-speculation and over-development threatened Miami's vigorous and unprecedented growth. Housing was scarce, more lots were for sale

than could be sold, more acreage was available than could be portioned into subdivisions, and prices were out of proportion to the value (Parks 1991:118; Sessa 1950:353). Then, in August of 1925, the F.E.C. Railroad announced an embargo on all carload freight except fuel, petroleum, livestock and perishable goods (Sessa 1950:264–265). Soon after, steamship companies followed suit and refused to bring in any additional goods until buyers cleared out the backlog of goods that existed in warehouses, freight cars, and steamships in Miami. This embargo threatened the economy of the area by delaying or cutting off the arrival of supplies for building contractors and forcing them to lay off workers. Compounding the problems posed by the embargo was an active anti-Florida campaign in the northern states. Major magazines did exposés on the often-unscrupulous practices of Florida developers and warned of the dangers of speculating in Florida real estate. Finally, the capsizing of the Prinz Valdemar, a World War I era brigantine undergoing renovations, in the middle of the shipping channel in January 1925 prevented the use of the Miami Harbor for 25 days (Parks 1991:120).

Another blow to the boom came with the hurricane in 1926. Despite the warnings that the area was extremely vulnerable to tropical storms and hurricanes, development of Miami, Miami Beach and the newly created islands in Biscayne Bay continued uninterrupted until the hurricane of September 19, 1926. Because there had not been a major storm in Miami-Dade County for 16 years, the 1926 hurricane took the area completely by surprise (Tebeau 1980:387). Following the hurricane, the City of Miami lay in ruins.

7.6 DEPRESSION AND NEW DEAL PERIOD (1930–1940)

During the Great Depression, the Miami region fared better than many areas, as tourism helped keep the area alive. However, Miami did not regain its vigor until the 1930s when it was rebuilt through the policies of Roosevelt’s New Deal (Sessa 1950:350). Federal Emergency Relief Agency (FERA) funds were released to the unemployed, and Civilian Conservation Camps (CCC) were started to build parks, such as Matheson Hammock and Greynolds Park, which became the nucleus of Miami’s future park system. By 1935, the Works Progress Administration (WPA) was in the Miami area and new public buildings, such as the Miami Beach Post Office, the Coral Gables Fire Station, and the Miami Shores Golf Club, were constructed. These WPA projects gave jobs to construction workers and built Liberty Square, Florida’s first public housing project, which opened in 1937. The WPA also hired unemployed artists, writers and teachers to teach art to the

disadvantaged children, prepare guidebooks to Miami, and develop theater and music projects. The government also sent World War I veterans to the Florida Keys to assist in building the Overseas Highway.

Figures 7.1 and 7.2 show a 1938 aerial photograph of the project corridor. At this time, the land surrounding the APE is mostly agricultural in use. The land to the west of the future Palmetto Expressway corridor is mostly undeveloped at this point, with a few streets and canals visible. Meanwhile, street grids from the western edge of communities such as Flagami, South Miami, and Coral Gables can be seen to the east of the corridor. The racetrack at Tropical Park is visible on *Figure 7.2*.



Figure 7.1 – A 1938 historic aerial photograph showing the project corridor from SW 114th Street to north of SW 56th Street

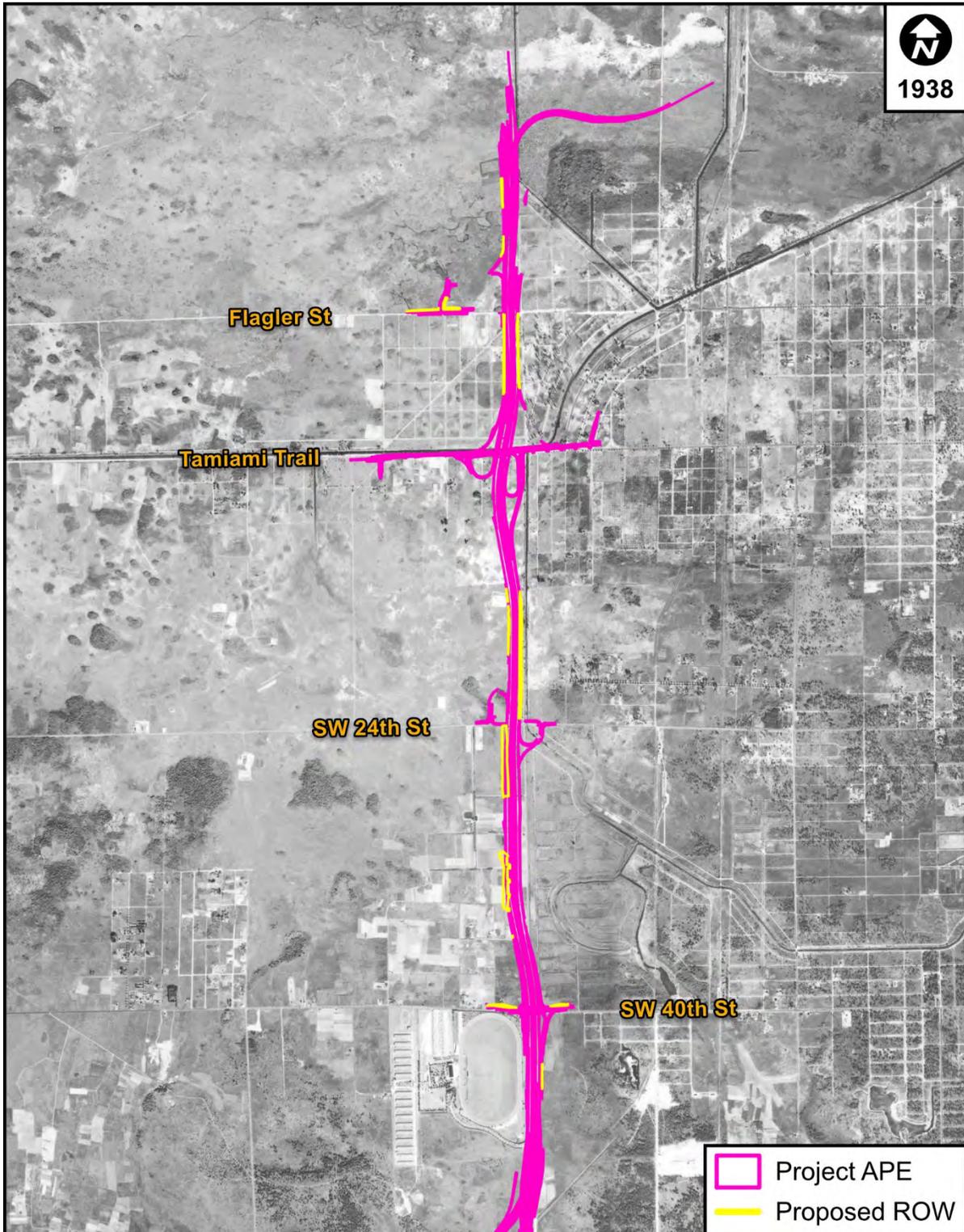


Figure 7.2 – A 1938 historic aerial photograph showing the project corridor from north of SW 56th Street to south of NW 12th Street

7.7 WORLD WAR II AND THE POST-WAR PERIOD (1941–1949)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida. Railroads once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990).

Following the outbreak of World War II, Miami and Miami Beach became a war camp and major training center for the Armed Forces. By the end of 1942, many of the area's once empty hotels had become barracks for the Army Air Force Officers Candidate School, an Officers Training School, and a basic training center. Other hotels were turned into hospitals, golf courses were transformed into drill fields, fancy restaurants and clubs became mess halls, and churches and synagogues were used for classrooms.

War agencies tripled the income of the entire state and added about 25 percent to the population. After the war, there was a huge influx of cash from federal agencies. The Federal Security Administration built roads, bridges and public improvements. The Veterans Administration began to disburse millions of dollars in benefits to ex-GIs. The Federal Housing Authority guaranteed the financing of 15,000 new homes each year (*Barrons National Business and Financial Weekly* 1950: 15). By 1944, tourists started returning to Miami as the war economy put an end to the Great Depression. The end of the war brought an influx of new people to the area, as former soldiers who had trained in Miami decided to settle there. Consequently, Miami experienced a postwar boom. Between 1940 and 1950, the population nearly doubled, and new subdivisions of small concrete block homes dotted what had once been the outskirts of Miami (Parks 1991:168–170).

The community of Kendall was also impacted by the war efforts during the 1940s. A south Miami unit of the Civil Air Patrol trained as enemy aircraft spotters from the local airport, and a former Civilian Conservation Corps camp was converted into a German prisoner of war facility. The area around Kendall remained largely rural during the 1940s, and German prisoners labored as plumbers, mechanics, and farm hands (George 2001: 121). North of Kendall was the Tropical Park racetrack which operated from 1931-1972 and was a few miles east of downtown Coral Gables (Miami Herald 2015). Residential development in the areas north and east of Tropical Park began during the late 1940s and continued through the 1950s, as this was close to the established cities of South Miami and Coral Gables.

Figures 7.3 – 7.6 show a 1951 aerial photograph of the project corridor. At this time, the majority of the land surrounding the project APE remains rural and largely undeveloped. Communities in southern Dade County were agricultural in nature and this is visible between SW 114th Street and SW 56th Street (*Figure 7.3 and Figure 7.4*). Tropical Park is visible at SW 40th Street, with residences which would have then been considered the outskirts of the City of Coral Gables to the east (*Figure 7.5*). At this time, the largest concentration of residential development can be observed along the Tamiami Trail (*Figure 7.6*).

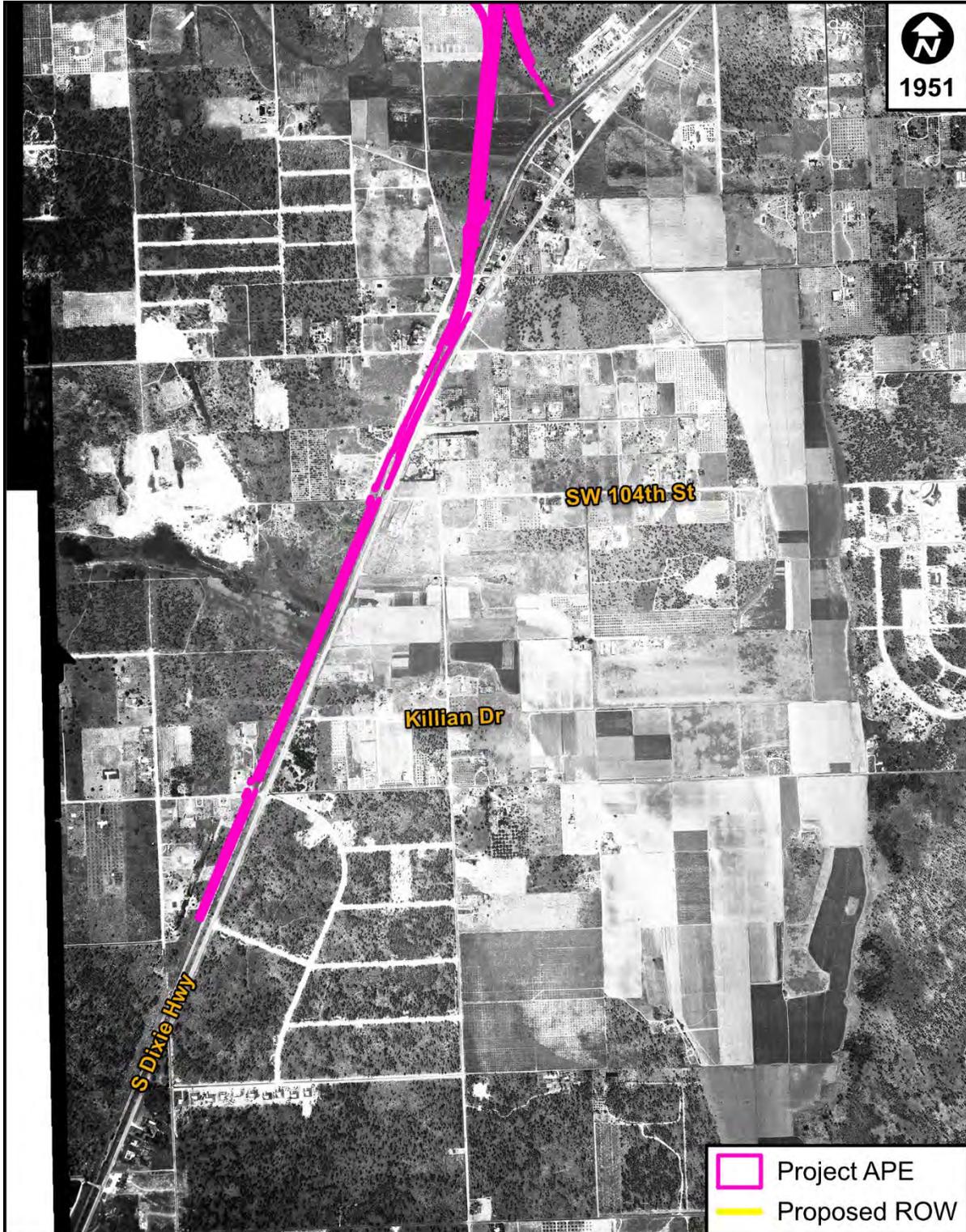


Figure 7.3 – A 1951 historic aerial photograph showing the project corridor from SW 114th Street to SW 90th Street

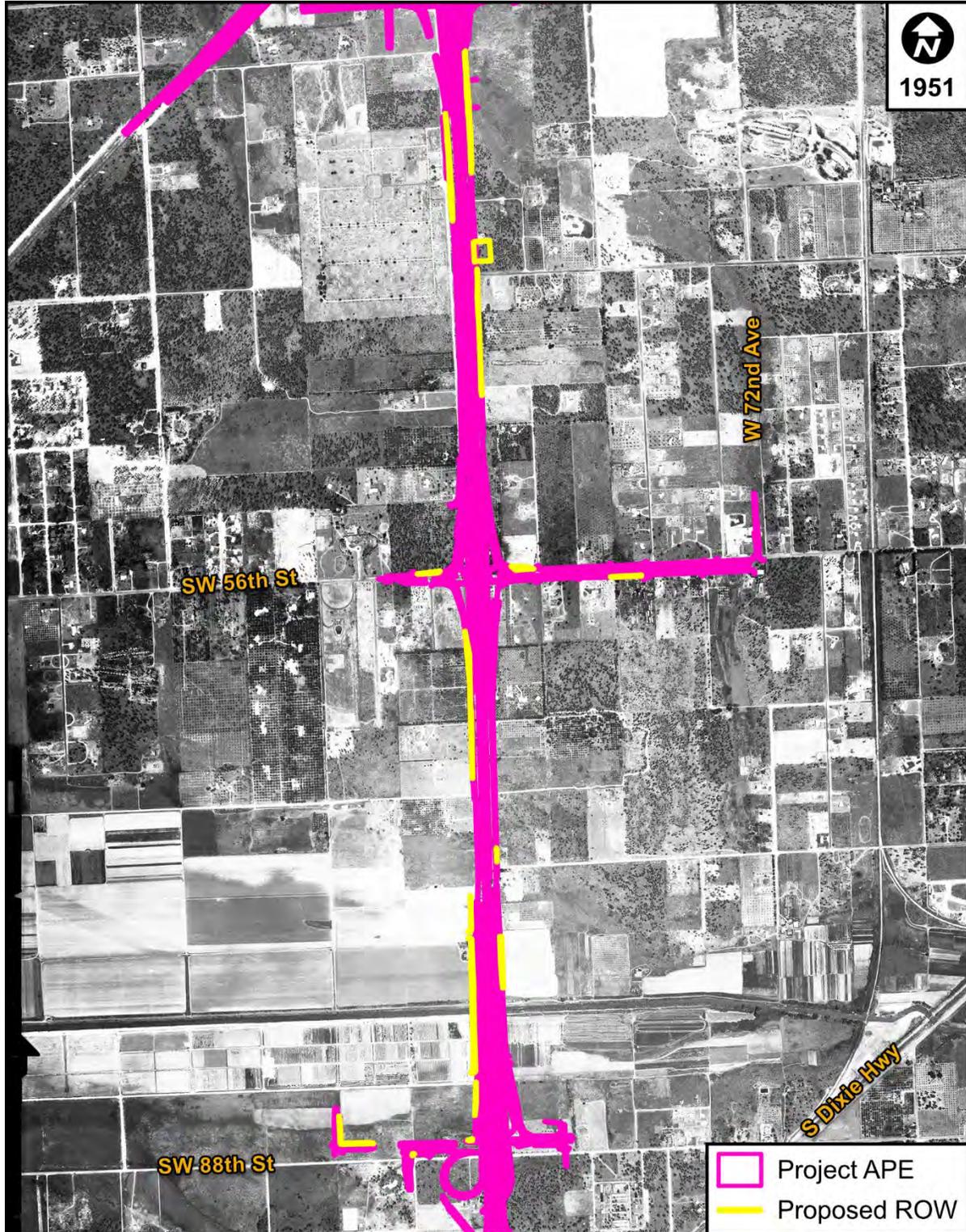


Figure 7.4 – A 1951 historic aerial photograph showing the project corridor from SW 90th Street to SW 56th Street

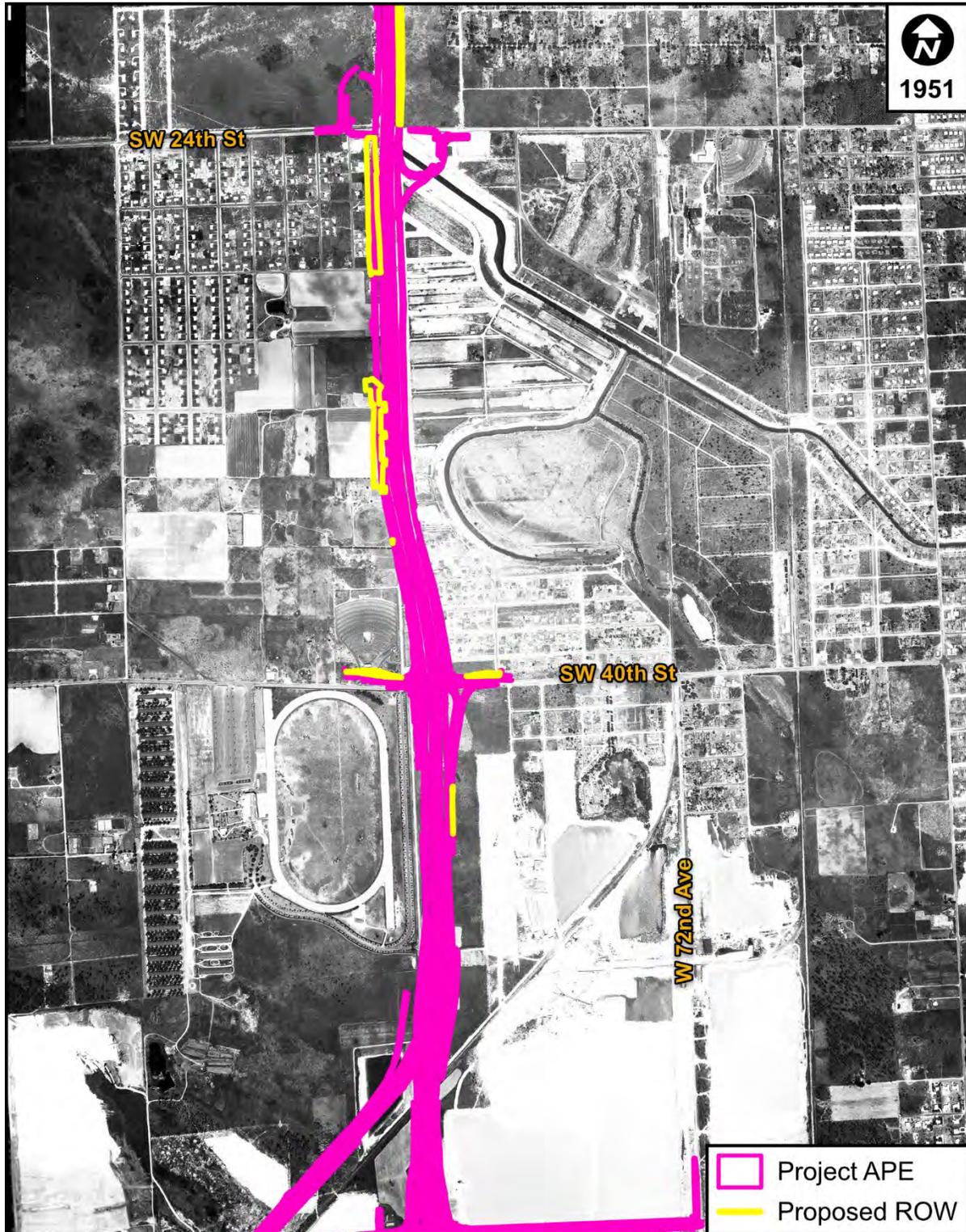


Figure 7.5 – A 1951 historic aerial photograph showing the project corridor from SW 56th Street to SW 20th Street

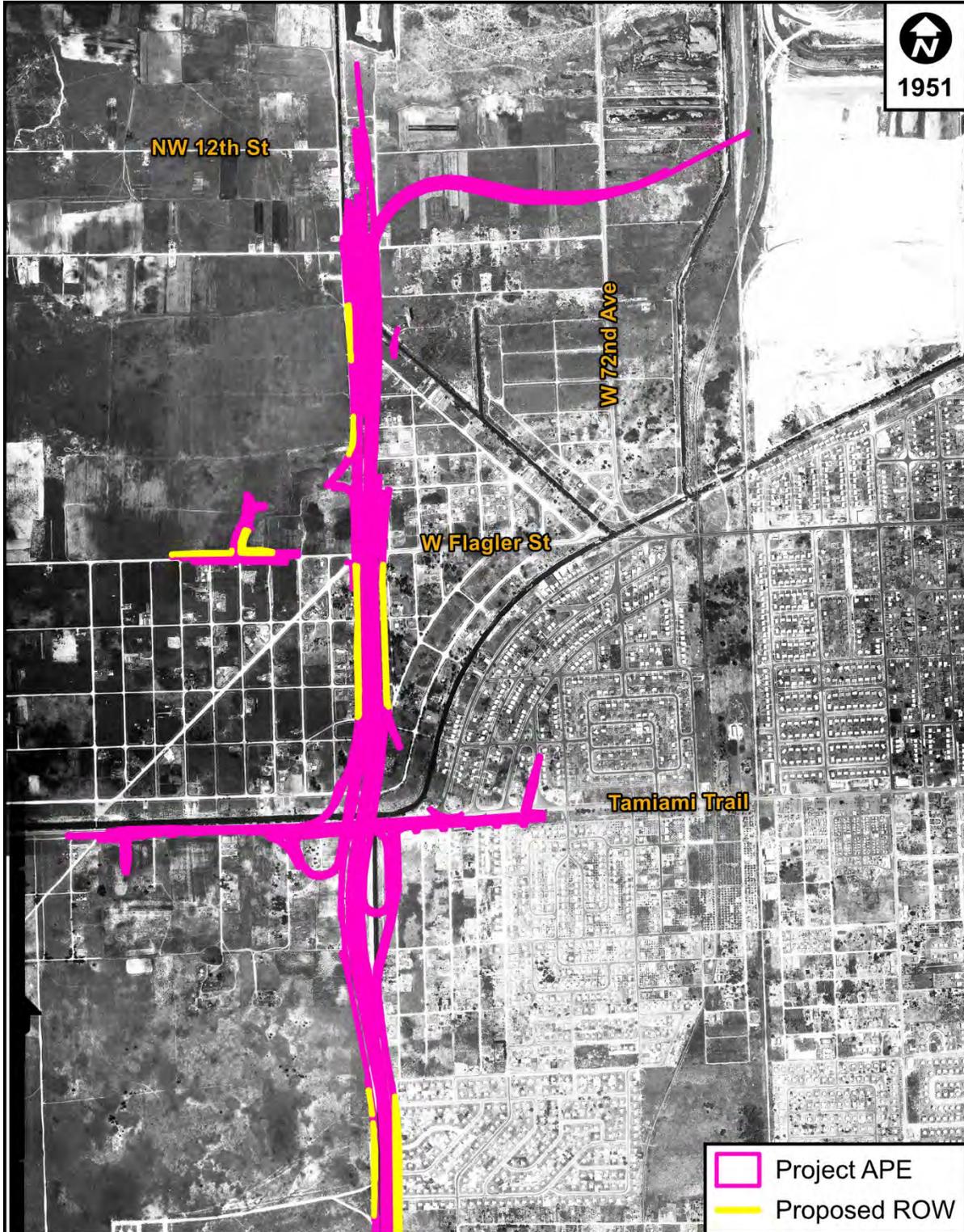


Figure 7.6 – A 1951 historic aerial photograph showing the project corridor from SW 20th Street to south of NW 12th Street

7.8 MODERN PERIOD (1950 TO PRESENT)

Road building in Miami-Dade County had been an endeavor since the turn-of-the-century. Road systems like the Tamiami Trail, the Overseas Highway (current US 1), Biscayne Boulevard, and even the series of Causeways connecting to Miami Beach helped catapult Miami into a metropolitan center by allowing an influx of people into the area. This trend continued in the 1950s when the Dwight D. Eisenhower System of Interstate and National Defense Highways was started under President Eisenhower in 1956. Commonly known as the Interstate Highway System, it is a system of highways that connects the United States that was fashioned after the German autobahn system. This immense transportation construction endeavor transformed the American landscape.

Miami experienced a substantial impact in the 1960s when construction of Interstate 95 (I-95) began in 1967 as part of the Interstate system. I-95 remains a major transportation artery servicing Miami, greater Miami, Miami-Dade and Broward Counties and continuing north. Although beneficial to national security and transportation, highway systems often impacted communities and areas traversed by the new construction.

Miami-Dade County was heavily settled by immigrants. At the time of the 1960 census, over 40 percent of Florida's foreign-born population resided in Dade County. The most dramatic impact came from the periods shortly before and after the fall of the Cuban Batista in 1959. Fidel Castro's rise to power in Cuba led to the exodus of over 800,000 Cubans in a thirty-five-year span. Many of these immigrants came to Florida, particularly Miami. This wave of immigration made Miami one of the nation's largest immigration ports in the latter half of the twentieth century. The Cuban Refugee Program and Refugee Emergency Center were established in 1960 by the federal government in cooperation with social service organizations and religious groups, notably the Catholic Archdiocese of Miami. Many thousands of these immigrants were resettled elsewhere in the United States but many returned to Miami.

The introduction of SR 826/Palmetto Expressway in 1961, its connection to the new I-95 corridor, and an increased population led to further development of southern Miami-Dade County. [Figures 7.7 – 7.10](#) show a 1971 aerial photograph of the project corridor. The communities of Pinecrest and Kendall border the southern portion of the APE and were home to large-scale residential development

beginning in the 1960s ([Figure 7.7](#)). This development was largely spurred by the construction of the Dadeland Shopping Center in 1962, which was located on N Kendall Drive/SW 88th Street directly east of the Palmetto Expressway ([Figure 7.8](#)). The development was considered by many to be an immediate failure since at the time it was located far from a major population center. However, Burdine's which was one of South Florida's oldest department stores opened a branch at the shopping center. By the end of the 1960s, Dadeland had multiple additions, was enclosed and converted to a mall with air conditioning and had spurred increased development in the surrounding area. Developers built residential subdivisions in the Kendall area because of the community's affordable prices and the improved road system which made commuting to downtown Miami easier. The area surrounding Dadeland was considered to be "Dade's Fastest Growing Area" by the mid-1960s. This trend continued through the 1980s and 1990s, with development expanding west of the Palmetto Expressway in former agricultural land. The construction of the Homestead Extension of Florida's Turnpike and introduction of Metrorail further connected the former rural Kendall area to Miami and other large hubs (George 2001:122).

Tropical Park was closed after the 1972 season and a county park was created on the site. Today the park features: football, soccer, and softball fields; basketball and volleyball facilities; a tennis complex; several lakes; a dog park; and multiple paved pathways. The northern outline of the horse track can be seen on modern aerial photographs, but the track has since been removed ([Figure 7.9](#)). The introduction of the Palmetto Expressway also spurred development in this portion of the APE, with major commercial corridors developing on the arterial streets which cross below the expressway, such as SW 40th Street and SW 24th Street. This trend of both residential and commercial development continued through the north portion of the APE. Tamiami Trail follows SW 8th Street throughout this part of Miami -Dade County, and is a major thoroughfare in Little Havana to the east of the project corridor ([Figure 7.10](#)). The northern portion of the APE ends at SR 836, which along with Palmetto Expressway has been modified and expanded multiple times since the early 1970s. Miami International Airport is found northeast of the project APE, and the Palmetto Expressway is still an important transit corridor in this part of Miami-Dade County.



Figure 7.7 – A 1971 historic aerial photograph showing the project corridor from SW 114th Street to SW 90th Street

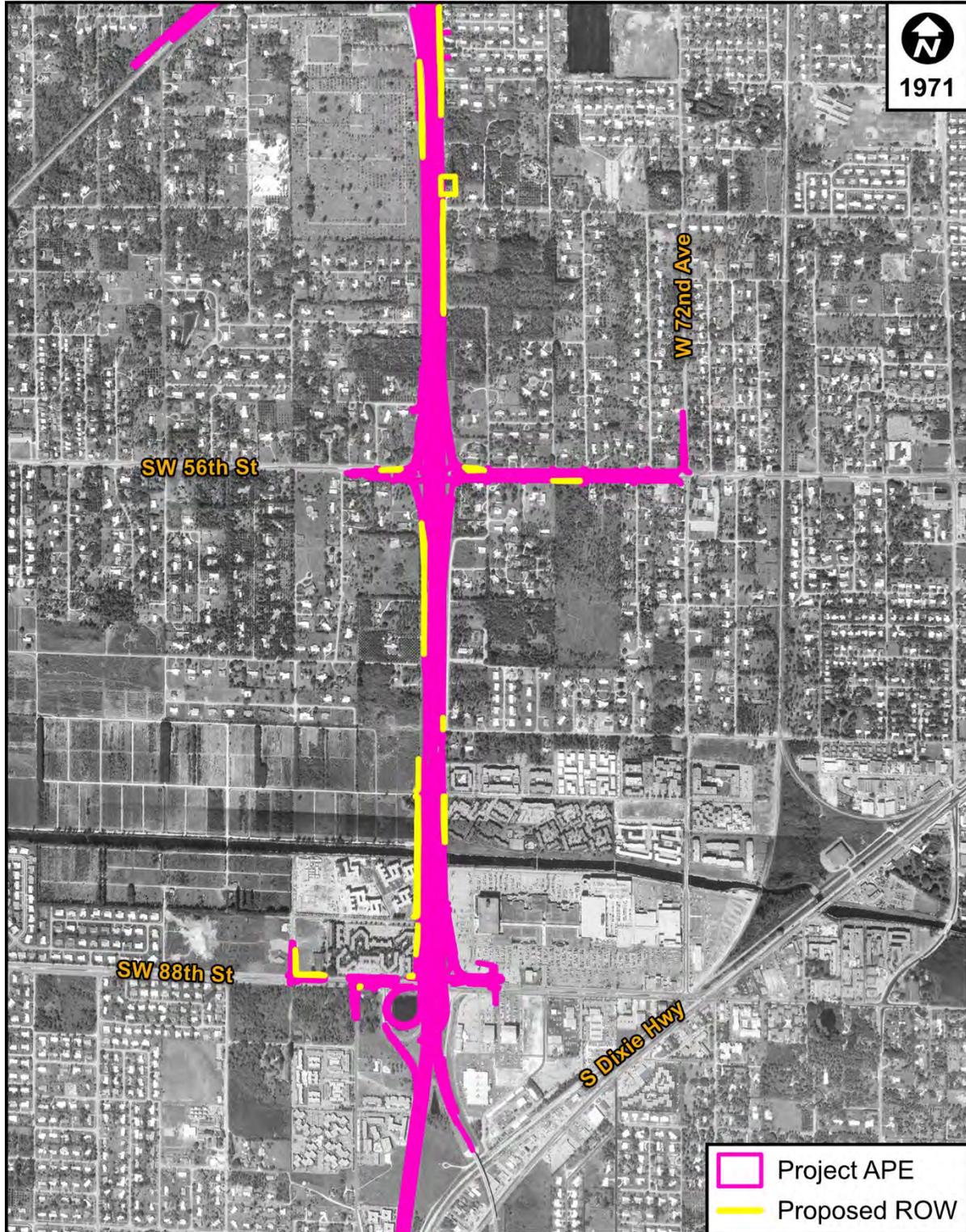


Figure 7.8 – A 1971 historic aerial photograph showing the project corridor from SW 90th Street to SW 58th Street

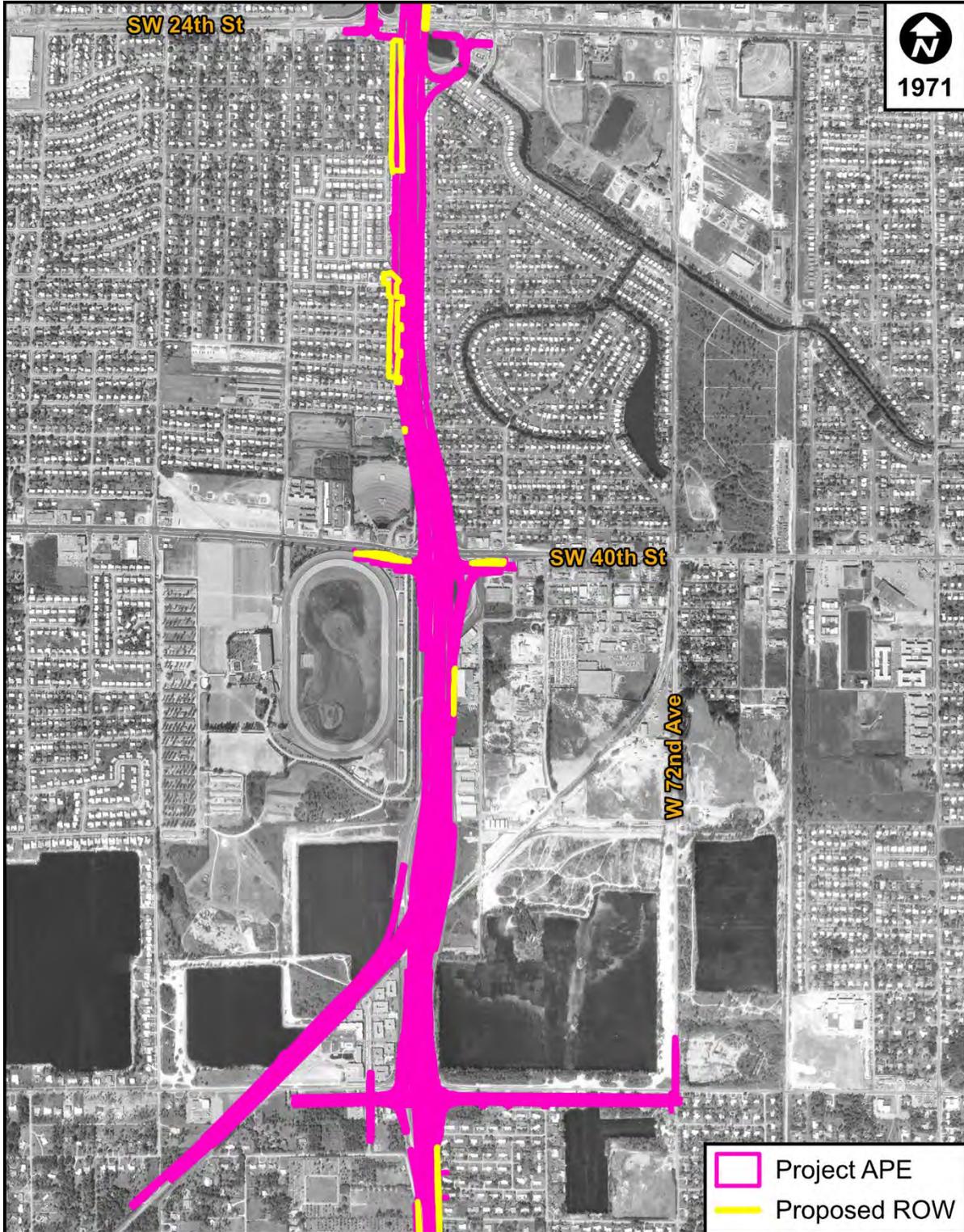


Figure 7.9 – A 1971 historic aerial photograph showing the project corridor from SW 60th Street to SW 24th Street

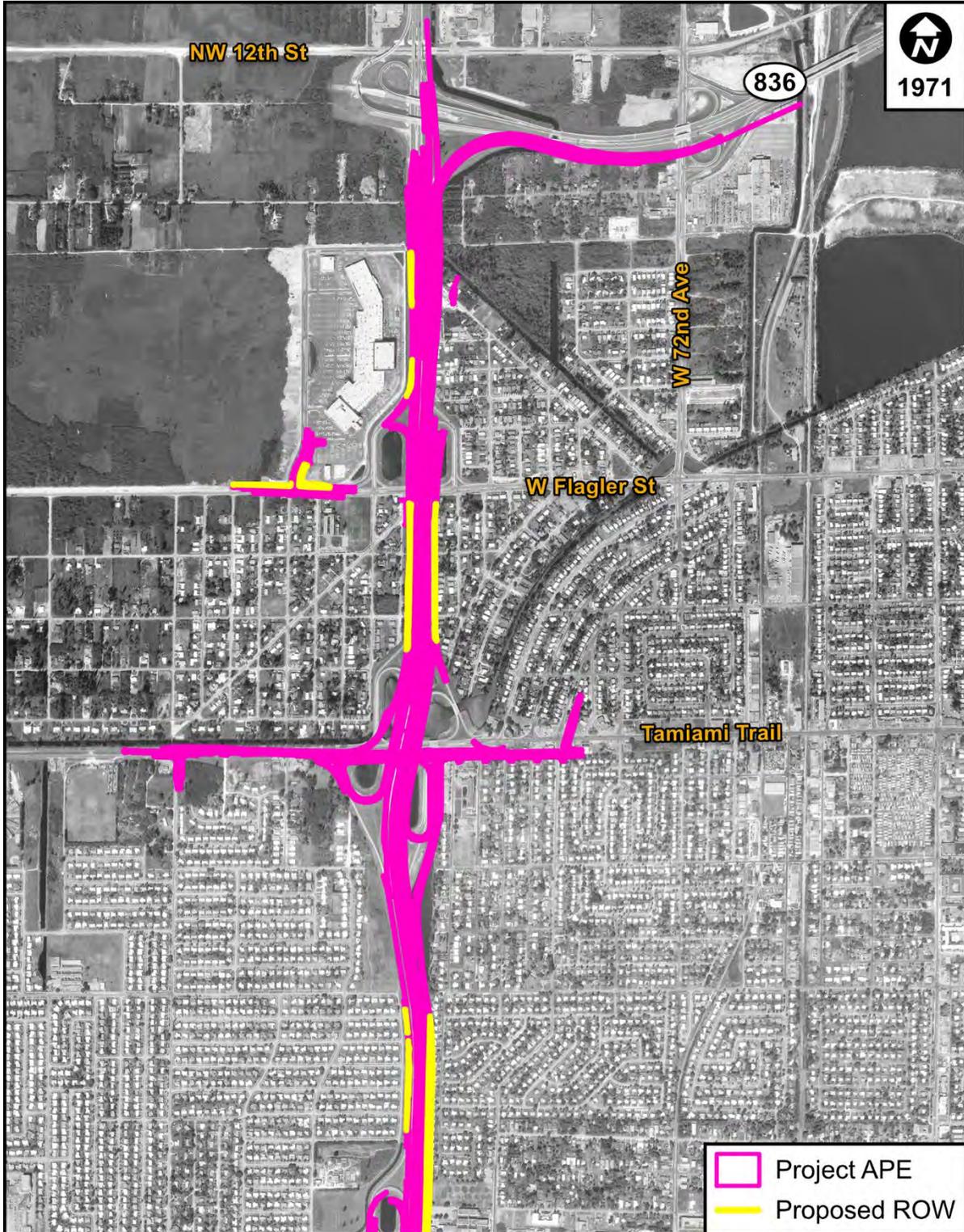


Figure 7.10 – A 1971 historic aerial photograph showing the project corridor from SW 23rd Street to south of NW 12th Street

8.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

An archaeological and historical literature and background information search pertinent to the project APE was conducted to determine the types, chronological placement, and location patterning of cultural resources within the project APE.

A review of FMSF data, previous surveys, property appraiser records, and historical research material was conducted to determine the potential for cultural resources within the project APE that are listed, eligible, or considered eligible for listing in the National Register, or that have potential or confirmed human remains. This information served as a guide for the field investigations by identifying the possible locations of archaeological sites and historic resources within the vicinity. It also helped provide expectations regarding the potential significance of any such resources.

The FMSF serves as an archive of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a point in time. Because the inventory is not all-inclusive on a statewide basis, gaps in data may exist. The FMSF is only as accurate and as comprehensive as the information that is submitted, and users should be aware of the sometimes-uneven quality of the information. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR or the SHPO regarding the significance of a resource.

The work of previous investigators was reviewed to gather information about the types of pre-Columbian and early historic period sites that could be expected to occur within the APE. An extensive search of pertinent literature and records was conducted to determine the locations of previously recorded National Register-listed, eligible, and potentially eligible resources within the APE, as well as any archaeological and historical assessments of other tracts of land within the APE.

8.1 PREVIOUSLY CONDUCTED CULTURAL RESOURCE SURVEYS

A search of FMSF and in-house data identified 28 previously conducted surveys that contain or partially contain the project APE ([Table 8.1](#)). Despite the large number of surveys, the review of these documents determined that numerous portions of the project corridor have not been comprehensively surveyed for archaeological resources and that most of the current historic resources APE has not been recently comprehensively surveyed for historic resources.

Table 8.1 – Previous Cultural Resource Surveys that Contain or Partially Contain the Project APE

FMSF Survey No.	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
602	Dade County Historic Survey	Metropolitan Dade County	1981
1458	Proposed Improvements to US 41/SR 90, from SW 127 th Avenue to SR826	Browning, William D. and Melissa G. Wiedenfeld	1987
1582	Proposed Addition of Two Lanes to the Palmetto Expressway, from SR 5/US 1 to NW 25 th St, and Construction of a New Interchange at NW 25 th St	Browning, William D. and Melissa G. Wiedenfeld	1988
1585	Proposed Improvements to W Flagler St, from Palmetto Expressway/SR 826 to NW 72 nd Ave & to NW 72 nd Ave/Milam Dairy Rd, from W Flagler St to NW 74 th St	Browning, William D. and Melissa G. Wiedenfeld	1988
2127	Dade County Historic Survey, Phase II: Final Report	Metropolitan Dade County	1989
3493	CRAS for US 1 Exclusive Bus Lanes PD&E Study from SW 112 th Avenue to Dattran Boulevard	Janus Research / Piper Archaeology	1993
4551	A CRAS for SR 90/SW 8 th Street from SR 826/Palmetto Expressway to SW 27 th Avenue	Janus Research	1996
5218	CRAS for East-West Multimodal Corridor from West of Palmetto Expressway to Port of Miami	Janus Research	1997
7923	Charlie's Body Shop / MD 1132-C	Carr, Robert S.	2001
8227	Cultural Resource Assessment of the FGHG Tower Location	Ambrosino, Meghan L.	2003
8955	An Archaeological and Historical Survey of the Proposed TUMA Plumbing Tower Location	Ambrosino, Meghan L.	2003

FMSF Survey No.	Title	Author(s)	Publication Date
12859	A CRAS of SR 826 (Palmetto Expressway) Improvement Program Section Five – SR 836 Interchange	Janus Research	2005
16521	Archaeological Investigations of Parcel 152 in Miami-Dade County	Janus Research	2008
17420	An Archaeological and Historical Survey of the T-Mobile Tower Collocation in Miami-Dade County, Florida	Ambrosino, Meghan L.	2007
18284	CRAS of the SR 874 Widening from SW 88 th Street/Kendall Drive to SR 826	HNTB Corporation and Janus Research	2010
19276	CRAS of SR 826/Palmettos Expressway Managed Lanes PD&E Study	Janus Research	2012
19449	Section 106 Evaluation and Determination of Effects SR 826 / Palmetto Expressway Express Lanes PD&E Study	Janus Research	2012
19762	CRAS of SR 836 From East of SR 959/NW 57 th Avenue to NW 17 th Avenue	Janus Research	2011
23235	Cultural Resources Desktop Analysis and Field Review for SR 5/US 1/South Dixie Highway from the C-100A Canal to SW 100 th Street	Janus Research	2016
23335	CRAS Reevaluation of the SR 826 (Palmetto Expressway) from Flagler Street to NW 254 th Street and SR 93/I-75 from SR 826 to NW 170 th Street	Janus Research	2016
23899	Cultural Resources Desktop Analysis and Field Review for SR 990/Killian Drive from West of South Kendale Boulevard to SR 5/US 1/South Dixie Highway	Janus Research	2017
24040	Cultural Resource Desktop Analysis and Field Review for SR 94/SW 88 th Street/ N. Kendall Drive from SW 79 th Avenue to SR 5 / US 1 / S. Dixie Highway	Janus Research	2017
24246	FCC / EBI Project File No. 6117002580, Proposed New 38.5-Foot Concrete Telecommunications Pole Project, 8200 SW 8 th Street	Chait, Amanda, Stephen Forest, and Megan Ricks Gomez	2017
24249	FCC/EBI Project File No. 6117002579, Proposed New 38.6-Foot Concrete Telecommunications Pole, 14 NW 79 th Avenue	Chait, Amanda, Jennifer Davis, and Stephen Forest	2017
24577	FCC / TCNS #162868, RowStar, LLC., Proposed Construction of 140 Foot Tall Monopole Telecommunications Tower, RS Palmetto Expressway & Flagler Street	Anglin, DeAnne and Christopher Nelson	2017

FMSF Survey No.	Title	Author(s)	Publication Date
25888	Cultural Resource Desktop Analysis and Field Review for TWO 38 SR 968/W Flagler Street at NW/SW 79 th Avenue, Miami-Dade County, Florida	Janus Research	2019
N/A	Archaeological Monitoring Report for the Palmetto Section 5, SR 826 (Palmetto Expressway) /SR 836 (Dolphin Expressway) Interchange	Janus Research	2014

Many of these projects overlapped with portions of the current project limits, including portions of SR 826/Palmetto Expressway (FMSF Manuscript Nos. 5218, 12859, 19449, 19276, 19762, and 23335), US 1 (FMSF Manuscript Nos. 3493 and 23235), SR 90/SW 8th Street (FMSF Manuscript No. 4551), SR 968/W Flagler Street (FMSF Manuscript No. 25888), SR 874/Don Shula Expressway (FMSF Manuscript No. 18284), and SR 94/SW 88th Street (FMSF Manuscript No. 24040). The portions of the current archaeological APE that were surveyed during these previous investigations were not subjected to additional subsurface testing during this survey. However, there is the potential for additional resources to become historic due to the time that has passed since these previous surveys were completed, so additional historic survey work was conducted in these areas.

The *Archaeological Investigations of Parcel 152 in Miami-Dade County* (Janus Research 2008; FMSF Manuscript No. 16521) focused on an area near the Flagami Miami-Dade County Archaeological Zone near where Carr (1981) had previously encountered three sites (8DA36, 8DA1053, and 8DA1073). These sites do not fall within the current archaeological APE. While not on file with the FMSF, the *Archaeological Monitoring Report for the Palmetto Section 5, SR 826 (Palmetto Expressway)/SR 836 (Dolphin Expressway) Interchange* (Janus Research 2014) focused on an area of high archaeological site potential outside of the current APE to the southeast. While the Flagami Archaeological Zone, an area containing human remains, and the tree island discussed within the monitoring report are all located well outside of the APE, one archaeological site, Wood Farms (8DA11815), was identified within the APE. The details of this site, which is not currently on file with the FMSF, are discussed within the *Previously Recorded Archaeological Sites* section of this report.

FMSF Manuscript No. 23899 only briefly intersects the APE and no historic resources were recorded within the APE as a result of this survey. The remaining surveys did not comprehensively survey the current APE for archaeological or historic

resources and consisted of county-wide surveys from the 1980s (FMSF Manuscript Nos. 340, 620, and 2127), older surveys from the late-1980s that do not meet the current legal or testing standards (FMSF Manuscript Nos. 1458, 1582, 1585), and cell phone tower surveys, which are limited in scope (FMSF Manuscript Nos. 7923, 8227, 8955, 17420, 24246, 24249, 24577).

8.2 PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

A search of the FMSF identified no previously recorded archaeological resources within the APE. In addition, a search of available local cultural resources data identified no locally-designated archaeological sites, zones, or conservation areas within the archaeological APE.

A search of in-house data identified one archaeological site, Wood Farms (8DA11815), within the archaeological APE. The Woods Farms site is not yet on file with the FMSF. This site was identified within a disturbed context during monitoring conducted by Janus Research in 2014. The monitoring report and site file form noted that while the site area was historically used as a farmstead, the site has been destroyed by previous development and the isolated artifacts associated with the site (a bovid long bone, mule shoe, and harrowing disc) were all found in a disturbed context (Janus Research 2014). The portions of the site within the current APE are within areas that have been previously surveyed and/or monitored and that have been previously subjected to de-mucking, grading, or filling. The former location of this resource relative to the project corridor is illustrated in [Figure 8.1](#).

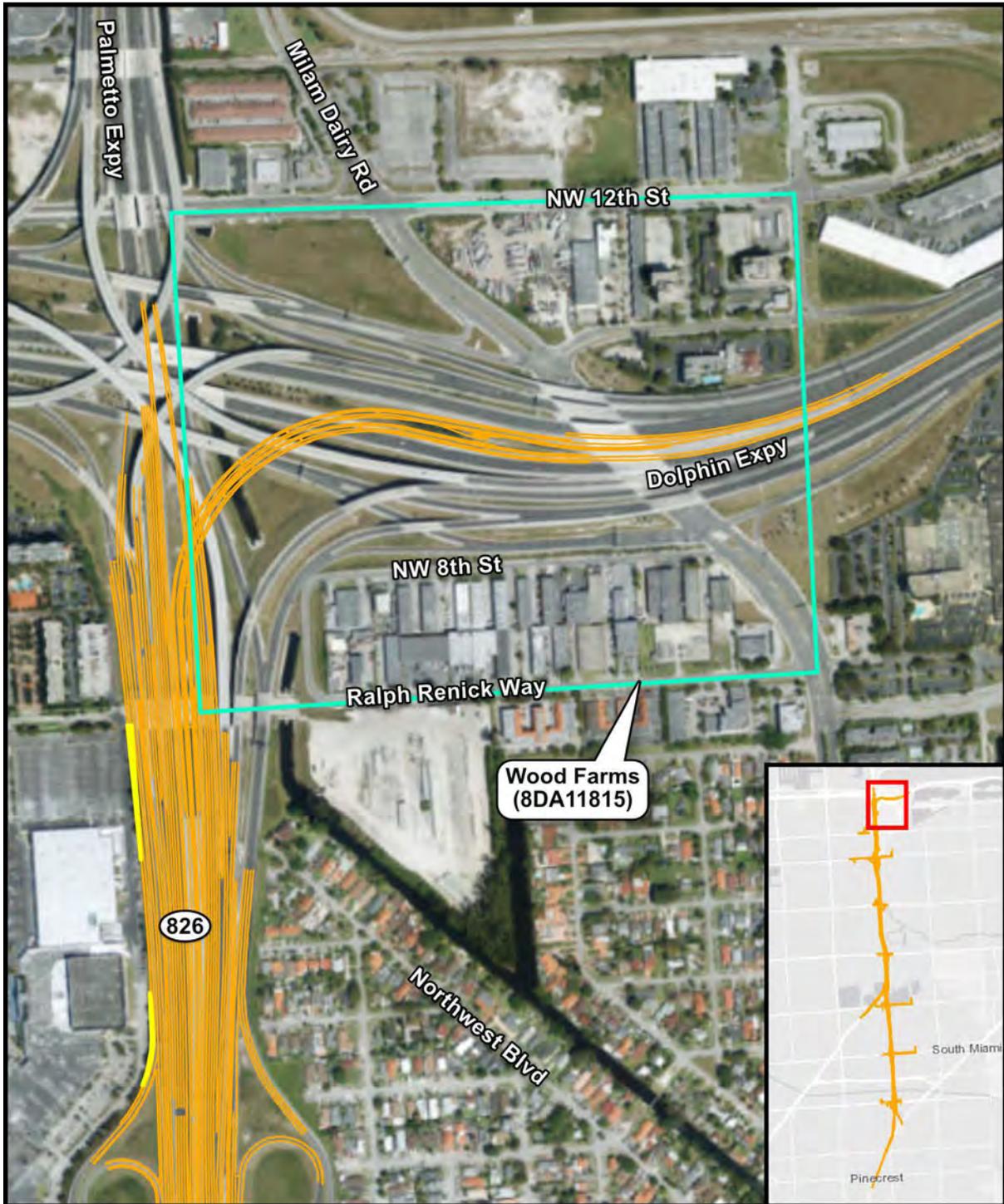
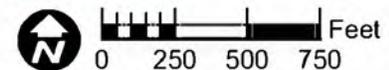


Figure 8.1: Former Location of Wood Farms (8DA11815) Relative to the Project Corridor

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

Note: The archaeological resources APE consists of the footprint of any subsurface activities proposed within, and extending outside of the existing ROW, as well as the footprint of the newly proposed ROW.

- Project Footprint
- Proposed ROW
- Archaeological Site



8.3 PREVIOUSLY RECORDED HISTORIC RESOURCES

A search of the FMSF identified 34 historic resources within the historic resources APE. The field survey revealed that eight of these 34 previously recorded resources have been demolished or otherwise removed. The FMSF will be notified of the demolition of these eight resources. The extant 26 previously recorded historic resources include: one historic culvert, two historic railroad segments, five historic canal segments, seven historic roadway segments, and eleven structures ([Table 8.2](#)).

A total of fourteen previously recorded historic resources have been determined ineligible for listing in the National Register. Four structures (8DA6040 – 8DA6043) were first recorded by Janus Research in 1996 as part of *A CRAS for SR 90/SW 8th Street from SR 826/Palmetto Expressway to SW 27th Avenue* (FMSF Manuscript No. 4551). All four structures were determined to be National Register-ineligible by the SHPO on October 4, 1996. Four additional structures (8DA10011, 8DA10012, 8DA10023, 8DA10026) and a 1.42-mile segment of the North Line Canal (8DA10050) were recorded by Janus Research in 2005 as part of *A CRAS of SR 826 (Palmetto Expressway) Improvement Program Section Five – SR 836 Interchange* (FMSF Manuscript No. 12859). All five historic resources were determined to be National Register-ineligible by the SHPO on June 14, 2006.

Two structures (8DA11905 and 8DA11908) were recorded by HNTB Corporation and Janus Research in 2010 as part of the *CRAS of the SR 874 Widening from SW 88th Street/Kendall Drive to SR 826* (FMSF Manuscript No. 18284). Both structures were determined to be National Register-ineligible by the SHPO on November 18, 2010. A historic culvert, S-120 Culvert (8DA15000), was recorded by Janus Research in 2016 as part of the *Cultural Resources Desktop Analysis and Field Review for SR 5/US 1/South Dixie Highway from the C-100A Canal to SW 100th Street* (FMSF Manuscript No. 23235). The culvert was determined to be National Register-ineligible by the SHPO on October 3, 2016. The segment of SW 112th Street/Killian Drive (8DA15161) within the APE was recorded by Janus Research in 2017 as part of the *Cultural Resources Desktop Analysis and Field Review for SR 990/Killian Drive from West of South Kendale Boulevard to SR 5/US 1/South Dixie Highway* (FMSF Manuscript No. 23899). SW 112th Street/Killian Drive was determined to be National Register-ineligible by the SHPO on April 7, 2017.

The segment of the Tamiami Canal (8DA6453) within the APE was recorded by Janus Research in 2006 as part a Determination of Eligibility (DOE) report prepared for the Tamiami Canal. This DOE report was completed to supplement the *Cultural Resource Assessment Survey of the Tamiami Canal Swing Bridge on NW South River Drive/Delaware Parkway from NW 19th Street to NW 32nd Avenue (FMSF Manuscript No. 13012)*. The segment of the Tamiami Canal within the APE was determined to be a non-contributing segment of the National Register-eligible historic linear resource by the SHPO on July 10, 2006.

An approximately 0.6-mile portion of the total approximately 1.2-mile segment of SR 5/US 1/South Dixie Highway (8DA9990) within the current project APE was recorded by Janus Research in 2016 as a part of the *CRDA and Field Review for SR 5/US 1/South Dixie Highway from the C-100A Canal to SW 100th Street, Miami-Dade County, Florida* (FMSF Manuscript No. 23235). The segment was determined to be National Register-ineligible by the SHPO on October 3, 2016. Eleven segments of linear resources within the APE have not been previously evaluated by SHPO for National Register eligibility, including the unrecorded segment of SR 5/US 1/South Dixie Highway (8DA9990). The ten other unrecorded linear resources include segments of: Bird Road/SW 40th Street (8DA4584), Calle Ocho Historic Highway (8DA4586), Sunset Drive (8DA6486), Tamiami Trail (8DA6510), FEC Railway (8DA10107), Flagler Street (8DA10448), CSX Railroad (8DA10753), Snapper Creek Canal (8DA10754), Venetian Canal (8DA11376), and Coral Gables (C-3) Canal (8DA15697). Recommendations of evaluation of National Register eligibility were made for all segments of linear resources within the APE which had not been previously recorded. Only segments of two linear resources are considered eligible for listing in the National Register as part of this study: FEC Railway (8DA10107) and CSX Railroad (8DA10753).

Segments of three of these linear resources have been designated as State Historic Highways by the Florida Legislature: Bird Road/SW 40th Street (8DA4584), Calle Ocho Historic Highway (8DA4586), and Sunset Drive (8DA6486). The designated segment of Bird Road/SW 40th Street (8DA4584) is located outside of the APE to the east. Approximately 300 feet of Calle Ocho Historic Highway (8DA4586) within the APE are within the designated segment of the roadway, which continues to the east and outside of the APE. The portion of Sunset Drive (8DA6486) within the APE is part of the segment designated as a State Historic Highway. The designation of a road as a State Historic Highway does not signify National Register-eligibility or lack thereof. Rather, State Historic Highways are

stretches of State Roads that have been designated by individual acts of the Florida Legislature and are often marked with signage indicating the historic route. When strictly applying the National Register criteria to roads, a road does not meet the criteria merely by being associated with the theme of transportation. A road must also retain enough distinctive characteristics to be considered a true representation of a particular type, period, or method of construction.

A single historic building within the APE, Fairholm House (8DA2892), was previously recorded but had not been evaluated by the SHPO. The property was mistakenly given the name of Orr House within the FMSF which was the name of a different, nearby house. This structure was recorded by Metropolitan Dade County in 1981 as part of the Dade County Historic Survey and was noted as architecturally significant (FMSF Manuscript No. 602). The property was later listed as a Historically Designated Property in Miami-Dade County in 1985, under the name Fairholm House. Further research was conducted resulting in an updated evaluation of National Register eligibility and FMSF form reflecting the correct resource name.

Previously recorded resources are listed in [Table 8.2](#) and [Table 8.3](#) lists the eight previously recorded resources that have been demolished.

Table 8.2 – Extant Previously Recorded Historic Resources Within the Historic Resources APE

FMSF No.	Site Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA2892	Orr House (Fairholm House)/7425 Sunset Road	c. 1919	Masonry Vernacular	Not Evaluated by the SHPO
8DA4584	Bird Road/SW 40th Street	c. 1926	Historic Road Segment	Not Evaluated Within the APE
8DA4586	Calle Ocho Historic Highway	c. 1896	Historic Road Segment	Not Evaluated Within the APE
8DA6040	750-754 Flagami Boulevard	c. 1948	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA6041	Maxim's Night Club/NE Corner of SW 8th Street and SW 74th Avenue	c. 1949	Masonry Vernacular	Determined Ineligible for Listing in the National Register

FMSF No.	Site Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA6042	Lafe Cafeteria/7381-7385 SW 8th Street	c. 1949	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA6043	Belkis Interior Designs/7371 SW 8th Street	c. 1949	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA6453	Tamiami Canal	c. 1923	Historic Canal Segment	Segment Within the APE is Non-Contributing to the National Register-Eligible Resource
8DA6486	Sunset Drive	c. 1938	Historic Road Segment	Not Evaluated Within the APE
8DA6510	Tamiami Trail	c. 1923	Historic Road Segment	Not Evaluated Within the APE
8DA9990	SR 5/ US 1/ South Dixie Highway	c. 1927	Historic Road Segment	Not Evaluated Within the APE
8DA10011	300 SW 77th Court	c. 1955	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA10012	7790-7792 SW 2nd Street	c. 1955	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA10023	7600-7602 NW 2nd Street	c. 1956	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA10026	7619-7621 NW 2nd Street	c. 1957	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA10050	North Line Canal	c. 1946	Historic Canal Segment	Determined Ineligible for Listing in the National Register
8DA10107	FEC Railway	c. 1903	Historic Railroad Segment	Not Evaluated Within the APE
8DA10448	Flagler Street	c. 1899	Historic Road Segment	Not Evaluated Within the APE
8DA10753	CSX Railroad	c. 1925	Historic Railroad Segment	Not Evaluated Within the APE
8DA10754	Snapper Creek Canal	c. 1925	Historic Canal Segment	Not Evaluated Within the APE
8DA11376	Venetian Canal	c. 1938	Historic Canal Segment	Not Evaluated Within the APE

FMSF No.	Site Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA11905	8248 SW 58th Street	c. 1954	Masonry Vernacular	Determined Ineligible for Listing in the National Register
8DA11908	8000 SW 56th Street	c. 1955	Mediterranean Revival	Determined Ineligible for Listing in the National Register
8DA15000	S-120 Culvert	c. 1966	Historic Culvert	Determined Ineligible for Listing in the National Register
8DA15161	SW 112th Street/Killian Drive	c. 1922	Historic Road Segment	Determined Ineligible for Listing in the National Register
8DA15697	Coral Gables (C-3) Canal	c. 1915	Historic Canal Segment	Not Evaluated Within the APE

*As recorded in the FMSF; re-evaluated as part of this study.

Table 8.3 – Demolished Previously Recorded Historic Resources within the APE

FMSF No.	Site Name / Address
8DA177	Glade View Inn/7495 SW 8th Street
8DA2893	7855 Sunset Drive
8DA10025	89 NW 76th Court
8DA10030	7670 NW 2nd Terrace
8DA10031	7655 NW 2nd Terrace
8DA10032	7640-7642 NW 2nd Terrace
8DA10041	7669 NW 4th Street
8DA10045	495 NW 5th Street

9.0 PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites and historic structures within the project APE. Four environmental factors are typically used to help predict site locations: distance to fresh (potable) water, distance to hardwood hammocks, topography, and soil type (soil drainage).

Fresh water is an important resource. The variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Access to water during these early periods would have been from sinkholes and aquifer-fed rivers, neither of which are present in the vicinity of the project APE.

There are no permanent water sources along the project corridor. The surficial aquifer, known as the Biscayne Aquifer, consists of sediments from the Anastasia formation, Miami and Key Largo limestone, and the Fort Thompson formation (Scott 1992:53). The surficial aquifer is recharged through local rainfall. Because of low hydraulic gradients, movement of water within this zone is very slow.

The topography within the APE is mostly flat, averaging approximately 10 feet in elevation. Elevations of approximately 13 feet are highest near the southern end of the project corridor and decrease toward the northern end of the project corridor to as low as 3 feet.

The presence of tree islands or hardwood hammocks also serve as reliable indicators of site location in southern Florida. Their use by precontact, Seminole and modern hunters, campers and permanent residents is well documented. One obvious reason for their use is that they are not prone to flooding, except during episodes of very high water. Yet, hammocks are moist enough to retard the development and spread of fires. The thick foliage of hammocks also provides a great deal of shade as well as serving to moderate temperatures year-round. The thick canopies of hammocks also provide good shelter during periods of heavy weather. Mature hammocks are noted for a lack of ground cover vegetation due to the closed canopy above shading out younger trees, herbs and shrubs. Thus, mature hammocks offer enough open space for habitation and activity areas.

Many fruits, nuts and tubers are available in hammocks that are important as human food sources as well as for their ability to attract game animals. The review of plat maps, surveyors' notes, and historic aerial photographs noted that the archaeological APE was located within rocky pineland, as well as rocky sawgrass, sawgrass prairie, a rocky pond, and wetland prairie. No hammock vegetation was identified in the archaeological APE.

Researchers have successfully used the characteristics of soils to formulate predictive models for precontact site location. In general, soils with an organic pan, with underlying marl or clays, and with slow to moderate internal drainage tend to retain water or be inundated. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. Prior to modern development, the soils in the APE were characterized as either poorly to very poorly drained or as very poorly drained (USDA 1958). By the 1990s, the APE is located entirely within urban land that has been filled, modified, and shaped by development (USDA 1996:21).

In southern Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained uplands near transportation routes (i.e., historic trails and major rivers). Because so little of the pre-urban environment remains, government survey plat maps and surveyor's notes were used to identify pre-development environmental features that could contain or be associated with precontact or historic period sites. The review of historic plat maps and surveyor's notes did not identify any military forts, roads, encampments, battlefields, or historic Native American villages or trails within or adjacent to the APE.

While review of historic aerials indicates platting associated with the Woods Farms (8DA11815) farmstead, de-mucking, grading, and filling associated with the construction of SR 826/Palmetto Expressway, SR 836/Dolphin Expressway, and the associated interchange, as well as the surrounding development have destroyed the site within and surrounding the APE.

The APE for archaeological resources is located within existing road ROW that has been disturbed by the construction and widening of multiple roadways and newly proposed ROW that has also been disturbed by the development of the surrounding area. The APE is made up mainly of existing at-grade roadways,

elevated highways, sidewalks, driveways, parking lots and other hardscape; landscaping; canals, berms, storm sewer, and other drainage and water management features; buried and overhead utilities, including electric, sewer, water, fiber optic cable, Intelligent Transportation Systems (ITS), signalization, and lighting; and existing buildings and structures. Based on the review of past environmental variables, and the modified nature of the project corridor and former location of Wood Farms (8DA11815), the APE exhibits a low probability for containing intact archaeological resources.

10.0 FIELD METHODS

A Research Design was completed prior to this CRAS and discussed the methods which would be used to identify any archaeological sites and historic resources within the APE. The Research Design, which was reviewed and accepted by FDOT, is included in [Appendix A](#) of this report.

10.1 ARCHAEOLOGICAL FIELD METHODS

The portions of the archaeological APE determined not to have been subjected to adequate previous archaeological survey work were subjected to archaeological field survey during this study. The archaeological field survey included a surface visual inspection of exposed ground to look for evidence of archaeological sites, features indicative of increased site potential, and to confirm whether there were any locations where subsurface testing could be conducted within the urban environment that characterizes the archaeological APE.

As needed and as required by the Underground Facility Damage Prevention and Safety Act (Chapter 556, F.S.), prior to the beginning of the archaeological survey, tickets were entered with the Sunshine State One Call-Center in order to mark the locations of underground utilities within the APE. Archaeological testing is not conducted within utility corridors for several reasons: the area has been disturbed by the excavation and burial of the utility, concern for the safety of archaeological field teams, and potential for substantial fines if a utility is damaged. Evidence of the presence of underground utilities was visible within most of the archaeological APE based on features such as utility access hole covers and fiber optic line markers.

However, the utility locators confirmed the lack of underground utilities within proposed ROW at the northwest corner of SW 77th Avenue and SW 70th Street. Therefore, two conventional subsurface tests were excavated within this portion of the archaeological APE. Shovel tests were circular and roughly 20 inches (50 centimeters) in diameter. While excavation would normally extend to a minimum depth of 39 inches (1 meter), excavation in both shovel tests was inhibited by limestone bedrock at depths varying from approximately 10 cm below surface to as deep as 30 cm below surface. All excavated soil was dry screened through ¼-inch hardware cloth suspended from a portable wooden frame. While shovel

tests within this low probability area would typically be placed at 100-meter intervals in keeping with FDHR requirements, shovel tests within this portion of the archaeological APE were placed at 50-meter intervals to avoid trees, driveways, and a dangerous blind curve near vehicular traffic.

Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, contents, and soil descriptions were recorded for both shovel tests excavated. The locations of the tests were plotted on field aerial maps of the archaeological APE and recorded with a Garmin eTrex 20X handheld GPS unit.

10.2 HISTORIC RESOURCES FIELD METHODS

A historic resource assessment survey was conducted within the APE using standard field methods to identify and record historic structures. All buildings within the historic APE received a preliminary visual reconnaissance. Any resource with features indicative of 1971 or earlier construction materials, building methods, or architectural styles were noted on aerial photographs and a USGS quadrangle map. Previously recorded resources were field verified for any updates to their status.

For each newly identified historic resource, FMSF forms were filled out with field data, including notes from site observations and research findings. FMSF forms were completed for all previously recorded historic resources as part of this study. The FMSF was notified of any previously recorded resource that has been demolished.

FMSF forms were completed with field data, including notes from site observations and informant interviews. Additionally, the estimated date of construction, distinctive features, and architectural style were noted. All buildings, structures, and objects were also photographed using a high-resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph.

Each historic resource's individual significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Local informants were consulted to assist in the research for known significant

historical associations. Individual structures deemed potentially eligible were documented and researched according to National Register specifications.

Concentrations of historic resources within the APE for the project were noted in terms of the potential for inclusion in a historic district. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility.

10.3 CLG COORDINATION AND LOCAL INFORMANTS

In accordance with Chapter 1A-46, every attempt was made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. The project corridor is located within the City of Miami and Unincorporated Miami-Dade County. Both the City of Miami and Miami-Dade County are listed on the May 31, 2019 list of Certified Local Governments (CLG) posted on the Florida Division of Historical Resources website (FDHR 2019).

Mr. Warren Adams, the Preservation Officer for the City of Miami; Ms. Sarah Cody, the Historic Preservation Chief for Miami-Dade County; and Mr. Jeff Ransom, the Miami-Dade County Archaeologist, were contacted via email on September 9, 2019 regarding the project. Mr. Ransom, on behalf of the Miami-Dade County office, responded on September 10, 2019 and concurred with the low archaeological probability assessment of the project APE. At the date of submittal, Mr. Adams had not yet responded.

11.0 RESULTS

11.1 ARCHAEOLOGICAL RESULTS

No newly recorded archaeological resources were identified within the archaeological APE. One previously recorded historic archaeological site, Woods Farms (8DA11815) was found to have been destroyed by previous de-mucking, grading, filling, and construction of the highways and surrounding development. The previous investigation and monitoring at the Woods Farms (8DA11815) site within the archaeological APE identified only isolated artifacts in a disturbed context.

Background research and pedestrian survey determined the APE exhibits low archaeological site potential. No subsurface testing could be conducted within most of the archaeological APE due to the presence of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots and other hardscape; landscaping; canals, berms, storm sewer, and other drainage and water management features; buried and overhead utilities, including electric, sewer, water, fiber optic cable, Intelligent Transportation Systems (ITS), signalization, and lighting; and existing buildings and structures..

However, two shovel tests were excavated within a portion of the archaeological APE at the northwest corner of SW 70th Street and SW 72nd Avenue proposed for ROW acquisition which lacked subsurface utilities or hardscape. The locations of these shovel tests in relation to the proposed ROW are shown in [Figure 11.1](#).

Shovel tests were placed within the strip of grass containing several landscaped trees between SW 77th Avenue and a wall surrounding the property at 6950 SW 77th Avenue. Shovel test 1 contained dark grayish-brown silty sand in the upper 23 cm, with yellowish-brown clayey sand extending through the remainder of the shovel test to approximately 30 cm. Excavation below 15 cm was only possible on the west side of the shovel test, as impenetrable limestone was encountered within most of the test. One fragment of a red plastic cup was recovered at the bottom of the upper soil stratum. Shovel test 2 contained dark grayish brown silty clayey sand within the upper stratum to approximately 12 cm deep. Limestone was encountered at variable depths through the test, with lenses of limerock reached as shallow as 10 cm below surface. Two fragments of modern clear bottle glass and a fragment of a red plastic cup were recovered from the top

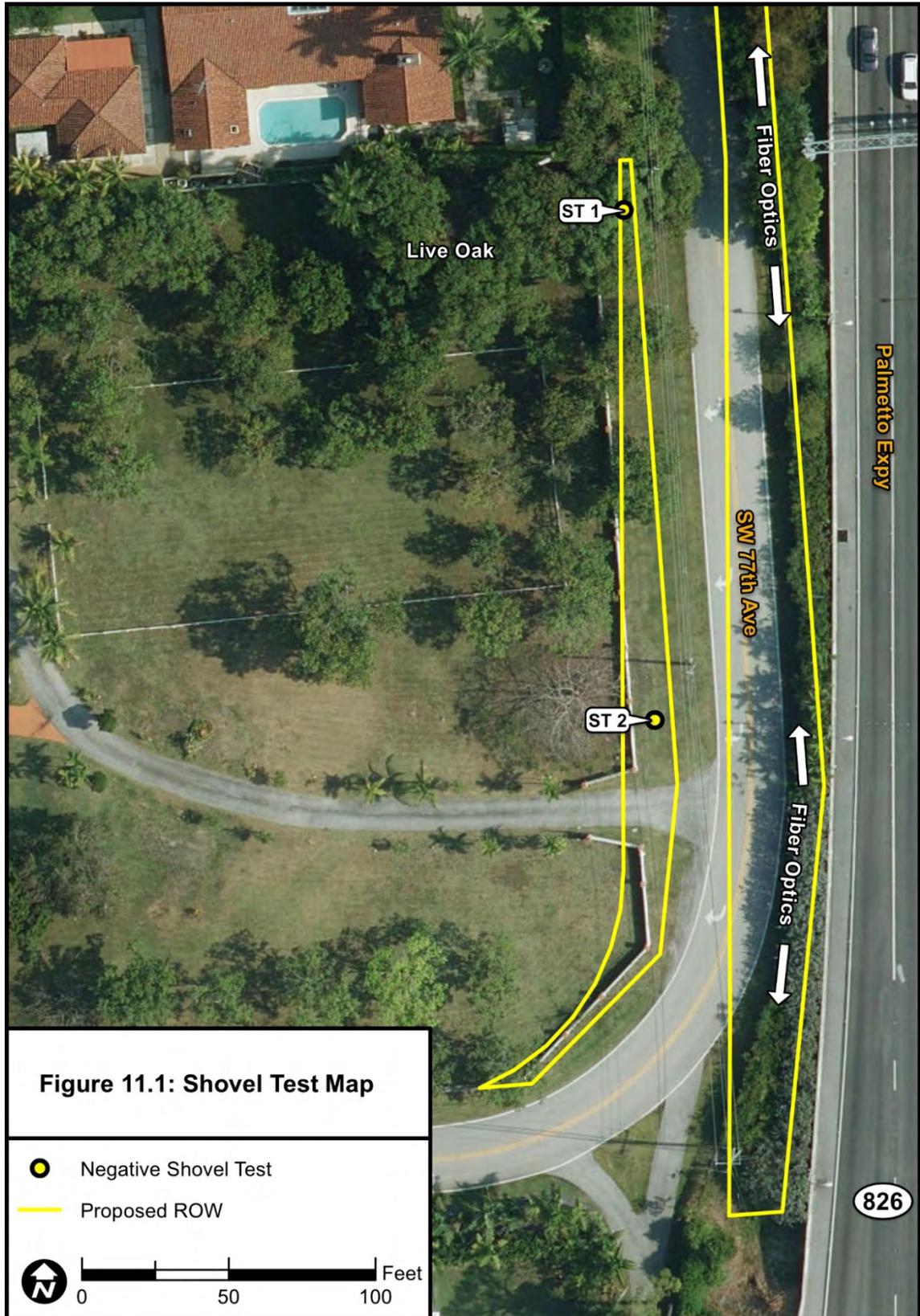


Figure 11.1 – Location of Shovel Tests within Proposed ROW

stratum. Where excavation was possible, yellowish brown clayey sand was present between 12 and 30 cm deep. Shovel test 2 could only be excavated to 30 cm at its deepest, in the center of the test. Each test contained large quantities of limestone and concretions throughout. [Figures 11.2 – Figures 11.6](#) show both shovel tests, shovel test profiles, and the existing conditions of this portion of the archaeological APE.

Soil profiles and representative photographs showing the remainder of the archaeological APE where archaeological testing was not feasible based on the extent of hardscape, landscape, utilities, and extant roads and buildings are included in [Appendix B](#).



[Figure 11.2 – Shovel Test 1, facing North.](#)



Figure 11.3 – Shovel Test 2, facing North

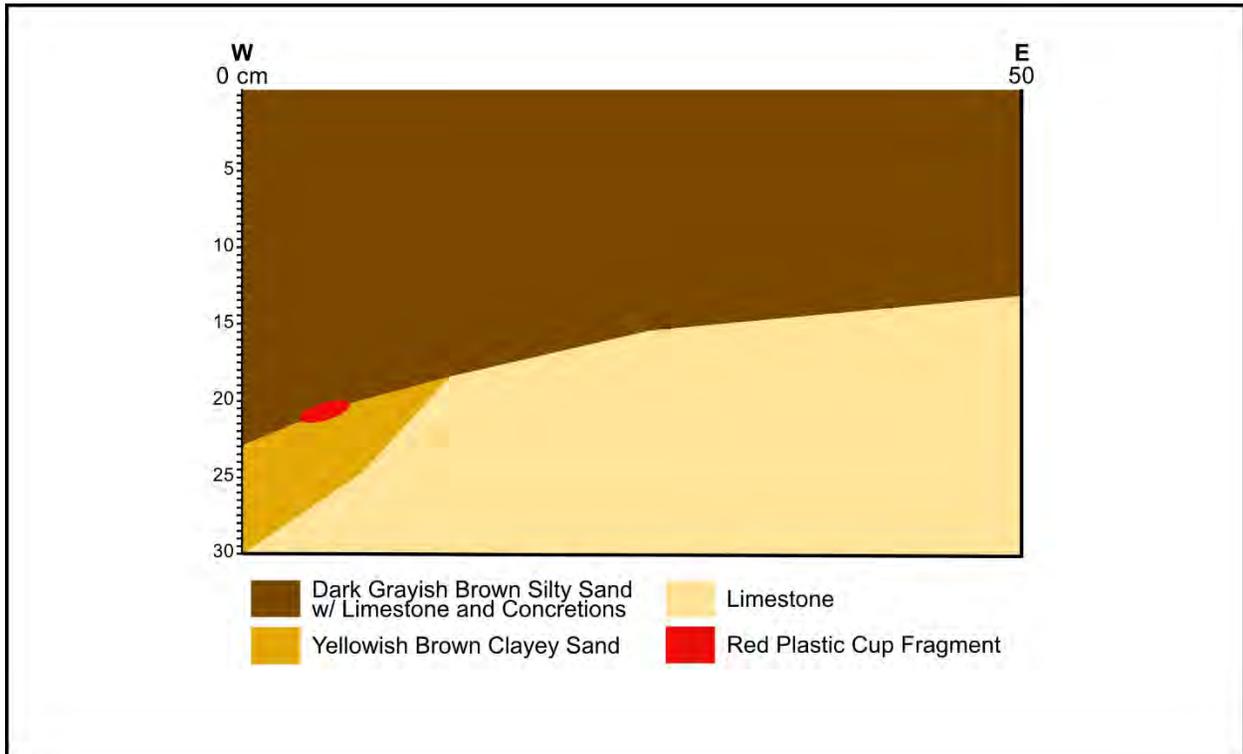


Figure 11.4 – Profile of Shovel Test 1, North Wall

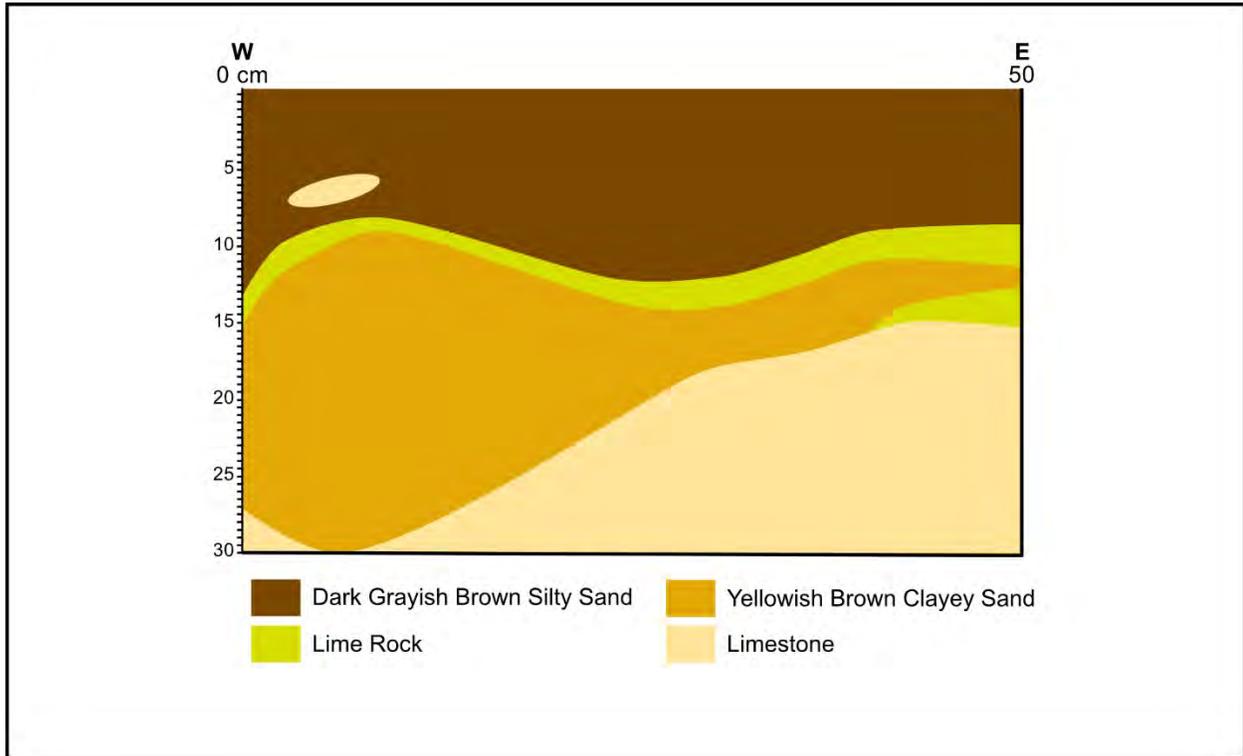


Figure 11.5 – Profile of Shovel Test 2, North Wall



Figure 11.6 – View from Shovel Test 2 toward Shovel Test 1, facing North

11.2 HISTORIC RESOURCES RESULTS

The historic resources survey resulted in the identification of a total of 416 historic resources within the historic resource APE. The historic resources consist of 378 buildings, fourteen linear resources, twelve bridges, ten resource groups, and two cemeteries. Of the identified historic resources, 26 are previously recorded and 390 are newly recorded. Updated FMSF forms were completed for all previously recorded historic resources and all newly identified historic resources.

Fourteen previously recorded resources have been determined by the SHPO to be ineligible for listing in the National Register within the APE: 8DA6040-8DA6043, 8DA6453, 8DA10011, 8DA10012, 8DA10023, 8DA10026, 8DA10050, 8DA11905, 8DA11908, 8DA15000, and 8DA15161. Twelve previously recorded historic resources had not been evaluated by the SHPO prior to this study. These include: 8DA2892, 8DA4584, 8DA4586, 8DA6486, 8DA6510, 8DA9990, 8DA10107, 8DA10448, 8DA10753, 8DA10754, 8DA11376, and 8DA15697. These resources were surveyed and documented as part of this study, and three are considered to be National Register-eligible: Fairholm House (8DA2892), FEC Railway (8DA10107), and CSX Railroad (8DA10753). The remaining nine resources are considered to be ineligible for listing in the National Register.

Four newly recorded historic resources are considered to be eligible for listing in the National Register: Miami Memorial Park Cemetery (8DA17261), Sunset Montessori School (8DA17305), South Miami Lutheran Church (8DA17315), and 780 Tamiami Canal Road (8DA17609).

Three hundred and eighty-six newly recorded historic resources were also identified within the APE. This includes 364 historic structures, eleven historic bridges, ten resource groups, and one cemetery. All 386 of these historic resources exhibit common architecture and design types found throughout South Florida. Research conducted during this study did not uncover any known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Therefore, these 386 newly recorded historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

Several areas with concentrations of historic resources throughout the APE were reviewed for their potential as historic districts. These areas are largely comprised

of Masonry Vernacular residences built from 1950 –1970. Miami, and greater South Florida, experienced rapid growth and development during the post-World War II period, a trend which continued through the 1990s. As a result, there was an increase in residential development and neighborhoods were constructed in areas which had previously been more agricultural in nature, particularly in the western and northern portions of Miami-Dade County. A thorough visual reconnaissance survey was conducted throughout the project corridor, and these areas with high concentrations of resources were driven through by the survey team. Research conducted during this study did not identify any known associations with significant people, events, or unique neighborhood history. Each resource’s current condition, proximity to other identified resources, and any neighborhood characteristics were evaluated. The majority of these resources exhibit modifications which have resulted in a loss of integrity including non-historic additions and alterations to exterior fabric, windows, and doors. Additionally, neighborhoods constructed during this period are widespread throughout South Florida. As a result, no potential historic districts were identified during this study. Selected photographs of historic resources throughout the APE, including those found in these concentrated areas, are included in [Appendix D](#) of this report.

Identified Significant Historic Resource Maps showing the locations of the seven resources which are considered to be eligible for listing in the National Register within the APE are included below ([Figures 11.7a – 11.7f](#)). [Table 11-1](#) lists the resources documented within the APE as part of this survey, including previously recorded and newly recorded resources. The previously recorded resources are listed first and are sorted in ascending order by FMSF number. The newly recorded resources are next in the table and are sorted in the same manner. Significant historic resources are highlighted within the table.

Identified Historic Resources Maps showing the locations of all extant resources within the APE are included in [Appendix C](#). Selected photographs of the resources located throughout the historic resources APE are included in [Appendix D](#). Updated FMSF forms were completed for all previously recorded and newly identified historic resources and are included in Volume II of this report. All FMSF forms completed as part of this study include detailed information for recorded resources in addition to photographs and maps showing their location.

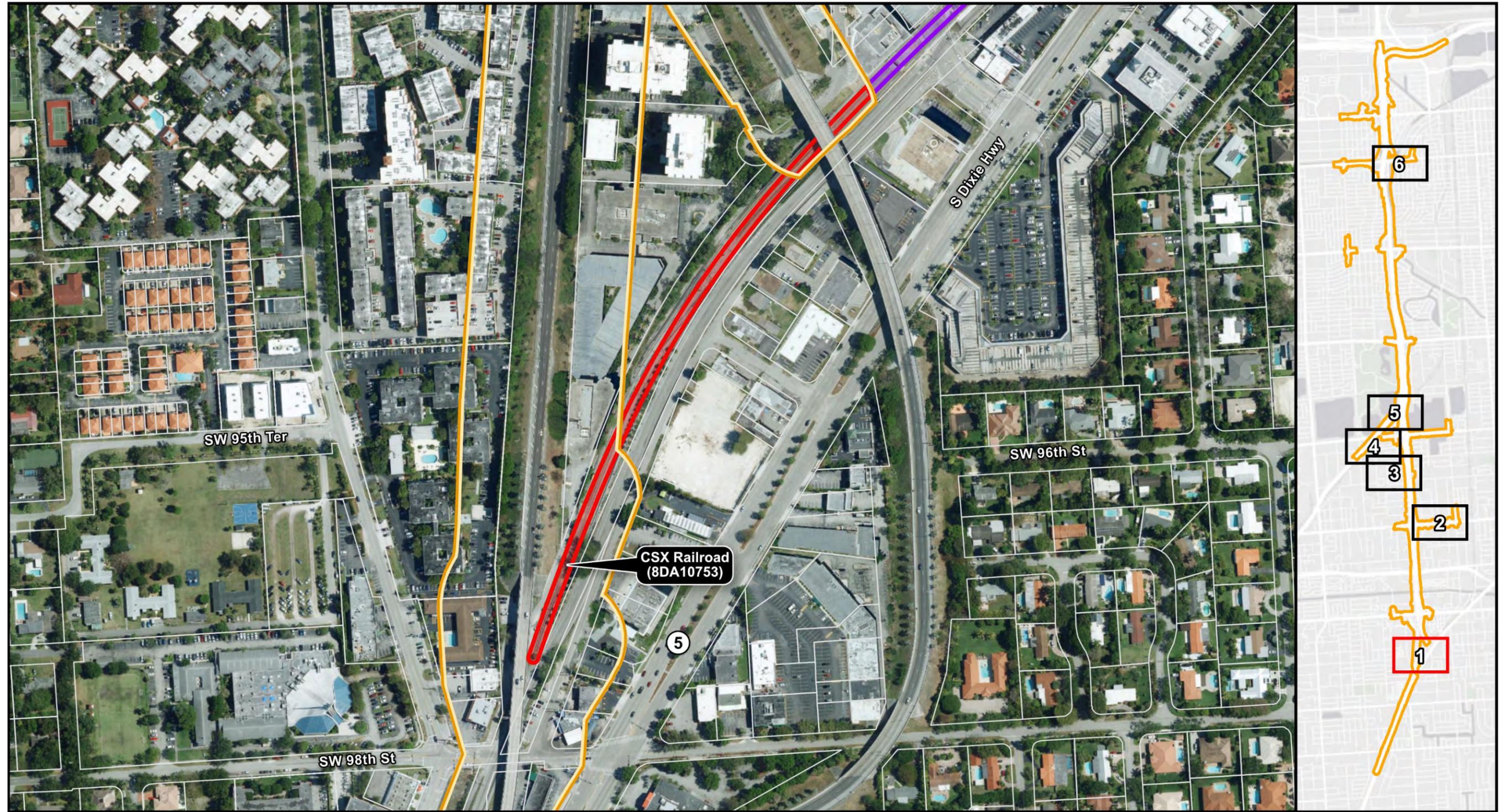


Figure 11.7a:
**Identified Significant
Historic Resources
(Map 1 of 6)**

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

-  Historic Resources APE
-  Historic Linear Resource
-  Segment of Historic Linear Resource Not Previously Recorded Within APE

-  Historic Cemetery
-  Newly Recorded Historic Resource
-  Previously Recorded Historic Resource

Miami-Dade County



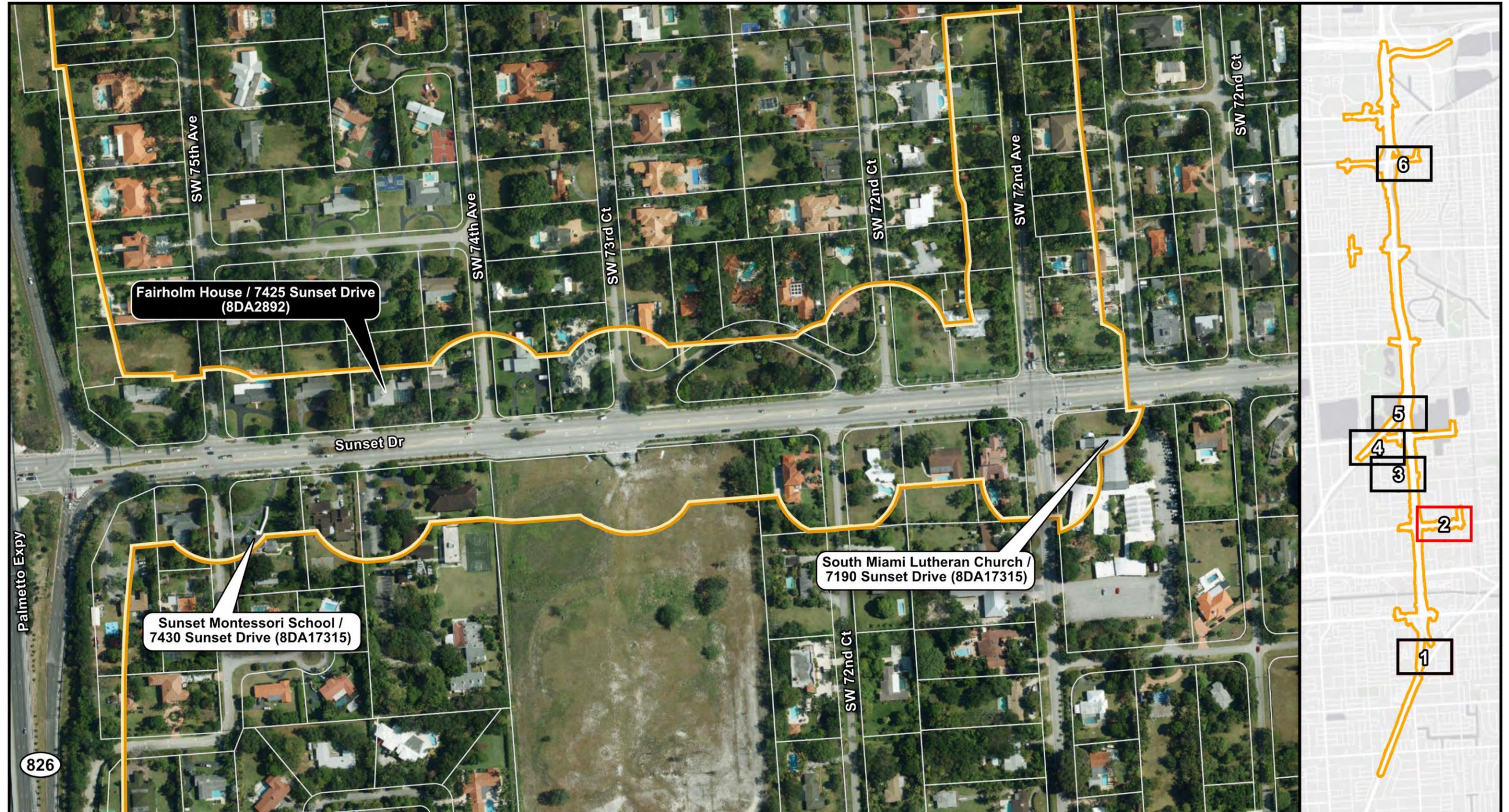


Figure 11.7b:
**Identified Significant
Historic Resources
(Map 2 of 6)**

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

- Historic Cemetery
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County

0

 250 Feet

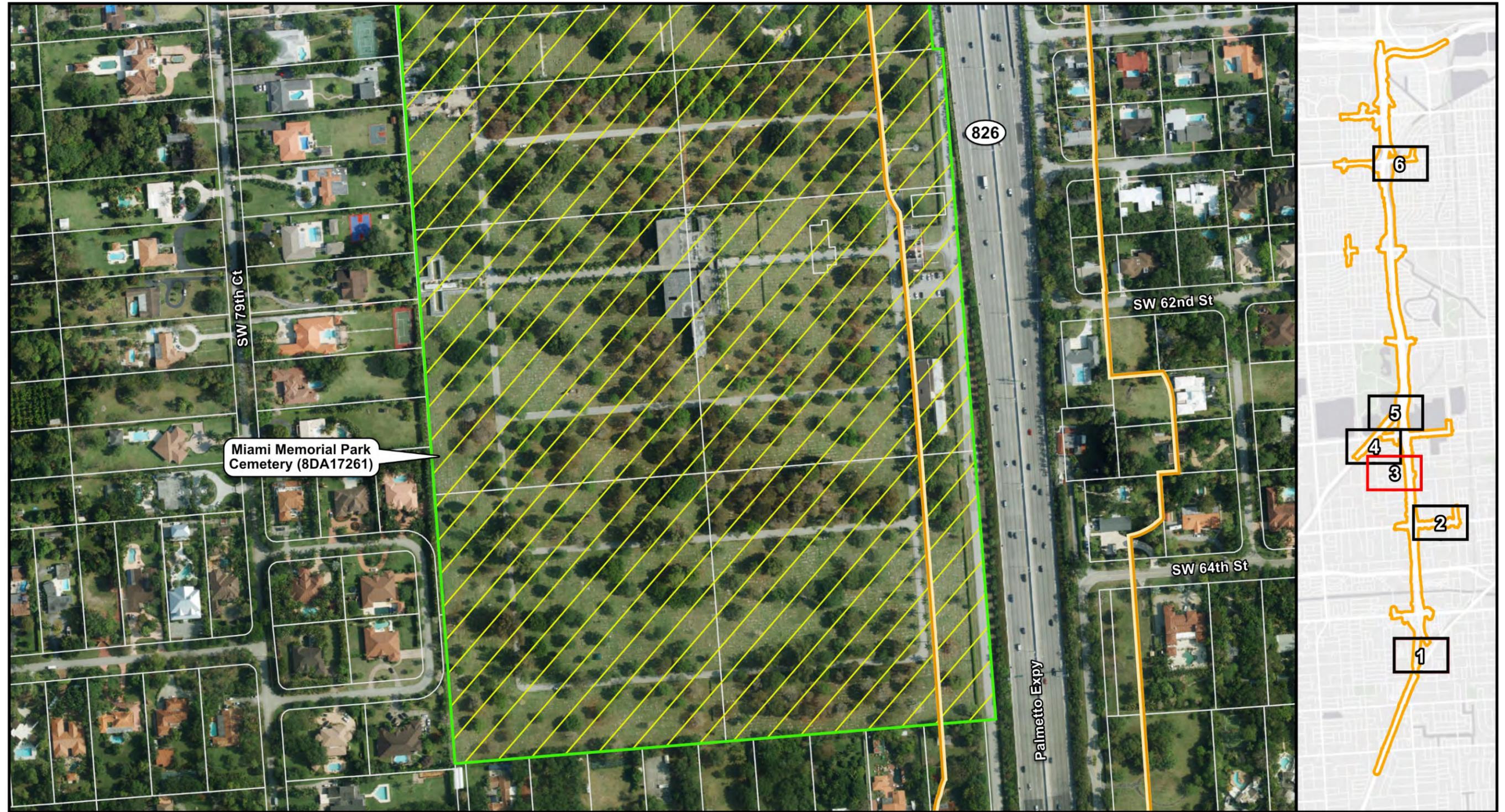


Figure 11.7c:
Identified Significant
Historic Resources
(Map 3 of 6)

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE
- Historic Cemetery
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County

0 250 Feet



**Figure 11.7d:
Identified Significant
Historic Resources
(Map 4 of 6)**

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

- Historic Cemetery
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County

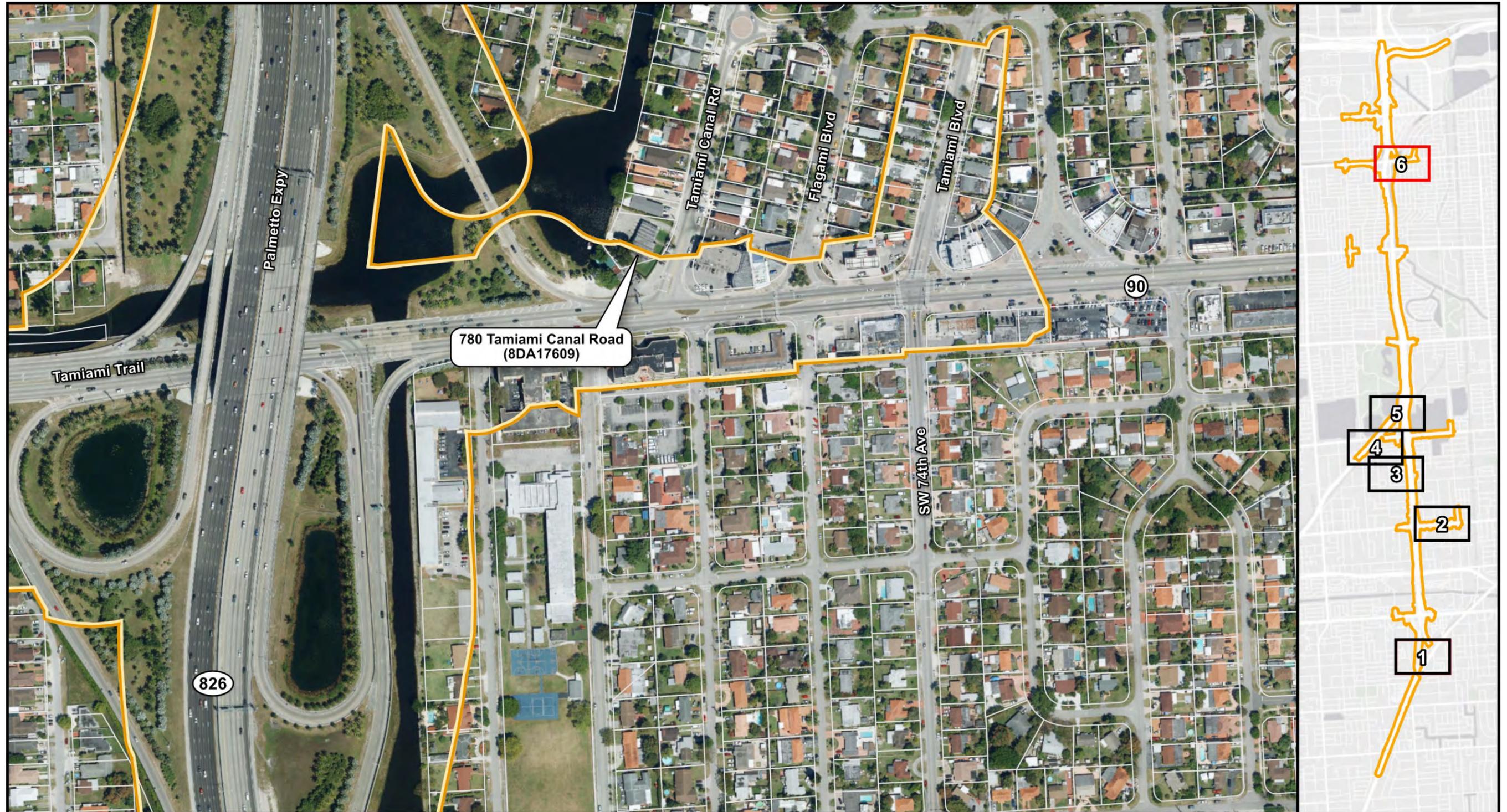


Figure 11.7e:
Identified Significant
Historic Resources
(Map 5 of 6)

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE
- Historic Cemetery
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County



**Figure 11.7f:
Identified Significant
Historic Resources
(Map 6 of 6)**

SR 826/Palmetto Expressway
from US 1/S Dixie Highway to
SR 836/Dolphin Expressway
(FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE
- Historic Cemetery
- 8DA000 Newly Recorded Historic Resource
- 8DA000 Previously Recorded Historic Resource

Miami-Dade County

Table 11.1 – Identified Historic Resources within the APE

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA2892	Fairholm House/7425 Sunset Drive	c. 1919	Craftsman	Considered Eligible
8DA4584	Bird Road/SW 40th Street	c. 1926	Historic Road Segment	Considered Ineligible
8DA4586	Calle Ocho Historic Highway	c. 1896	Historic Road Segment	Considered Ineligible
8DA6040	750-754 Flagami Boulevard	c. 1948	Masonry Vernacular	Determined Ineligible
8DA6041	7397 SW 8th Street	c. 1949	Masonry Vernacular	Determined Ineligible
8DA6042	7381-7385 SW 8th Street	c. 1949	Masonry Vernacular	Determined Ineligible
8DA6043	7371-7373 SW 8th Street	c. 1949	Masonry Vernacular	Determined Ineligible
8DA6453	Tamiami Canal	c. 1923	Historic Canal Segment	Determined Ineligible
8DA6486	Sunset Drive	c. 1938	Historic Road Segment	Considered Ineligible
8DA6510	Tamiami Trail	c. 1923	Historic Road Segment	Considered Ineligible
8DA9990	SR 5/ US 1/ South Dixie Highway	c. 1927	Historic Road Segment	Considered Ineligible
8DA10011	300 SW 77th Court	c. 1955	Masonry Vernacular	Determined Ineligible
8DA10012	7790-7792 SW 2nd Street	c. 1955	Masonry Vernacular	Determined Ineligible
8DA10023	7600-7602 NW 2nd Street	c. 1956	Masonry Vernacular	Determined Ineligible
8DA10026	7619-7621 NW 2nd Street	c. 1957	Masonry Vernacular	Determined Ineligible
8DA10050	North Line Canal	c. 1946	Historic Canal Segment	Determined Ineligible
8DA10107	FEC Railway	c. 1903	Historic Railroad Segment	Considered Eligible
8DA10448	Flagler Street	c. 1899	Historic Road Segment	Considered Ineligible
8DA10753	CSX Railroad	c. 1925	Historic Railroad Segment	Considered Eligible
8DA10754	Snapper Creek Canal	c. 1925	Historic Canal Segment	Considered Ineligible
8DA11376	Venetian Canal	c. 1938	Historic Canal Segment	Considered Ineligible
8DA11905	8248 SW 58th Street	c. 1954	Masonry Vernacular	Determined Ineligible
8DA11908	8000 SW 56th Street	c. 1955	Mediterranean Revival	Determined Ineligible
8DA15000	S-120 Culvert	c. 1966	Historic Culvert	Determined Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA15161	SW 112th Street/Killian Drive	c. 1922	Historic Road Segment	Determined Ineligible
8DA15697	Coral Gables (C-3) Canal	c. 1915	Historic Canal Segment	Considered Ineligible
8DA17249	FDOT Bridge #870129	c. 1961	Bridge	Considered Ineligible
8DA17250	FDOT Bridge #870284	c. 1961	Bridge	Considered Ineligible
8DA17251	FDOT Bridge #874257	c. 1965	Bridge	Considered Ineligible
8DA17252	FDOT Bridge #870286	c. 1961	Bridge	Considered Ineligible
8DA17253	FDOT Bridge #870132	c. 1961	Bridge	Considered Ineligible
8DA17254	FDOT Bridge #870287	c. 1961	Bridge	Considered Ineligible
8DA17255	FDOT Bridge #874245	c. 1960	Bridge	Considered Ineligible
8DA17256	FDOT Bridge #870112	c. 1960	Bridge	Considered Ineligible
8DA17257	FDOT Bridge #870267	c. 1960	Bridge	Considered Ineligible
8DA17258	FDOT Bridge #870066	c. 1960	Bridge	Considered Ineligible
8DA17259	FDOT Bridge #870154	c. 1960	Bridge	Considered Ineligible
8DA17261	Miami Memorial Park Cemetery/6200 SW 77th Avenue	c. 1925	Historic Cemetery	Considered Eligible
8DA17262	Mount Nebo (Kendall) Memorial Gardens	c. 1952	Historic Cemetery	Considered Ineligible
8DA17263	Roig Academy Building B/8000 SW 112th Street	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17264	10955 SW 79th Court	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17265	10545 S Dixie Highway	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17266	10531-10539 S Dixie Highway	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17267	10525 S Dixie Highway	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17268	10501-10503 S Dixie Highway	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17269	10427 S Dixie Highway	c. 1942	Masonry Vernacular	Considered Ineligible
8DA17270	10417 S Dixie Highway	c. 1948	Masonry Vernacular	Considered Ineligible
8DA17271	10313 S Dixie Highway	c. 1963	Mid-Century Modern	Considered Ineligible
8DA17272	10101 S Dixie Highway	c. 1940	Masonry Vernacular	Considered Ineligible
8DA17273	10001-10025 S Dixie Highway	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17274	9800-9820 S Dixie Highway	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17275	9790 S Dixie Highway	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17276	7695 SW 98th Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17277	9711 SW 77th Avenue	c. 1971	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17278	Palm View Apartments/9701 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17279	Woodside in Kendall Condominiums Bldg E/9651 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17280	Woodside in Kendall Condominiums Bldg A/9611 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17281	Woodside in Kendall Condominiums Bldg B/9621 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17282	9305 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17283	9159 SW 77th Avenue	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17284	Dadeland Place Condo Association Bldg B/9143 SW 77th Avenue	c. 1971	Masonry Vernacular	Considered Ineligible
8DA17285	Dadeland Place Condo Association Bldg A/9001 SW 77th Avenue	c. 1971	Masonry Vernacular	Considered Ineligible
8DA17286	Dadeland Place Condo Association Bldg C/9173 SW 77th Avenue	c. 1971	Masonry Vernacular	Considered Ineligible
8DA17287	Paradise at Dadeland Building C/7737 SW 88th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17288	Paradise at Dadeland Building B/7737 SW 88th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17289	Paradise at Dadeland Building A/7713 SW 88th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17290	Paradise at Dadeland Building E/7803 SW 88th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17291	7867 SW 88th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17292	St. Andrew Greek Orthodox Church/7901 N Kendall Drive	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17293	Kings Creek South Condominium Bldg A/7707 SW 86th Street	c. 1969	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17294	Kings Creek South Condominium Bldg B/7715 SW 86th Street	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17295	7660 SW 82nd Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17296	7670 SW 82nd Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17297	7680 SW 82nd Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17298	7620 SW 82nd Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17299	7610 SW 82nd Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17300	7505 SW 82nd Street	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17301	7997 SW 76th Avenue	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17302	7550 SW 75th Street	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17303	7530 Sunset Drive	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17304	7500 SW 72nd Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17305	Sunset Montessori School/7430 Sunset Drive	c. 1945	Colonial Revival	Considered Eligible
8DA17306	St. Matthew Episcopal Anglican Bldg 1/7410 Sunset Drive	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17307	7525 Sunset Drive	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17308	7495 SW 72nd Street	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17309	7455 SW 72nd Street	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17310	7395 Sunset Drive	c. 1964	Masonry Vernacular	Considered Ineligible
8DA17311	7125 SW 73rd Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17312	7255 Sunset Drive	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17313	7240 Sunset Drive	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17314	7215 Sunset Drive	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17315	South Miami Lutheran Church/7190 Sunset Drive	c. 1956	Mid-Century Modern	Considered Eligible
8DA17316	7050 SW 71st Court	c. 1948	Masonry Vernacular	Considered Ineligible
8DA17317	6950 SW 71st Court	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17318	7777 SW 74th Street	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17319	7300 SW 77th Avenue	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17320	7790 SW 72nd Street	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17321	7800 SW 72nd Street	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17322	7200 SW 78th Court	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17323	7150 SW 77 Place	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17324	7145 SW 77 Place	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17325	7720 SW 70th Street	c. 1971	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17326	7740 SW 70th Street	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17327	7700 SW 67th Terrace	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17328	7705 SW 67th Terrace	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17329	7700 SW 66th Street	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17330	7705 SW 66th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17331	7545 SW 64th Street	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17332	7677 Hardee Drive	c. 1949	Masonry Vernacular	Considered Ineligible
8DA17333	7545 SW 61st Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17334	7590 SW 60th Street	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17335	7575 SW 60th Street	c. 1969	Mid-Century Modern	Considered Ineligible
8DA17336	7581 SW 59th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17337	7580 SW 58th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17338	7581 SW 58th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17339	7580 SW 57th Terrace	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17340	7581 SW 57th Terrace	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17341	Southeast Pastoral Institute Building 1/7700 SW 56th Street	c. 1945	Masonry Vernacular	Considered Ineligible
8DA17342	7800 SW 56th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17343	Lakeview Gardens Condominium Building A/7711 SW 56th Street	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17344	Lakeview Gardens Condominium Building B/5575 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17345	Lakeview Gardens Condominium Building C/5501 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17346	Lakeview Gardens Condominium Building D/5425 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17347	Lakeview Gardens Condominium Building E/5401 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17348	Lakeview Gardens Condominium Building H/5275 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17349	Lakeview Gardens Condominium Building J/5330 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17350	Miller Lake Condominiums Building C/5400 SW 77th Court	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17351	Miller Lake Condominiums Building B/5450 SW 77th Court	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17352	Miller Lake Condominiums Building A/5500 SW 77th Court	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17353	Lakewood Villas Condominiums Building C/7821 SW 56th Street	c. 1971	Masonry Vernacular	Considered Ineligible
8DA17354	Lakewood Villas Condominiums Building A/7847 SW 56th Street	c. 1971	Masonry Vernacular	Considered Ineligible
8DA17355	5701 SW 82nd Avenue	c. 1948	Masonry Vernacular	Considered Ineligible
8DA17356	5600 SW 74th Court	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17357	5601 SW 74th Court	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17358	7415 SW 56th Terrace	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17359	7401 SW 56th Terrace	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17360	5601 Tamiami Boulevard	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17361	7390 SW 56th Street	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17362	7360 SW 56th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17363	7340 SW 56th Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17364	7320 SW 56th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17365	7290 SW 56th Street	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17366	7250 SW 56th Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17367	7200 SW 56th Street	c. 1964	Masonry Vernacular	Considered Ineligible
8DA17368	7130 SW 56th Street	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17369	4768-4798 SW 75th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17370	4720-4736 SW 75th Avenue	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17371	4700-4716 SW 75th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17372	4630-4666 SW 75th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17373	4620 SW 75th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17374	4600-4610 SW 75th Avenue	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17375	4550 SW 75th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17376	4400 SW 75th Avenue	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17377	4300 SW 75th Avenue	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17378	4210-4234 SW 75th Avenue	c. 1963	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17379	7460 SW 40th Street	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17380	7481 SW 40th Street	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17381	7501 SW 40th Street	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17382	7625 Bird Road	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17383	7575 SW 39th Terrace	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17384	7565 SW 39th Terrace	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17385	7570 SW 39th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17386	7560 SW 39th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17387	7575 SW 39th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17388	7565 SW 39th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17389	7570 SW 38th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17390	7575 SW 38th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17391	7580 SW 37th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17392	7670 SW 37th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17393	7581 SW 37th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17394	7590 SW 36th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17395	7580 SW 36th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17396	7591 SW 36th Street	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17397	7581 SW 36th Street	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17398	3501 SW 76th Avenue	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17399	7550 SW 35th Street	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17400	3475 SW 76th Avenue	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17401	3455 SW 76th Avenue	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17402	3435 SW 76th Avenue	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17403	3425 SW 76th Avenue	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17404	3401 SW 76th Avenue	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17405	3312 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17406	3240 SW 76th Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17407	3230 SW 76th Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17408	3220 SW 76th Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17409	3200 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17410	3130 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17411	3120 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17412	3110 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17413	3100 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17414	3050 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17415	3040 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17416	3030 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17417	3020 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17418	3010 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17419	2930 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17420	2920 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17421	2910 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17422	2900 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17423	2870 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17424	2860 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17425	2850 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17426	2840 SW 76th Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17427	2810 SW 76th Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17428	2800 SW 76th Avenue	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17429	2740 SW 76th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17430	2730 SW 76th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17431	2720 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17432	2710 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17433	2700 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17434	2670 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17435	2660 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17436	2650 SW 76th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17437	2640 SW 76th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17438	7598 S Waterway Drive	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17439	7545 S Waterway Drive	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17440	Westchester General Hospital/2500 SW 75th Avenue	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17441	7700 SW 36th Street	c. 1964	Masonry Vernacular	Considered Ineligible
8DA17442	7725 SW 36th Street	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17443	7724 SW 35th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17444	7725 SW 35th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17445	7737 SW 35th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17446	7724 SW 34th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17447	7736 SW 34th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17448	7725 SW 34th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17449	7737 SW 34th Terrace	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17450	7730 SW 33rd Terrace	c. 1958	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17451	7740 SW 33rd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17452	7735 SW 33rd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17453	7745 SW 33rd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17454	7755 SW 33rd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17455	7730 SW 32nd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17456	7740 SW 32nd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17457	7750 SW 32nd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17458	7735 SW 32nd Terrace	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17459	7755 SW 32nd Terrace	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17460	7730 SW 32nd Street	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17461	7740 SW 32nd Street	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17462	7750 SW 32nd Street	c. 1957	Masonry Vernacular	Considered Ineligible
8DA17463	7731 SW 32nd Street	c. 1961	Masonry Vernacular	Considered Ineligible
8DA17464	7741 SW 32nd Street	c. 1961	Masonry Vernacular	Considered Ineligible
8DA17465	7730 SW 31st Street	c. 1961	Masonry Vernacular	Considered Ineligible
8DA17466	7740 SW 31st Street	c. 1961	Masonry Vernacular	Considered Ineligible
8DA17467	3040 SW 77th Court	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17468	3030 SW 77th Court	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17469	3020 SW 77th Court	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17470	3010 SW 77th Court	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17471	3000 SW 77th Court	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17472	2950 SW 77th Court	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17473	2940 SW 77th Court	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17474	7741 SW 29th Terrace	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17475	7740 SW 29th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17476	7741 SW 29th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17477	7740 SW 28th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17478	2801 SW 77th Court	c. 1963	Masonry Vernacular	Considered Ineligible
8DA17479	7725 SW 28th Street	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17480	2735 SW 77th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17481	2725 SW 77th Court	c. 1949	Masonry Vernacular	Considered Ineligible
8DA17482	2661 SW 77th Court	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17483	7765 SW 28th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17484	2710 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17485	2700 SW 77th Court	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17486	2670 SW 77th Court	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17487	2620 SW 77th Court	c. 1968	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17488	7760 SW 26th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17489	7751 SW 26th Street	c. 1949	Masonry Vernacular	Considered Ineligible
8DA17490	2500 SW 77th Court	c. 1949	Masonry Vernacular	Considered Ineligible
8DA17491	2490 SW 77th Court	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17492	2445 SW 77th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17493	2430 SW 77th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17494	2431 SW 77th Court	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17495	7790-7794 Coral Way	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17496	8201 SW 27th Terrace	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17497	2640 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17498	2600 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17499	2580 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17500	2520 SW 82nd Avenue	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17501	8200 SW 25th Street	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17502	8201 SW 25th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17503	8200 Coral Way	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17504	8210 Coral Way	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17505	8130 SW 26th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17506	8135 SW 26th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17507	2501 SW 82nd Avenue	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17508	2435 SW 82nd Avenue	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17509	2425 SW 82nd Avenue	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17510	8160 Coral Way	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17511	8120 Coral Way	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17512	8020 Coral Way	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17513	2380 SW 80th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17514	2381 SW 81st Avenue	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17515	8101 Coral Way	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17516	2301 SW 82nd Avenue	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17517	2251 SW 82nd Avenue	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17518	2201 SW 82nd Avenue	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17519	2101 SW 82nd Avenue	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17520	2110 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17521	2120 SW 82nd Avenue	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17522	2200 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17523	2220 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17524	2230 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17525	2300 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17526	2320 SW 82nd Avenue	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17527	8201 Coral Way	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17528	8221 Coral Way	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17529	2150-2152 SW 76th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17530	2140 SW 76th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17531	2130-2132 SW 76th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17532	2120 SW 76th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17533	2110 SW 76th Court	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17534	2100 SW 76th Court	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17535	2000 SW 76th Court	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17536	1940 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17537	1930 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17538	1920 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17539	1910 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17540	1900 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17541	1830 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17542	1820 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17543	1810 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17544	1800 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17545	1730 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17546	1720 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17547	1710 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17548	1700 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17549	1630 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17550	1620 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17551	1610 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17552	1600 SW 76th Court	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17553	1590 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17554	1130 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17555	1120 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17556	1100 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17557	1030 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17558	1020 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17559	Tamiami Baptist Church/860 SW 76th Court	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17560	7701 SW 21st Street	c. 1960	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17561	7700 SW 20th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17562	7701 SW 20th Street	c. 1961	Masonry Vernacular	Considered Ineligible
8DA17563	7700 SW 19th Street	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17564	7701 SW 19th Street	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17565	7700 SW 18th Terrace	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17566	7701 SW 18th Terrace	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17567	7700 SW 17th Terrace	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17568	7701 SW 17th Terrace	c. 1962	Masonry Vernacular	Considered Ineligible
8DA17569	7700 SW 17th Street	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17570	7701 SW 17th Street	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17571	7710 SW 16th Street	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17572	7850 SW 8th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17573	7900 SW 8th Street	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17574	8200 SW 8th Street	c. 1959	Masonry Vernacular	Considered Ineligible
8DA17575	7814-7816 Grand Canal Drive	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17576	7812 Grand Canal Drive	c. 1946	Masonry Vernacular	Considered Ineligible
8DA17577	7800 Grand Canal Drive	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17578	7801 Grand Canal Drive	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17579	440-442 SW 77th Court	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17580	430-432 SW 77th Court	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17581	420-422 SW 77th Court	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17582	7750-7752 SW 4th Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17583	310-312 SW 77th Court	c. 1964	Masonry Vernacular	Considered Ineligible
8DA17584	7750-7752 SW 2nd Street	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17585	7470 SW 8th Street	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17586	7420 SW 8th Street	c. 1953	Masonry Vernacular	Considered Ineligible
8DA17587	7400-7410 SW 8th Street	c. 1954	Masonry Vernacular	Considered Ineligible
8DA17588	7358 SW 8th Street	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17589	731 Tamiami Boulevard	c. 1947	Masonry Vernacular	Considered Ineligible
8DA17590	721 Tamiami Boulevard	c. 1946	Masonry Vernacular	Considered Ineligible
8DA17591	709-711 Tamiami Boulevard	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17592	651 Tamiami Boulevard	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17593	639-641 Tamiami Boulevard	c. 1955	Masonry Vernacular	Considered Ineligible
8DA17594	631 Tamiami Boulevard	c. 1947	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17595	621 Tamiami Boulevard	c. 1947	Masonry Vernacular	Considered Ineligible
8DA17596	611 Tamiami Boulevard	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17597	612 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17598	622 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17599	632 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17600	642 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17601	652 Tamiami Boulevard	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17602	662 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17603	700 Tamiami Boulevard	c. 1951	Masonry Vernacular	Considered Ineligible
8DA17604	704 Tamiami Boulevard	c. 1952	Masonry Vernacular	Considered Ineligible
8DA17605	710 Tamiami Boulevard	c. 1950	Masonry Vernacular	Considered Ineligible
8DA17606	7411 SW 8th Street	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17607	7451 SW 8th Street	c. 1956	Masonry Vernacular	Considered Ineligible
8DA17608	7501 SW 8th Street	c. 1937	Masonry Vernacular	Considered Ineligible
8DA17609	780 Tamiami Canal Road	c. 1965	Mid-Century Modern	Considered Eligible
8DA17610	540 Grand Canal Drive	c. 1960	Masonry Vernacular	Considered Ineligible
8DA17611	520-522 Grand Canal Drive	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17612	515-517 Florida Boulevard	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17613	7640-7642 SW 5th Street	c. 1958	Masonry Vernacular	Considered Ineligible
8DA17614	492-498 Florida Boulevard	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17615	472-478 Florida Boulevard	c. 1970	Masonry Vernacular	Considered Ineligible
8DA17616	7660-7662 SW 4th Street	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17617	345-344 SW 77th Avenue	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17618	325-327 SW 77th Avenue	c. 1964	Masonry Vernacular	Considered Ineligible
8DA17619	305-307 SW 77th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17620	255-257 SW 77th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17621	235-237 SW 77th Avenue	c. 1968	Masonry Vernacular	Considered Ineligible
8DA17622	65-67 SW 77th Avenue	c. 1969	Masonry Vernacular	Considered Ineligible
8DA17623	55-57 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17624	43-45 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17625	35-37 SW 77th Avenue	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17626	25-27 SW 77th Avenue	c. 1965	Masonry Vernacular	Considered Ineligible
8DA17627	7690 W Flagler Street	c. 1967	Masonry Vernacular	Considered Ineligible
8DA17628	96-98 NW 76th Avenue	c. 1966	Masonry Vernacular	Considered Ineligible
8DA17629	7680-7682 NW 3rd Street	c. 1964	Masonry Vernacular	Considered Ineligible

FMSF No.	Site Name / Address	Year Built	Resource Type	National Register Eligibility
8DA17630	Woodside in Kendall Condominiums	c. 1967	Resource Group	Considered Ineligible
8DA17631	Dadeland Place Condominiums	c. 1971	Resource Group	Considered Ineligible
8DA17632	Paradise at Dadeland Condominiums	c. 1965	Resource Group	Considered Ineligible
8DA17633	Kings Creek South Condominiums	c. 1969	Resource Group	Considered Ineligible
8DA17634	Village at Dadeland Condominiums	c. 1968	Resource Group	Considered Ineligible
8DA17635	Sudlow Park	c. 1937	Resource Group	Considered Ineligible
8DA17636	Miller Lake Condominiums	c. 1970	Resource Group	Considered Ineligible
8DA17637	Lakeview Gardens Condominiums	c. 1967	Resource Group	Considered Ineligible
8DA17638	West Miami Middle School/7525 SW 24th Street	c. 1953	Resource Group	Considered Ineligible
8DA17639	Seminole Elementary School/121 SW 78th Place	c. 1955	Resource Group	Considered Ineligible

11.2.1 PREVIOUSLY RECORDED HISTORIC RESOURCES CONSIDERED NATIONAL REGISTER-ELIGIBLE



Figure 11.8 – Fairholm House (8DA2892), c. 1919, considered National Register-eligible, facing Northeast

8DA2892 Fairholm House

The Fairholm House (8DA2892), is located at 7425 Sunset Drive on the north side of Sunset Drive between SW 74th Avenue and SW 75th Avenue in Section 26 of Township 54 South, Range 40 East on the *South Miami* (1994) USGS quadrangle map, in the census-designated-place of Glenvar Heights, Miami-Dade County, Florida ([Figure 11.8](#)). This two-story Craftsman style residence was built circa 1919 and is constructed out of oolitic limestone.

An original one story three-bay hipped porch with rafter tails wraps around the east, south, and west façades. The porch is supported by five oolitic limestone piers and wooden railings line the east and west sides. Wooden double-hung-sash one-over-one windows with some paired are seen on the second story with concrete sills. The entry consists of two sets of replaced west-facing, fifteen-light double wooden doors circa 1990s. A modern south-facing metal frame door with two sidelights and a transom acts as a secondary entrance. There is a 1960s addition on the northeast corner of the house as well as a 1950s swimming pool

with a glass enclosure. A patio was added to the main house's east façade of the main residence circa 1954, when the pool was constructed. The roof was replaced with modern composition shingles in 2017.

A detached two-bay garage outbuilding which appears to be original to the property is made of oolitic limestone and wood and is located northwest of the residence. A second detached garage was constructed to the northeast of the house in 2003. A curved driveway runs under the porch creating a south side porte cochere, and retains the same pattern observed on historic aerial photographs dating to the 1930s. A modern metal property fence and entrance gate with two oolitic limestone support piers can be found along the southern edge of the parcel ([Figures 11.9 and 11.10](#)).

The Fairholm House was previously documented as part of the *Dade County Historic Survey* in 1981. It was called Fairholm in the report and listed with a construction date of 1914 or later (Metropolitan Dade County 1981a). The early history of the Fairholm House was also described in detail in the FMSF form completed for the report. Harold Dorn, an early South Miami land developer, sold the property on which the residence is now located to Mrs. Jane Perry Cook (Metropolitan Dade County 1981b). The sale of the property from Dorn to Perry is confirmed in a 1914 local newspaper article listing the deed transfer (*Miami Daily Metropolis* 1914).

It was assumed that Cook had the residence built after she bought the land. The original FMSF form states that in the 1920s, A.C. Whiting and his relative Charles Bartlett owned the property known as the Bartlett Home at this time. The residence was said to be located on a ten-acre grove known as "Fairholm". The FMSF form then went on to state that the Fairholm House was a "fine example of oolitic rock architecture in Dade County due to its use of oolitic limestone and the early use of a porch which was built to help adapt the property's residence to the warm climate of South Miami" (Metropolitan Dade County 1981b). The Fairholm House was not evaluated by the SHPO at the time of the 1981 report. The property was mistakenly given the name of Orr House within the FMSF. However, this name was actually attributed to another residence located further to the east on SW 72nd Street outside of the APE which was also surveyed in 1981 (Metropolitan Dade County 1981a).



Figure 11.9 – The modern metal property gate at Fairholm House (8DA2892), facing Northeast



Figure 11.10 – Portions of the oolitic limestone property wall and piers along the southern parcel line of the Fairholm House (8DA2892), facing Northwest

The Fairholm House was listed as a Historically Designated Property in Miami-Dade County in 1985. Miami-Dade County lists the site’s name as the Fairholm House with a construction date of 1919 (Miami-Dade County 2017). The Fairholm House represents a Craftsman style residence which incorporates the use of oolitic limestone and has an early verandah. Many original features remain intact, such as the oolitic limestone façade, porch supports, and wood windows. It is one of the earliest extant structures along Sunset Drive between SR 826 and Coral Gables and was constructed circa 1919 before large-scale development in the South Miami area began. The Fairholm House is considered National Register-eligible under Criteria A in the area of Community Planning and Development and under Criterion C in the area of Architecture.



Figure 11.11 – FEC Railway (8DA10107), c. 1903, considered National Register-eligible, facing North

8DA10107 FEC Railway

An approximately 1,600-foot segment of the FEC Railway is located within the APE in Section 2 of Township 55 South, Range 40 East on the *South Miami* (1994) USGS quadrangle map, in the City of Kendall, Miami-Dade County, Florida ([Figure 11.11](#)). The segment, constructed circa 1903, runs in a northeast/southwest direction and is bounded by the northbound and southbound lanes of the SR 826/Palmetto Expressway at its southern terminus where it meets SR 5/US 1/South Dixie Highway. This segment is the southernmost intact portion of the FEC Railway.

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year in 1897 attracting a wealth of new people (Janus Research 2012a). Construction on the extension from Miami to Homestead began in 1901. The line reached Kendall in 1903, which is likely when the FEC segment within the current APE was constructed. A railroad station was then built in Kendall in 1904 which was located at SW 94th Street where the Metrorail and a northbound ramp of the Palmetto Expressway intersect within the APE (Mann 1983; Kenward 2009).

In 1904, construction of the railway from Homestead towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however, a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time, the FEC was more profitable transporting fruit and cargo than passengers, and eventually the railway became solely a freight line (Mann, 1983) (Janus Research 2012a).

The intact segment of rail within the current APE is part of the overall FEC system and has not been previously documented or evaluated by the SHPO. A large section of the FEC Railway has been previously documented by Janus Research in 2012 as part of the *Cultural Resource Assessment Report (CRAR) for All Aboard Florida* (FMSF Manuscript No. 19480). All portions of intact rail within the project APE were determined by the SHPO to be National Register-eligible under Criterion A in the areas of Transportation and Community Planning and Development. Another segment of the FEC railway, eight miles north of the current APE, was also

documented by Janus Research in 2012 as a part of the *CRAS for SR 826 Managed Lanes PD&E Study* (FMSF Manuscript No. 19276). This segment of railway was determined National Register-eligible by the SHPO on August 3, 2012. Most recently, a segment of the FEC Railway was documented by Janus Research in 2019 and determined to be National Register-eligible by the SHPO on April 29, 2019 as a result of the *CRAS for the Project Development and Environment (PD&E) Study for SR 934—NW/NE 79th Street and NW/NE 81st/82nd Street from NW 13th Court to N Bayshore Drive in Miami-Dade County, Florida* (FMSF Manuscript No. 25989).

The FEC Railway retains historical importance due to its associations with development and transportation on the east coast of Florida. The segment of railway track within the current APE has maintained its historic original route, two-track configuration and historic use a railroad. Additionally, it is the southernmost intact segment of the FEC railway which historically extended to Key West. The tracks south of this segment were removed circa 1990. Due to its significant historical associations and level of integrity, this portion of the FEC Railway within the APE is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Transportation.



Figure 11.12 – CSX Railroad (8DA10753), c. 1925, considered National Register-eligible, facing Northeast

8DA10753 CSX Railroad

This approximately 0.80-mile segment of CSX Railroad (8DA10753) within the current project APE is located in Sections 22, 23, and 27 of Township 54 South, Range 40 East of the *South Miami* (1994) USGS quadrangle map in the census-designated place of Glenvar Heights, Miami-Dade County, Florida ([Figure 11.12](#)). The segment within the APE runs in a northeast/southwest direction from east of SW 83rd Avenue to west of SW 75th Avenue and passes beneath SR 826/Palmetto Expressway. It consists of one set of standard gauge tracks on gravel ballast. This segment is now used as a part of the Tri-Rail System and has not been previously documented or evaluated by the SHPO.

The Seaboard Air Line Railroad was established in the 1880s and consisted of numerous branches in Florida, Georgia, and North Carolina. In 1923, the President of Seaboard Air Line Railroads, Mr. S. Davies Warfield, initiated a move to extend a line from the existing Coleman station in Sumter County, Florida to West Palm Beach, with the ultimate goal of connecting the line to Miami. After Warfield organized the quick purchase of over 160,000 acres of right-of-way, construction began on the West Palm Beach branch in the summer of 1924. Over 204 miles of nearly straight track from Coleman to West Palm Beach were completed the following fall of 1925. Immediately following this expeditious construction, work on

the line connecting West Palm Beach to Miami was initiated, and by the end of the year the line was extended from Miami to Homestead. The segment of the railroad within the project APE appears to be a portion of the original line from Miami to Homestead and was constructed circa 1925 (Mann 1983: 128).

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1982, the Seaboard Coast Line Railroad merged with Louisville & Nashville Railroad to become the Seaboard System Railroad. These two railroads have been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Line Systems. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX corporation which combined the Family Line System and the Seaboard System Railroad. In 1986, the Chessie units were merged into the Seaboard System Railroad, creating CSX Transportation (Kenneally 2007).

The segment of rail within the current APE is one of many that comprise the overall CSX system. According to a 1938 aerial, the portion of the CSX Railroad located within the APE still maintains its historic route. A small portion of the CSX Railroad approximately 12 miles northeast of the project area and a part of the same rail line, was surveyed by Janus Research in 2012 as part of the *CRAS of the Tri-Rail Opa-Locka Station Parking Lot Expansion Opa-Locka, Miami-Dade County, Florida* (FMSF Manuscript No. 19173). This segment of the CSX Railroad was determined eligible for listing in the National Register by the SHPO on June 18, 2012. Because this similar segment of the CSX Railroad (8DA10753) maintains its original route and historic use as a railroad, it is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development and Transportation.

11.2.2 NEWLY RECORDED SIGNIFICANT HISTORIC RESOURCES



Figure 11.13 – The entrance of the Miami Memorial Park Cemetery (8DA17261), c. 1925, considered National Register-eligible, facing Southwest

8DA17261 Miami Memorial Park Cemetery

The Miami Memorial Park Cemetery (8DA17261) was established circa 1925 and is located at 6200 SW 77th Avenue in Kendall in Section 27 of Township 54 South, Range 40 East on the *South Miami* (1994) USGS quadrangle map ([Figure 11.13](#)). The cemetery is contained within six parcels owned by Miami Memorial LLC covering approximately 51 acres. The cemetery boundaries are marked by a fence line along all sides and is bordered by a neighboring cemetery on the north, SW 77th Avenue on the east, and residential development on the south and west. There are over 6,200 graves within the cemetery boundaries and markers are made of either metal or stone. Observed graves within the cemetery are oriented both north-south and east-west.

The entrance to the cemetery is marked by a circa 1925 stone entrance gate. Offices are attached in single-story buildings flanking the entrance gate. A large circa 1978 mausoleum is located to the south of the entrance gate and an additional mausoleum structure was constructed directly to the west of this in 2013 ([Figure 11.14](#)). The center of the cemetery features a complex comprised of

several buildings with a mausoleum and chapel which were first observed on a 1985 aerial photograph ([Figure 11.15](#)). Aside from the entrance gate, the only other historic structure observed on aerial photographs is a cross-shaped mausoleum structure along the western boundary of the cemetery.



Figure 11.14 – A circa 1978 mausoleum along the eastern boundary of Miami Memorial Park Cemetery (8DA17261), facing Northwest



Figure 11.15 – The complex in the center of Memorial Park Cemetery (8DA17261) is comprised of multiple buildings and situated along the cemetery’s main road, facing West

The road pattern within the cemetery consists of a large rectangle with five roads traversing the cemetery from east to west. The main road from the entrance gate through the cemetery is lined with palm trees and passes through the complex in the center of the cemetery under a port-o-cochere. Several species of mature trees can be found throughout the cemetery grounds and rest of the landscaping features manicured grass and shrubs. Throughout the cemetery graves appear to be marked by at-grade marble markers, as opposed to traditional headstones. *Figures 11.16 and 11.17* represent the general appearance of the cemetery. The majority of the cemetery was located outside of the project limits, and as a result the cemetery grounds were not surveyed in detail. However, it is likely that there are graves grouped by family name throughout. The only historic structures associated within the cemetery located within the project APE are the entrance gate and flanking office buildings. Miami Memorial Park Cemetery is still actively used for burials.



Figure 11.16 – Graves in the Miami Memorial Park Cemetery (8DA17261), facing Northwest



Figure 11.17 – Graves in the Miami Memorial Park Cemetery (8DA17261), facing Southwest

The City of Miami was incorporated in the 1890s and the early settlement was limited to the vicinity of where the Miami River meets Biscayne Bay. Prior to the construction of canals in the early 1900s, the Everglades extended to within a few miles of the eastern coast. The construction of the canals allowed for the drainage of water to control flooding and open more land for agriculture and development. Following World War I, increased development spread outside of present-day downtown Miami to areas including Miami Beach, Coral Gables, Opa-Locka, Hialeah, Buena Vista, and Kendall. This growth continued through the 1920s during the Florida Land Boom until the Great Depression and decline of the real estate market. At this time, the western area of Miami-Dade County remained largely undeveloped and agricultural in use. Rapid development again began in Miami-Dade County during World War II, when Miami was used as a base for military options and training facilities. The post-war period led to increased growth as the population of Miami nearly doubled. The western and southern portions of Miami-Dade County remained largely undeveloped until the construction of the interstate system beginning in the 1960s led to widespread development.

The Miami Memorial Park Cemetery (8DA17261) was established circa 1925 in Kendall, in the western portion of Miami-Dade County. At the time, the land surrounding the cemetery featured large homesteads with farms and groves. The city of Coral Gables was approximately two miles to the east, with Miami proper located several miles to the northeast. The earliest cemeteries in Miami were located in areas of concentrated development, near downtown or outposts such as Homestead or Biscayne. A newspaper advertisement from April 10, 1925 describes Miami Memorial Park as being “located about 20 minutes’ drive from Miami, on a tract of land suitable for this purpose on account of its high dry nature.” Plans for the cemetery included the construction of a mausoleum, crematory, chapel, and entrance gate. One noticeable difference from other cemeteries at the time was a decision to not allow individual headstones or standing monuments. Instead, grave markers were described as “a uniform size, irrespective of nationality, creed or station in life, each to be of marble two feet by one foot and laid flush with the sod” (The Miami News 1925a).

An additional advertisement from April 17, 1925 describes the intended design of the main entrance as being “monumental, stately and dignified, a gateway unsurpassed for beauty and architectural design.” Additionally, the layout was described as “main drives and entrance drives will be forty feet and flanked with

stately palms and magnificent evergreens, interspersed with tropical plants, flowers, and shrubbery” (The Miami News 1925b). A September 6, 1925 ad describes the cemetery as being located “less than two miles from Coral Gables and near the proposed site of the University of Miami.” In addition to the chapel, mausoleum, and crematory mentioned in earlier ads, this mentioned proposed design features such as “a Rose Cross with a fountain in the center” and grave markers of “marble, bronze, or granite flush with the ground, of uniform size, 12 by 24 inches” (The Miami News 1925c).



Figure 11.18 – A c. 1925 architectural rendering of the Miami Memorial Park Cemetery (8DA17261) entrance gate (From the Gleason Romer Photographs Collection, Helen Muir Florida Department, Miami-Dade Public Library System)

While several of the advertisements from the 1920s mentioned detailed buildings, many of the ancillary structures within the cemetery were not actually constructed until the 1960s or 1970s. This was likely due to the economic crash in the late 1920s and Great Depression. A circa 1920s photograph depicting an architectural rendering of the entrance gate was taken by prominent Miami photographer Gleason Waite Romer, and attributes the design of the entrance gate to Pfeiffer and O’Reilly Architects (*Figure 11.18*). George L. Pfeiffer and Gerald O’Reilly were architects practicing in Miami in the 1920s and 1930s. At least two buildings by the architects are listed in the National Register: Shoreland Arcade (8DA1248) and the Hahn Building (8DA1209), both Neo-Classical Revival style buildings built in downtown Miami in the 1920s. The entrance gate exhibits

many of the details depicted in the rendering, such as statue reliefs, carved detail under the arches, and a stepped, three arch design ([Figures 11.19 and 11.20](#)).

The earliest historic aerial photograph of the cemetery dates to 1938 and at this time only a few of the intended features are visible: the entrance gate, cross-shaped mausoleum along the western boundary, and the road pattern ([Figure 11.21](#)). At this time, the cemetery is surrounded by land which is mostly agricultural in use. The same three features can be observed on a 1968 historic aerial photograph ([Figure 11.22](#)). Additionally, the office building additions flanking the entrance gate can be seen for the first time, as well as increased development in the surrounding area. The remaining buildings and features of the cemetery are visible on a modern aerial photograph, are considered to be non-historic, and were built after 1973 ([Figure 11.23](#)).

The approximately 51-acre Miami Memorial Park Cemetery (8DA17261) has not been previously evaluated in terms of its historic significance or eligibility for inclusion in the National Register. Newspaper advertisements from the 1920s describe an elaborate design for a new cemetery in Kendall, an area in the west portion of Miami-Dade County. However, due the Great Depression and end of the Florida Land Boom many of these features were not completed. Three important historic features of the cemetery were observed on historic aerial photographs as early as 1938: the road pattern and layout, the architect designed entrance gate, and a cross-shaped mausoleum structure along the western boundary. All of the other mausoleum structures, office buildings, and ancillary structures were constructed after 1968.

Only a small portion of the cemetery is within the project APE, therefore the cemetery was not extensively surveyed. Graves within the cemetery were observed as being oriented in both a north-south and east-west direction. Grave markers are flush with the ground and appear to be made of stone or metal. Traditional tombstones or headstones were not visible within the cemetery. The road pattern is a large rectangle and landscaping consists of mature trees, manicured grass, and various plants and shrubs. The boundaries of the cemetery are clearly marked by fencing.



Figure 11.19 – The Miami Memorial Park Cemetery (8DA17261) entrance gate, facing Northwest



Figure 11.20 – Statues and carving details of the Miami Memorial Park Cemetery (8DA17261) entrance gate, facing West



Figure 11.21 – A 1938 historic aerial photograph of the Miami Memorial Park Cemetery (8DA17261)



Figure 11.22 – A 1968 historic aerial photograph of the Miami Memorial Park Cemetery (8DA17261)

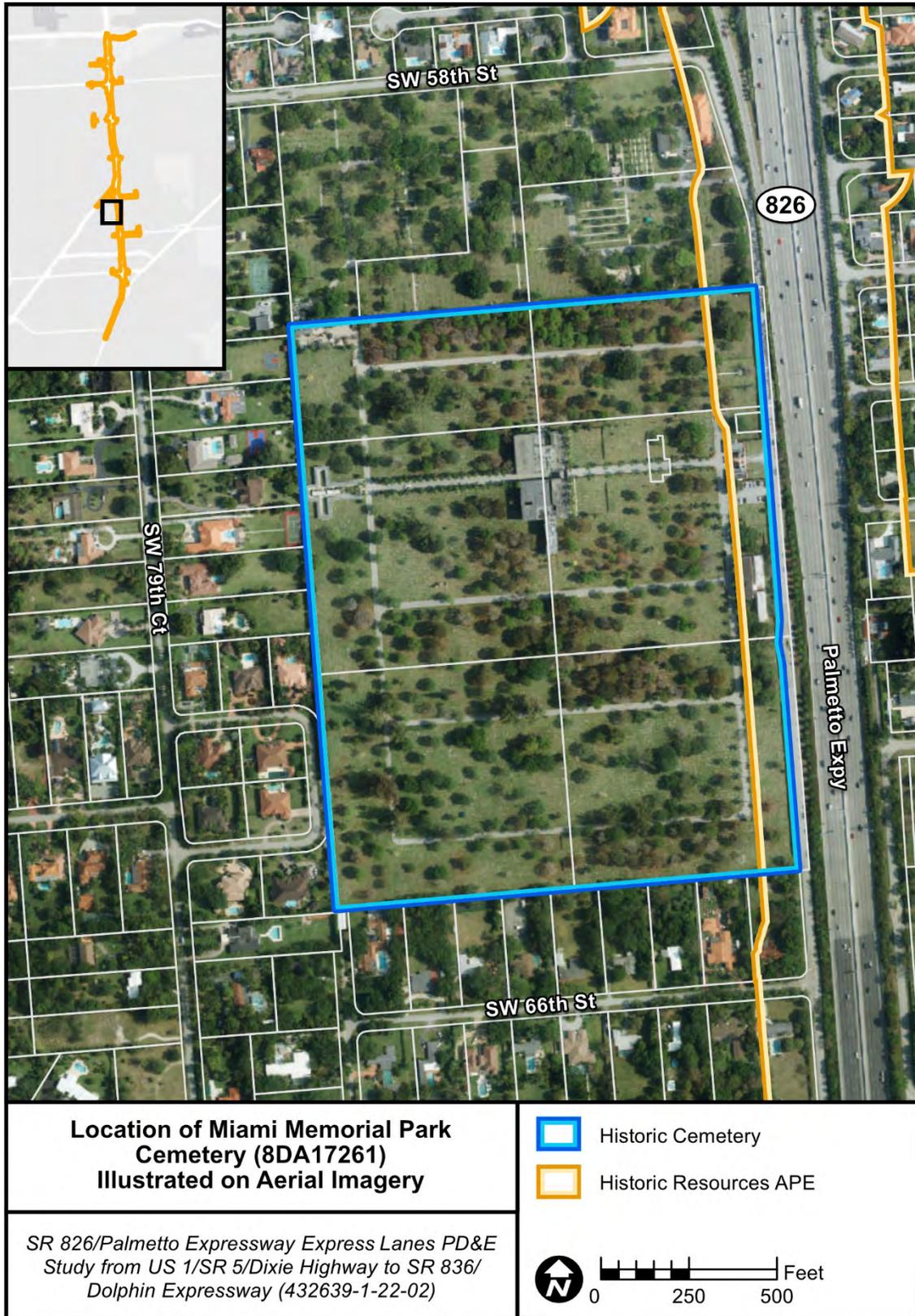


Figure 11.23 – A modern aerial photograph depicting the Miami Memorial Park Cemetery (8DA17261)

A portion of the newly recorded Miami Memorial Park Cemetery (8DA17261) is located within the historic resources APE. The Miami Memorial Park Cemetery (8DA17261) is contained within six parcels owned by the Miami Memorial LLC covering approximately 51 acres. The Miami Memorial Park Cemetery (8DA17261) is an active cemetery with marked graves dating as early as 1925. The cemetery, which contains several non-historic structures, has served the local community throughout western Miami-Dade County since the mid-1920s. This cemetery was the first cemetery in this part of the county and exhibits several of the original design features from the time of construction. These include the architect designed entrance gate, intact road pattern, plant material, and grave markers. The Miami Memorial Park Cemetery (8DA17261) its considered to be National Register-eligible under Criterion A in the areas of Community Planning and Development and Social History and Criterion C in the area of Architecture.



Figure 11.24 – Sunset Montessori School (8DA17305), c. 1941, considered National Register-eligible, facing Southwest

8DA17305 Sunset Montessori School

The Sunset Montessori School (8DA17305) is located at 7430 Sunset Drive at the southeast corner of SW 72nd Street and SW 75th Avenue in Section 35 of Township 54 South, Range 40 East on the *South Miami* (1994) USGS quadrangle map, in the census-designated-place of Glenvar Heights, Miami-Dade County, Florida ([Figure 11.24](#)). This two-story Colonial Revival former residence is built with a brick

structural system. The first story displays a brick façade while the second story is sheathed in clapboard siding (*Figure 11.25*). Sunset Montessori School features a steeply pitched gable roof with replaced composition shingles. An exterior brick chimney is located on the east facade. There are wooden four-light casement windows on both stories, most of which are paired (*Figure 11.26*). The windows appear to be original and are observed in the 1948 article about the property (Voelker 1948). Each window has horizontally sliding shutters on a track system. These shutters are possibly original to the property and the track system is unique. One distinguishing feature seen on the second story of the west facade are a series of six vents which have been placed in a pyramidal design.



Figure 11.25 – A detailed view of the Sunset Montessori School (8DA1305), facing Southeast



Figure 11.26 – Wooden four-light casement windows and the sliding shutter system are visible on the west façade of Sunset Montessori School (8DA13705), facing Southeast

Two small attached gabled wings, on the east and west facades, are likely original to the property and are visible on the 1951 aerial. A small 1980s flat roof addition was added onto the east wing. The driveway to the north of the main building retains its original curved design and wraps around a small landscaped circle next to the secondary west side entrance. There is a stuccoed masonry wall on the north side of the property along Sunset Drive which appears to be original ([Figure 11.27](#)). The remaining sides of the property are enclosed by metal fencing. Two metal and canvas awnings were added to the north side of the property and create covered walkways. These walkways which lead from the center of the driveway coming from SW 72nd Street up to the main entrance of the residence ([Figure 11.28](#)). The smallest of the two awnings projects out directly in front of the entry and covers a raised porch with three steps and decorative metal railings. The steps lead up to the main entry which is a replaced metal panel door with an inset five-light fanlight. A modern playground has been added south of the main building of Sunset Montessori School.



Figure 11.27 – The stucco property wall which forms the northern property boundary of Sunset Montessori School (8DA17305)



Figure 11.28 – The north façade of Sunset Montessori School (8DA17305) with covered walkways leading to the building from the driveway, facing South

The house was constructed circa 1941, likely by A.E. Merkle. C. Edwin Keagy, an electrical engineer for the U.S. Army Signal Corps, moved to South Miami after retiring from military duty at the conclusion of World War II and purchased the property from Merkle. A 1946 article about then owner C. Edwin Keagy states that Keagy operated a chicken farm on the property which was described as one of the first of its kind in South Florida. Known as Colonial Farms, it operated on the “battery system” in which chickens were housed in different areas, or batteries, depending on age, in order to facilitate faster growing and more meat production per year (Connell 1946).

A small historic outbuilding, which was likely a functioning part of the chicken farm, is located on the south side of the property. This building was built in the 1940s and is the only extant building aside from the house, associated with the chicken farm. Two other outbuildings designed in a similar nature existed south of the current property line but are no longer extant. They were long rectangular buildings with north and south facing gables and were oriented parallel to one another. According to the 1946 article, the building to the east was used as a “brooding and growing batteries”, while the building to the west was used as a “finishing battery”, integral parts of a chicken farm operating on the “battery system” as Keagy’s was (Connell 1946). They are no longer extant and were removed from the property by 1968 according to historic aerial photographs.

In the mid-1960s, the southern portion of the Keagy property was subdivided as the Windsor Park Estates. It is unclear whether the house was constructed prior to Keagy purchasing the property, but it can be determined that Keagy and his wife Sara used the main building as their residence from circa 1945 until selling it to Robert and Kathleen Martin in 1970. The Martins owned the property for less than two years before selling it in 1971 to Patrick and Sharon Smith. The Smiths then owned the property and likely used it as a residence until selling it in 1978 to Joan Dowsett and Janet Haigney, co-founders of the Sunset Montessori School. The Sunset Montessori School has been located at 7430 Sunset Drive since 1978 (The Miami News 1978).

The Sunset Montessori School has not been previously documented. It is a good example of the Colonial Revival style which is rare for South Miami. The building exhibits several original details such as a brick chimney, casement windows, and a west side pyramidal vent design. The residence also retains its historic design and the two wings seen to either side are original to the building. Although the

property's historic use has not been retained, Sunset Montessori School has been located at this address for over 40 years. Elements of the historic farm are present with a historic outbuilding located on the south side of the property and a parcel size which is large for the area. The property is representative of a historic farm in South Miami as this region was primarily agricultural in nature until large-scale development began in the mid-1950s. The Sunset Montessori School is considered eligible for listing in the National Register under Criterion A in the areas of Agriculture and Industry and under Criterion C in the area of Architecture.



Figure 11.29 – South Miami Lutheran Church (8DA17315), c. 1965, considered National Register-eligible, facing Southeast

8DA17315 South Miami Lutheran Church

The South Miami Lutheran Church (8DA17315), is located at 7190 Sunset Drive at the southeast corner of Sunset Drive and SW 72nd Avenue in Section 35 of Township 54 South, Range 40 East on the *South Miami* (1994) USGS quadrangle map, in the City of Miami, Miami-Dade County, Florida ([Figure 11.29](#)). This Mid-Century Modern church was built circa 1956 and designed by local Miami architect Igor Polevitzky. The main church sanctuary structure features a series of eight original north-facing metal fixed one light slit windows which surround a large decorative nine light stained-glass display on the center of the facade. The stained glass is not original but appears to be a historic alteration circa 1970. Large metal clerestory windows are also seen under the northeast and northwest side gables. Concrete block with

rows of small scored rectangles is seen under the clerestory windows on both sides of the sanctuary (*Figure 11.30*).



Figure 11.30 – The west elevation of South Miami Lutheran Church (8DA17315), facing East

Scored flagstone is seen covering the bottom of all facades of the church sanctuary. A main entrance was not visible during the survey of the church and is likely inset to the rear. However, a secondary northwest corner circa 1990s replaced metal panel door is seen in the front. The visible secondary entry is covered by a large gable extension which connects the church sanctuary with a small wing to the northwest which displays a series of five west-facing fixed metal windows. The roof is covered with composition roll.

Two detached structures to the north of the sanctuary help display the Mid-Century Modern design of the church. A double parabolic concrete arch is seen just north of the extended gable. The northeast features a large concrete free-standing spire which was designed as a focal point of the property. Both the parabolic arch and tower were part of the original Polevitzky design of South Miami Lutheran Church (*Figure 11.31*).



Figure 11.31 – The concrete arch and free-standing spire located to the north of South Miami Lutheran Church (8DA17315), facing South

The original design included three buildings to the south of the sanctuary, which are oriented to form a slight arc and are connected to the sanctuary via a breezeway ([Figure 11.32](#)). The two western buildings have a flat roof, and fixed metal one light windows seen in groups of three. The eastern building has a Mid-Century Modern-style folded roof with clerestory windows. An additional outbuilding was included as part of the original Polevitzky design but was completed approximately three years after the sanctuary was built (*The Miami News* 1959). The building has a simple flat roof design with rafter tails and an overhanging gable addition which protrudes above the roofline.



Figure 11.32 – Three wings constructed south of the sanctuary are original to the design of the church, facing Southeast

The South Miami Lutheran Church was founded in July 1948 when approximately fifty people established the congregation. The congregation worshipped in the South Miami Theatre until moving to a new location on 57th Avenue one block to the south of Sunset Drive in July 1949 on a ten-acre lot. The church's congregation at this property was said to number close to two hundred in 1952 (Faus 1952). An October 1955 article displays a design for a new South Miami Lutheran Church drawn by Igor Polevitzky which was to be built on a five-acre lot and looks very similar to what was executed at 7190 SW 72nd Street. Distinguishing characteristics of the church such as the arch, free-standing concrete spire, extended gable, and fixed slit windows are shown on the sketch (*The Miami News* 1955).

Igor Polevitzky was a Russian-born architect who began practicing in Miami in the 1930s after studying at the University of Pennsylvania. He was prominent in the Miami Modern movement, which drew inspiration from the Streamline Moderne and International Style while responding to the South Florida climate (Moruzzi 2008:185). Polevitzky's design of the South Miami Lutheran Church received attention and notoriety when it was featured in a "Contemporary Florida Architecture" shown at the Ringling Museum of Art in Sarasota in April and May of 1956. Photographs, plans, and elevations from thirty-three architectural projects around Florida were featured in the exhibition. **Figures 11.33 and 11.34** depict an architectural rendering and model of the design.

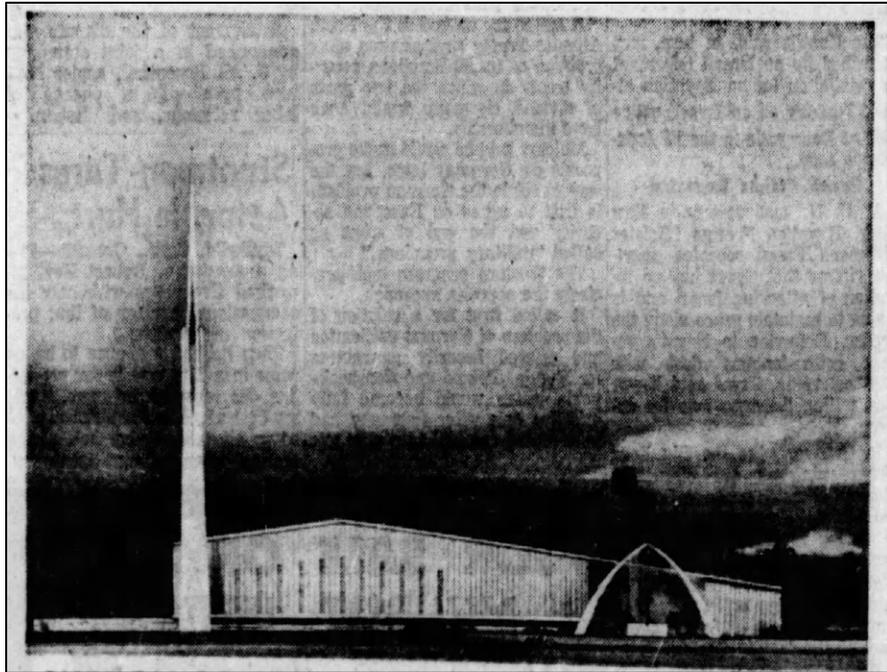


Figure 11.33 – A 1955 architectural sketch of the South Miami Lutheran Church, completed by the architectural firm of Igor Polevitzky (The Miami News, October 29, 1955, page 4)

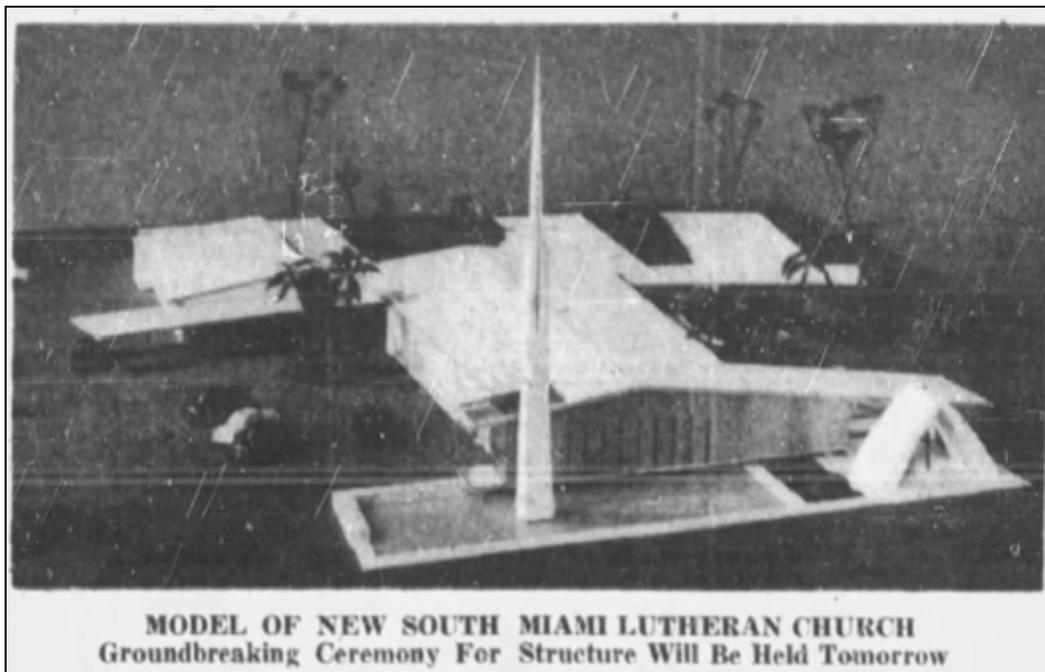


Figure 11.34 – A 1956 model of the South Miami Lutheran Church, prior to its groundbreaking (The Miami News, April 21, 1956, page 3)

Construction of the church began circa 1956 and with a construction cost of \$180,000. The new South Miami Lutheran church building officially opened and was dedicated in November 1956 at its current location of 7190 SW 72nd Street. It was stated that the entry was located in the back of the sanctuary in order to better serve overflow crowds which could sit under the covered loggia. A quote from the church's pastor stated that more would be constructed on the property within the next few years and cost \$250,000 (*The Miami News* 1956a).

According to National Register Bulletin 15 under Criterion Consideration A, a religious property deriving primary significance from architectural or artistic distinction or historical importance may be eligible for listing in the National Register (National Park Service 1997:26). In order to meet National Register Criteria A, B, C, or D, the significance of the religious property must be judged in purely secular terms (National Park Service 1997:26). This building is significant under Criteria C for architecture and is a good example of Mid-Century Modern architecture. It retains historic integrity and original Mid-Century Modern elements such as a wide front-facing gable, free-standing slit windows, breezeway between the main building and storage area, and the Mid-Century Modern archway in front of the building. The only alteration to the building is the addition of the stained-glass window on the north façade circa 1970. The church was designed by a prominent Miami architect, Igor Polevitzky, who was a leader of the Miami Modern movement. As a result of the integrity and significant architecture, South Miami Lutheran Church (8DA17315) is considered National Register-eligible under Criteria C in the area of Architecture for its intact Mid-Century Modern design and association with a significant architect.



Figure 11.35 – 780 Tamiami Canal Road (8DA17609), c. 1965, considered National Register-eligible, facing West

8DA17609 780 Tamiami Canal Road

The Mid-Century Modern commercial building at 780 Tamiami Canal Road (8DA17609) is located on the west side of Tamiami Canal Road north of the Tamiami Trail in Section 2 of Township 54 South, Range 40 East on the *Hialeah* (1988) USGS quadrangle map, in the City of Miami, Miami-Dade County, Florida ([Figure 11.35](#)). This commercial building was constructed circa 1965. The east facing storefront entrance has a single commercial glass door surrounded by fixed one-light commercial windows. The entrance is located on a walkway covered by a compressed arch roof overhang. The compressed arch roof, which covers one of the walkways and entrance is on the northern side of the building. It is a prominent Mid-Century Modern element which is also prevalent in Miami Modern commercial architecture ([Figure 11.36](#)).



Figure 11.36 – View of compressed arch roof, 780 Tamiami Canal Road (8DA17609), c. 1965, considered National Register-eligible, facing Southwest

In addition to fixed commercial windows, there are original metal four-light awning windows on the east facade with security bars. There are two additional walkways on the east and south sides of the building which are covered by a flat roof overhang and feature sun grilles, another Mid-Century Modern and Miami Modern element ([Figure 11.37](#)). All roof overhangs are supported by squared metal supports. The east façade also features a wood-sheathed wall used as a sign board. This was originally a stone-veneer wall with no signage with wood added circa 2016. This alteration was observed on the archive of Google Street View for this address. The only alterations include the wood-sheathed wall which was formerly stone veneer and replaced windows and door at the entrance circa 1990. There are no observed additions on this building. The exterior of the building consists primarily of stucco with the exception of the wood-sheathed wall on the east façade.



Figure 11.37 – View of sun grilles on the southeast corner of 780 Tamiami Canal Road (8DA17609), facing Northwest

While the building is of the Mid-Century Modern style, it exhibits some elements which are prevalent in the Miami Modern style such as the compressed arch roof and sun grilles (Nash and Robinson Jr. 2004). The Miami Modern architectural style is described by the City of Miami Planning Department as having “evolved from Art Deco and Streamline Moderne designs, reflecting greater modern functional symmetry.” Characteristics of the Miami Modern style include geometric patterns, kidney and oval shapes, curves, cast concrete decorative panels, overhanging roof plates and projecting floor slabs. The style is often observed in hotels and motels (City of Miami Planning Department n.d.).

This commercial building at 780 Tamiami Canal Road is considered to be a significant example of Mid-Century Modern style commercial architecture. It features Mid-Century Modern details such as the decorative sun grilles, compressed arch roof, flat roof, and roof overhangs, some of which are also elements prevalent in the Miami Modern architectural style. As a result of the integrity and significant architecture, 780 Tamiami Canal Road (8DA17609) is considered National Register-eligible under Criteria C in the area of Architecture for its intact Mid-Century Modern design.

12.0 CONCLUSIONS

The objective of the CRAS for SR 826/Palmetto Expressway Express Lanes PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

No newly recorded archaeological sites were identified within the archaeological APE. One previously recorded archaeological site within the archaeological APE was previously monitored and found to have been destroyed by previous development. Two shovel tests excavated within the archaeological APE yielded no archaeological material. Subsurface testing was not feasible within the rest of the archaeological APE due to the presence of existing pavement, sidewalks, landscaping, and buried utilities. The pedestrian survey of the archaeological APE confirmed the developed nature of the project corridor and a low potential for finding intact archaeological sites.

The CRAS identified a total of 416 historic resources within the historic resource APE. The historic resources consist of 378 structures, fourteen linear resources, twelve bridges, ten resource groups, and two cemeteries. Fourteen of the previously recorded historic resources have been determined National Register--ineligible by the SHPO. Twelve previously recorded resources were not evaluated by the SHPO or had not been documented within the current APE. Three of these previously recorded resources are considered eligible for listing in the National Register: Fairholm House (8DA2892), FEC Railway (8DA10107), and CSX Railroad (8DA10753). The nine remaining resources are all considered ineligible for listing in the National Register either individually or as part of a historic district.

Four newly recorded historic resources are considered eligible for the National Register: Miami Memorial Park Cemetery (8DA17261), Sunset Montessori School (8DA17305), South Miami Lutheran Church (8DA17315), and 780 Tamiami Canal Road (8DA17609). Three hundred and eighty-seven of the newly recorded historic resources exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Therefore, these 387 newly recorded historic resources

are considered ineligible for listing in the National Register either individually or as part of a historic district.

12.1 UNANTICIPATED FINDS

Although unlikely, should construction activities uncover any archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, Chapter 872.05 of the *Florida Statutes* will apply. Chapter 872.05, FDOT's Standard Specifications for Road and Bridge Construction, and Stipulation XI of the Section 106 Programmatic Agreement require that all construction cease immediately in the area of human remains. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist may assume jurisdiction if the remains are 75 years of age or more.

If previously unidentified historic properties are discovered before or during construction, the potential to affect historic properties changes after the Section 106 review has been completed, or if unanticipated impacts to historic properties occur during construction, then the consultation process outlined in Stipulation VII of the Section 106 Programmatic Agreement will be followed in accordance with 36 CFR Section 800.13 and Stipulation X of the Section 106 Programmatic Agreement.

12.2 CURATION

FMSF forms (Volume II of this report) and photographs are curated at the FMSF, along with a copy of this report. A survey log is included in [Appendix E](#). Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

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Appendix A – Research Design for SR 826/Palmetto Expressway Express Lanes

RESEARCH DESIGN

SR 826/Palmetto Expressway Express Lanes Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 432639-1-22-02
Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:



FDOT District Six
1000 NW 111th Avenue
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JUNE 2019

FINAL

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1.0 INTRODUCTION

This research design was prepared for the Florida Department of Transportation (FDOT) District 6 prior to conducting a cultural resource assessment survey (CRAS) for the State Road (SR) 826 (Palmetto Expressway) Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida. The project corridor is located in Sections 2–3, 10–11, 14–15, 22–23, 26–27, and 34–35 of Township 54 South, Range 40 East and Sections 2–3 and 10 of Township 55 South, Range 40 East on the Hialeah (1988) and South Miami (1988) United States Geological Survey (USGS) quadrangle maps.

The purpose of this research design is to identify any previously recorded cultural resources and areas with the potential for containing unrecorded cultural resources within the project Area of Potential Effect (APE). This research design also identifies preliminary archaeological site potential zones within the archaeological APE and presents the archaeological and historical field survey methods that will be used to conduct the CRAS.

The CRAS will be prepared using this research design and will comply 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); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); the revised Chapter 267, *Florida Statutes (F.S.)*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303). In addition, the CRAS report will be prepared in to the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (effective January 14, 2019). All work will conform the to professional guidelines set forth in

the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated).

Principal investigators will meet the Secretary of the Interior's *Professional Qualification Standards* (48 FR 44738-44739). Archaeological investigations will be conducted under the direction of Kathleen S. Hoffman, Ph.D., and historic resource investigations will be conducted under the direction of Amy Streelman, MHP.

2.0 PROJECT SUMMARY

2.1 PROJECT DESCRIPTION

The FDOT District Six has recently started a PD&E Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see [Figure 2.1](#)). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

The PD&E Study will evaluate the following potential types of improvements:

- Implementation of dynamically priced express lanes.
- Access and ramp connections to and from the express lanes (ingress and egress access points).
- Interchange improvements – Modification of existing entrance and exit ramps serving the interchanges within the project limits.
- Intersection improvements – Widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are ten existing interchanges within the project limits. Eight of the ten interchanges provide connection to arterial/collector facilities. The other two are major system-to-system interchanges (SR 826 with SR 874 and SR 826 with SR 836). These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.



Figure 2.1 – Project Location Map

2.2 PURPOSE AND NEED OF THE PROJECT

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below.

Capacity – The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. Population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9% and employment by 32.5%. Population within Northwest is projected to increase by 20% and employment by 41.9%. Population within West is projected to increase

by 12.5% and employment by 42.5%. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor, SR 836. The SR 826 corridor provides system-level connections to I-75, Florida's Turnpike, SR 874, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area. The corridor also provides access to Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street. This SR 826 southern segment (from US 1 to SR 836) is the final segment of a larger express lanes project for the SR 826 corridor. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity and peak-hour travel times.

Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general use lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with the Miami-Dade’s Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network. Increasing the capacity of the SR 826 corridor will reduce evacuation times needed for residents of Miami-Dade County during emergency and hurricane evacuations.

2.3 DESCRIPTION OF THE EXISTING FACILITY

SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot general use lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in [Figure 2.2](#) and [Figure 2.3](#).

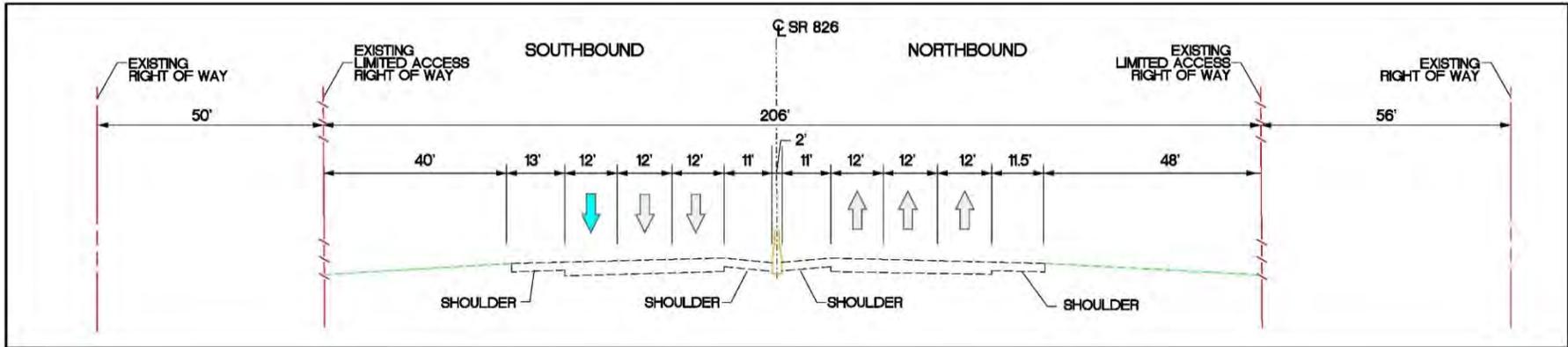


Figure 2.2 - Existing Roadway Typical Section between US 1 and SR 874

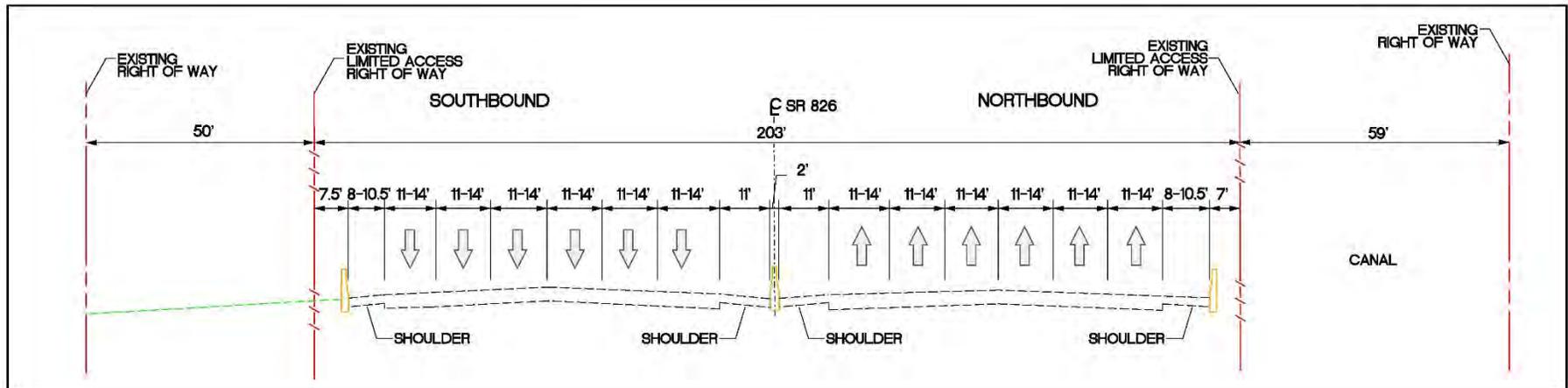
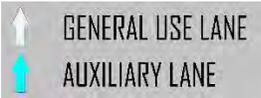


Figure 2.3 - Existing Roadway Typical Section between SR 874 and SR 836

The existing limited access right of way varies within the study limits. The right of way is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. [Table 2.1](#) summarizes the available right of way along the corridor.

Table 2.1 – Summary of Existing Right of Way

	Roadway Section	Right of Way Width (feet)
US 1	SW 104 th Street – SR 826	118
SR 826	SW 98 th Street – SW 88 th Street (Northbound Ramp)	154
	SW 98 th Street – SW 88 th Street (Southbound Ramp)	147
	SW 88 th Street – Sunset Drive	210
	Sunset Drive – Miller Drive	205
	Miller Drive – SR 874	350
	SR 874 – Bird Road	360
	Bird Road – Coral Way	317
	Coral Way – SW 8 th Street	200
	SW 8 th Street – Flagler Street	250
	Flagler Street – SR 836	460
SR 874	Miller Drive – SR 826	248

Source: FDOT ROW Survey

3.0 RECOMMENDED ALTERNATIVE

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected traffic operating deficiencies along this section of SR 826. In order to keep up with the growing traffic demand within the study area, three build alternatives were considered in this PD&E Study. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. Alternative 2 was selected as the recommended alternative.

The recommended alternative proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane north of US 1. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see [Figure 3.1](#)). The express lanes will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 98th Street through a proposed intersection connection with the South Miami-Dade Busway (under the southbound ramp from SR 826). Buses will continue north at-grade along the east side of the SR 826 southbound lanes. Just south of SW 88th Street the buses will continue north entering/merging with the SR 826 northbound lanes separated by express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south (buses only) at-grade along the east side of the SR 826 southbound lanes buffer separated, until reaching the proposed intersection with the Busway. Buses will have the option to travel northbound or southbound along the Busway.

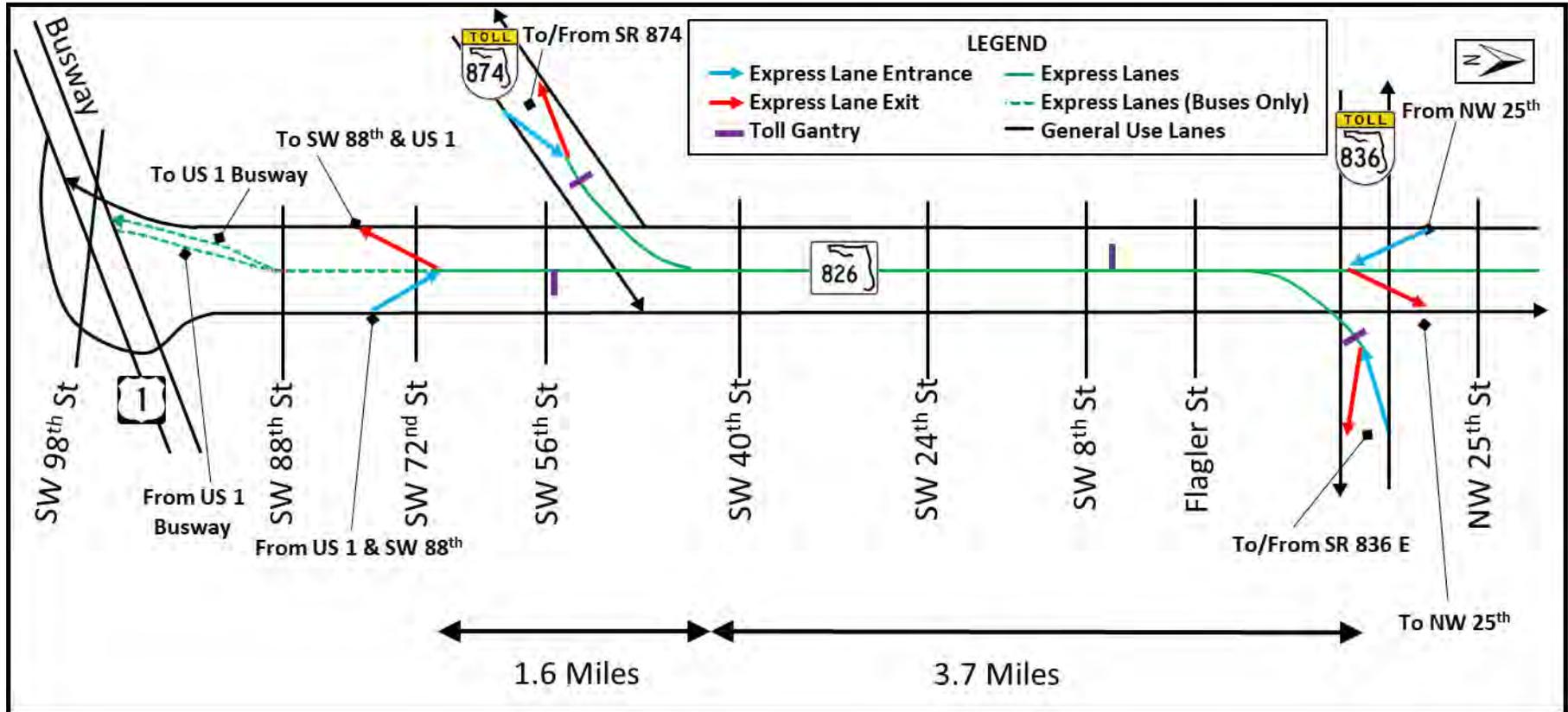


Figure 3.1 – Recommended Alternative Schematic Line Diagram



The recommended alternative roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls. The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesigned HOV lane) to an express lane and by adding a second express lane through widening. The two typical sections for SR 826 are depicted in [Figure 3.2](#) and [Figure 3.3](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874.

The recommended alternative is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figures 3.4a-3.4d](#) depicts all the improvements proposed by the recommended alternative.

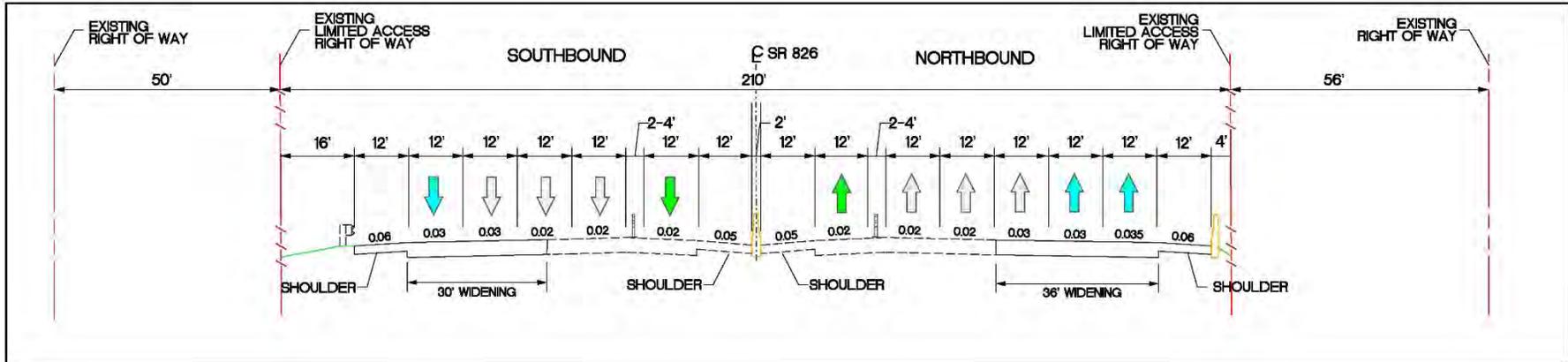


Figure 3.2 – Recommended Alternative Roadway Typical Section between US 1 and SR 874

- GENERAL USE LANE
- AUXILIARY LANE
- EXPRESS LANE

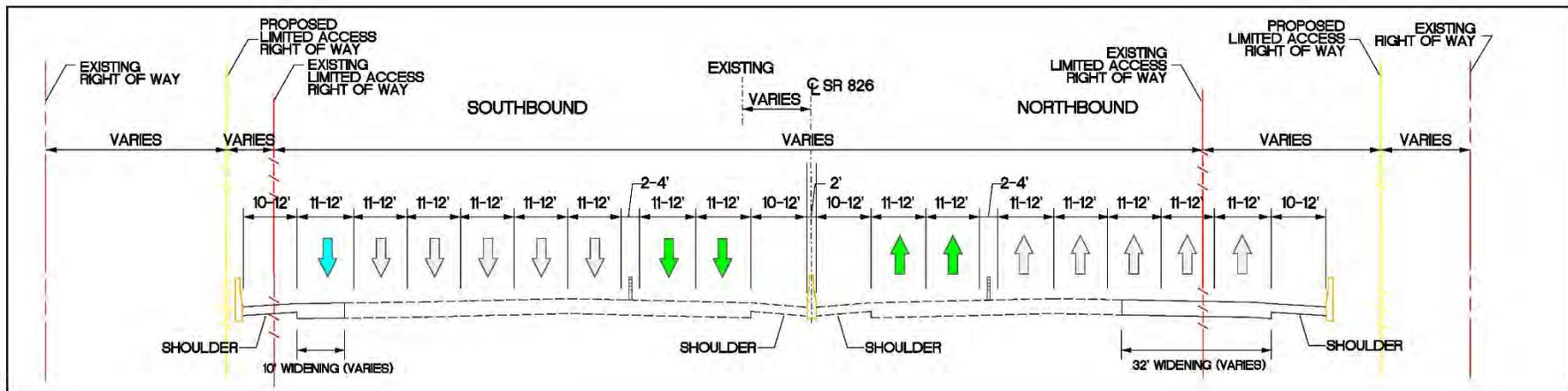


Figure 3.3 – Recommended Alternative Roadway Typical Section between SR 874 and SR 836



Figure 3.4a – Recommended Alternative Lane Geometry and Configuration

Figure 3.5b – Recommended Alternative Lane Geometry and Configuration

Figure 3.6c – Recommended Alternative Lane Geometry and Configuration



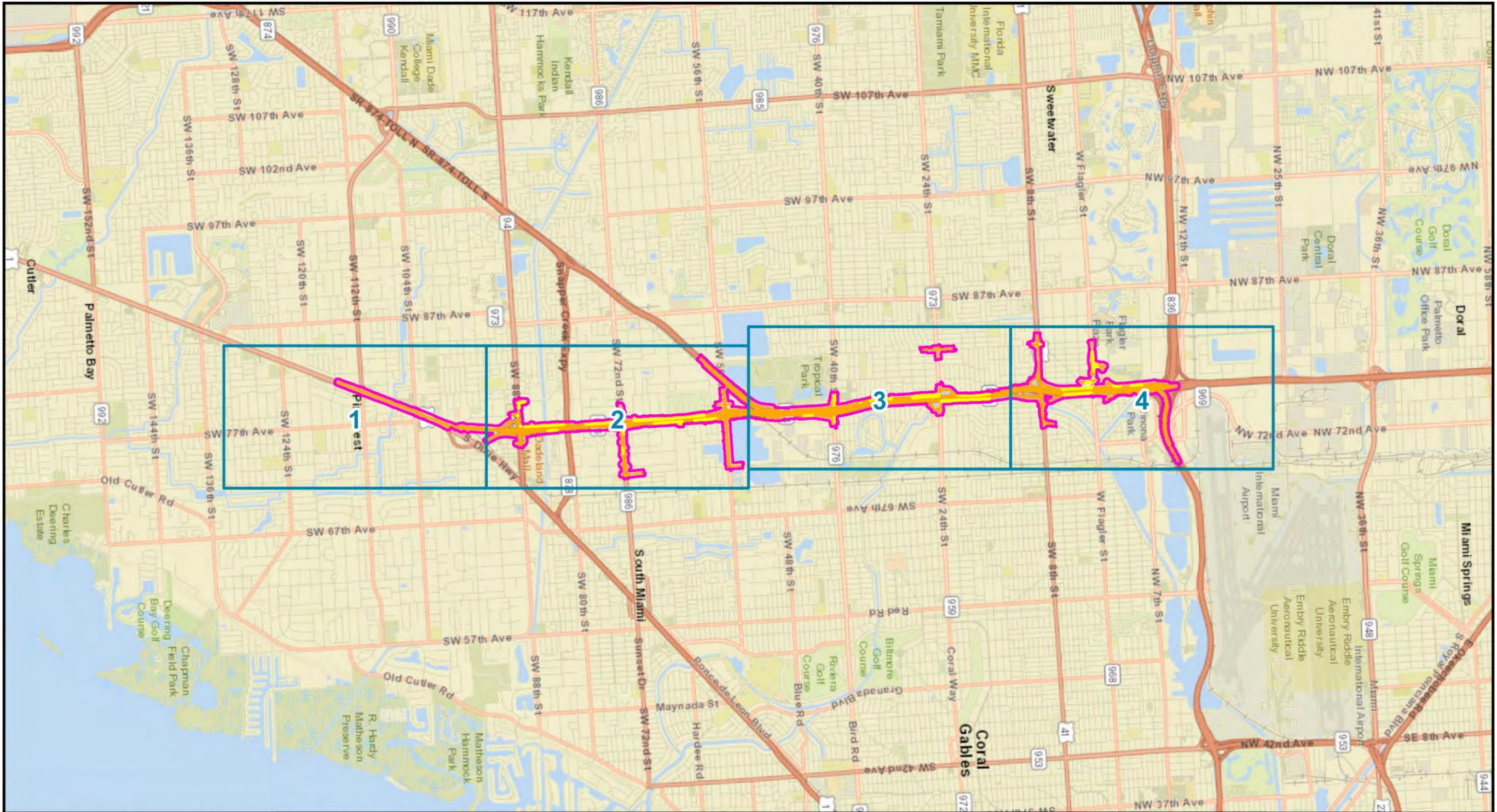
Figure 3.7d – Recommended Alternative Lane Geometry and Configuration

4.0 AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is determined by evaluating the type of improvements under consideration and the possible effects these improvements could have on cultural resources. It also considers the location and extent of the possible improvements. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites are often impacted by those activities, as well as alterations to setting, access, and appearance.

The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing right of way (ROW), as well as the footprint of the newly proposed ROW depicted in [Figures 4.1a-4.1e](#).

The historic resources APE will consist of the footprint of all proposed improvements and proposed ROW, adjacent parcels for a distance of up to 150 feet from the proposed at-grade improvements and proposed ROW, and a distance of 250 feet from the proposed level two elevated improvements depicted in [Figures 4.1a-4.1e](#).



<p>Figure 4.1a: Project APE (Overview Map)</p>	<p>SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)</p>	<ul style="list-style-type: none"> Mapping Frames Historic Resources APE Project Footprint Proposed ROW 	<p>Note: The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW</p>	<p>Miami-Dade County</p>
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**Figure 4.1b: Project APE
(Map 1 of 4)**

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW

Miami-Dade County

0 500 1,000 Feet

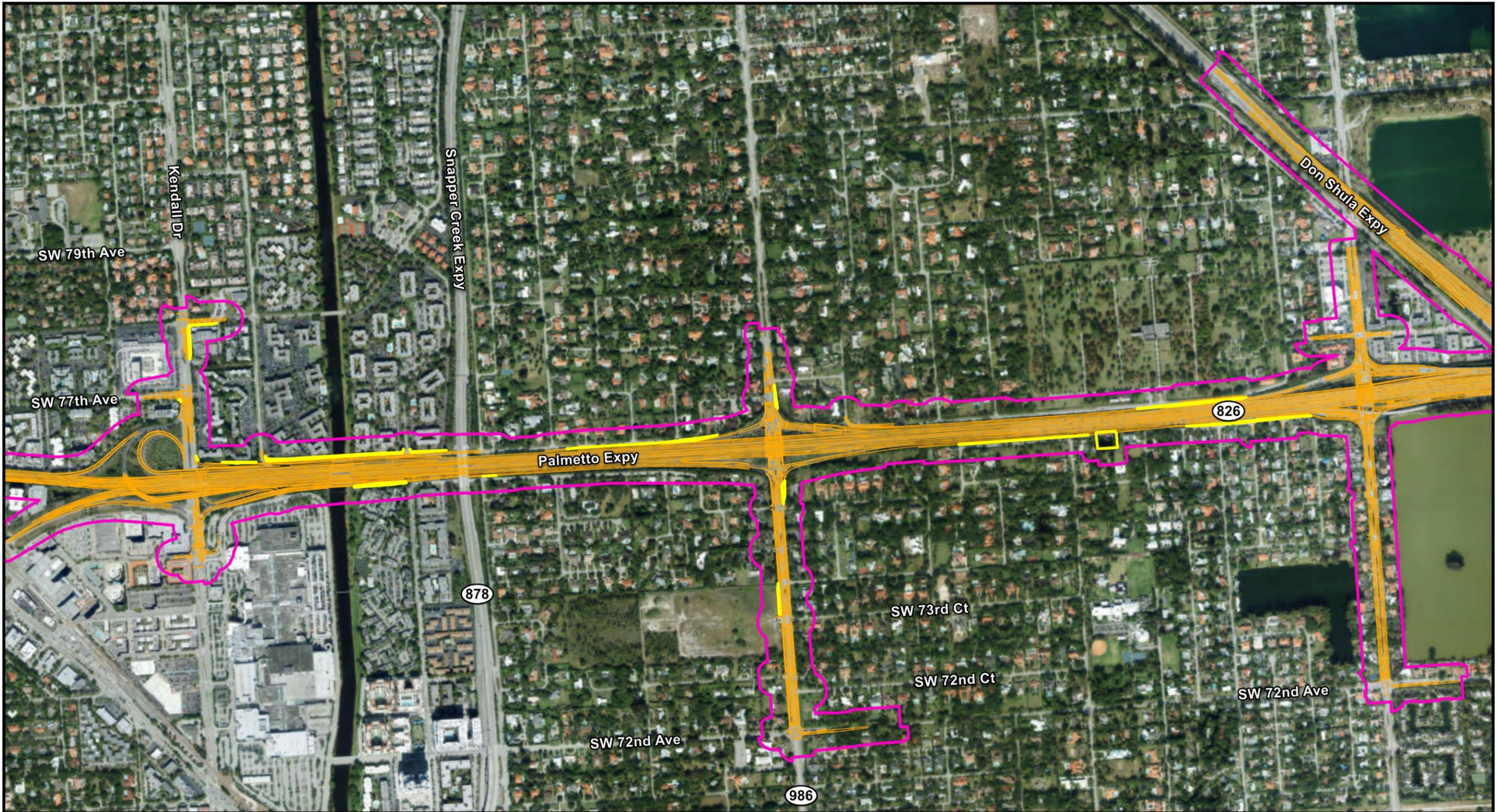


Figure 4.1c: Project APE
(Map 2 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW

Miami-Dade County

0 500 1,000 Feet



Figure 4.1d: Project APE
(Map 3 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW

Miami-Dade County

0 500 1,000 Feet

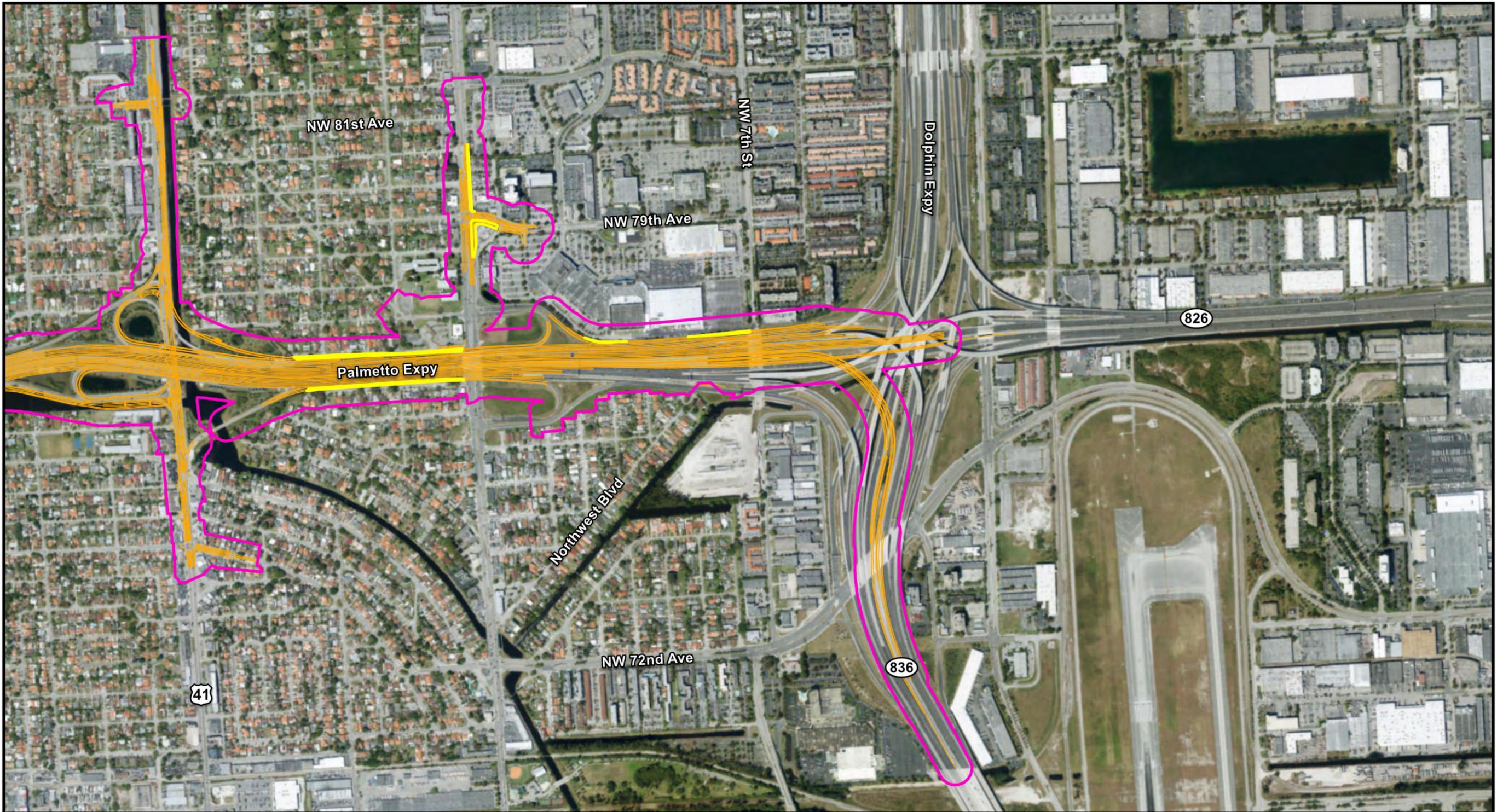


Figure 4.1e: Project APE
(Map 4 of 4)

SR 826 (Palmetto Expressway)
PD&E Study from US 1 (SR 5)
to SR 836 (Dolphin Expressway)
(FPID No. 432639-1)

- Project Footprint
- Proposed ROW
- Historic Resources APE

Note: The archaeological resources APE will consist of the footprint of any subsurface activities proposed within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW

Miami-Dade County

0 500 1,000 Feet

5.0 PRELIMINARY BACKGROUND RESEARCH

An archaeological and historical literature and background information search, pertinent to the project APE, was conducted to determine the types, chronological placement, and location patterning of cultural resources within the project APE.

A review of the Florida Master Site File (FMSF) data, previous surveys, property appraiser records, and historical research material was conducted to determine the potential for cultural resources within the project APE that are listed, eligible, or considered eligible for listing in the *National Register of Historic Places* (National Register), or that have potential or confirmed human remains. This information will serve as a guide for the field investigations by identifying the possible locations of archaeological sites and historic resources within the vicinity. It also helps provide expectations regarding the potential significance of any such resources.

The FMSF serves as an archive of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a point in time. Because the inventory is not all-inclusive on a statewide basis, gaps in data may exist. The FMSF is only as accurate and as comprehensive as the information that is submitted, and users should be aware of the sometimes-uneven quality of the information. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR or the SHPO regarding the significance of a resource.

The work of previous investigators was reviewed in order to gather information about the types of precolumbian and early historic period sites that could be expected to occur within the APE. An extensive search of pertinent literature and records was conducted to determine the locations of previously recorded National Register-listed, eligible, and potentially eligible resources within the APE, as well as any archaeological and historical assessments of other tracts of land within the APE.

5.1 PREVIOUSLY CONDUCTED CULTURAL RESOURCE SURVEYS

A search of the FMSF and in-house data identified 26 previously conducted surveys that contain or partially contain the project APE, see [Table 5.1](#). Despite the large number of surveys, the review of these material determined that numerous portions of the project corridor have not been comprehensively surveyed for archaeological resources and that most of the current historic resources APE has not been recently comprehensively surveyed for historic resources.

Table 5.1 – Previous Cultural Resource Surveys that Contain or Partially Contain the Project APE

FMSF Survey No.	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
602	Dade County Historic Survey	Metropolitan Dade County	1981
1458	Proposed Improvements to US 41/SR 90, from SW 127 th Avenue to SR826	Browning, William D. and Melissa G. Wiedenfeld	1987
1582	Proposed Addition of Two Lanes to the Palmetto Expressway, from SR 5/US 1 to NW 25 th St, and Construction of a New Interchange at NW 25 th St	Browning, William D. and Melissa G. Wiedenfeld	1988
1585	Proposed Improvements to W Flagler St, from Palmetto Expressway/SR 826 to NW 72 nd Ave & to NW 72 nd Ave/Milam Dairy Rd, from W Flagler St to NW 74 th St	Browning, William D. and Melissa G. Wiedenfeld	1988
2127	Dade County Historic Survey, Phase II: Final Report	Metropolitan Dade County	1989
3493	CRAS for US 1 Exclusive Bus Lanes PD&E Study from SW 112 th Avenue to Datran Boulevard	Janus Research / Piper Archaeology	1993
4551	A CRAS for SR 90/SW 8 th Street from SR 826/Palmetto Expressway to SW 27 th Avenue	Janus Research	1996
5218	CRAS for East-West Multimodal Corridor from West of Palmetto Expressway to Port of Miami	Janus Research	1997

Table 5.1 – Previous Cultural Resource Surveys that Contain or Partially Contain the Project APE (Continued)

FMSF Survey No.	Title	Author(s)	Publication Date
7923	Charlie's Body Shop / MD 1132-C	Carr, Robert S.	2001
8227	Cultural Resource Assessment of the FGHG Tower Location	Ambrosino, Meghan L.	2003
8955	An Archaeological and Historical Survey of the Proposed TUMA Plumbing Tower Location	Ambrosino, Meghan L.	2003
12859	A CRAS of SR 826 (Palmetto Expressway) Improvement Program Section Five – SR 836 Interchange	Janus Research	2005
16521	Archaeological Investigations of Parcel 152 in Miami-Dade County	Janus Research	2008
18284	CRAS of the SR 874 Widening from SW 88 th Street/Kendall Drive to SR 826	HNTB Corporation and Janus Research	2010
19276	CRAS of SR 826/Palmettos Expressway Managed Lanes PD&E Study	Janus Research	2012
19449	Section 106 Evaluation and Determination of Effects SR 826 / Palmetto Expressway Express Lanes PD&E Study	Janus Research	2012
19762	CRAS of SR 836 From East of SR 959/NW 57 th Avenue to NW 17 th Avenue	Janus Research	2011
23235	Cultural Resources Desktop Analysis and Field Review for SR 5/US 1/South Dixie Highway from the C-100A Canal to SW 100 th Street	Janus Research	2016
23335	CRAS Reevaluation of the SR 826 (Palmetto Expressway) from Flagler Street to NW 254 th Street and SR 93/I-75 from SR 826 to NW 170 th Street	Janus Research	2016
23899	Cultural Resources Desktop Analysis and Field Review for SR 990/Killian Drive from West of South Kendale Boulevard to SR 5/US 1/South Dixie Highway	Janus Research	2017
24040	Cultural Resource Desktop Analysis and Field Review for SR 94/SW 88 th Street/ N. Kendall Drive from SW 79 th Avenue to SR 5 / US 1 / S. Dixie Highway	Janus Research	2017

Table 5.1 – Previous Cultural Resource Surveys that Contain or Partially Contain the Project APE (Continued)

FMSF Survey No.	Title	Author(s)	Publication Date
24246	FCC / EBI Project File No. 6117002580, Proposed New 38.5-Foot Concrete Telecommunications Pole Project, 8200 SW 8 th Street	Chait, Amanda, Stephen Forest, and Megan Ricks Gomez	2017
24249	FCC/EBI Project File No. 6117002579, Proposed New 38.6-Foot Concrete Telecommunications Pole, 14 NW 79 th Avenue	Chait, Amanda, Jennifer Davis, and Stephen Forest	2017
24577	FCC / TCNS #162868, RowStar, LLC., Proposed Construction of 140 Foot Tall Monopole Telecommunications Tower, RS Palmetto Expressway & Flagler Street	Anglin, DeAnne and Christopher Nelson	2017
N/A	Archaeological Monitoring Report for the Palmetto Section 5, SR 826 (Palmetto Expressway) /SR 836 (Dolphin Expressway) Interchange	Janus Research	2014

Many of these projects overlap with portions of the current project limits, including portions of SR 826/Palmetto Expressway (FMSF Manuscript Nos. 5218, 12859, 19449, 19276, 19762, and 23335), US 1 (FMSF Manuscript Nos. 3493 and 23235), SR 90/SW 8th Street (FMSF Manuscript No. 4551), SR 874/Don Shula Expressway (FMSF Manuscript No. 18284), and SR 94/SW 88th Street (FMSF Manuscript No. 24040). The portions of the current archaeological APE that were surveyed during these previous investigations will not be subjected to additional subsurface testing during the upcoming CRAS. However, there is the potential for additional resources to become historic due to the time that has passed since these previous surveys were completed, so additional historic survey work will be conducted in these areas during the upcoming CRAS.

The *Archaeological Investigations of Parcel 152 in Miami-Dade County* (Janus Research 2008; FMSF Manuscript No. 16521) focused on an area near the Flagami Miami-Dade Archaeological Zone near where Carr (1981) had previously encountered three sites (8DA36, 8DA1053, and 8DA1073). These sites do not fall within the current archaeological APE. While not on file with the FMSF, the

Archaeological Monitoring Report for the Palmetto Section 5, SR 826 (Palmetto Expressway)/SR 836 (Dolphin Expressway) Interchange (Janus Research 2014) focused on an area of high archaeological site potential outside of the current APE to the southeast. While the Flagami Archaeological Zone, area of human remains, and the tree island discussed within the monitoring report are all located well outside of the APE, one archaeological site, Wood Farms (8DA11815), was identified within the APE. The details of this site, which is not currently on file with the FMSF, is discussed within the *Previously Recorded Archaeological Sites* section of this report.

FMSF Manuscript No. 23899 only briefly intersects the APE and no historic resources were recorded within the APE as a result of this survey. The remaining surveys did not comprehensively survey the current APE for archaeological or historic resources and consisted of county-wide surveys from the 1980s (FMSF Manuscript Nos. 340, 620, and 2127), older surveys from the late-1980s that don't meet the current legal or testing standards (FMSF Manuscript Nos. 1458, 1582, 1585), and cell phone tower surveys (FMSF Manuscript Nos. 7923, 8227, 8955, 24246, 24249, 24577).

5.2 PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

A search of the FMSF identified no previously recorded archaeological resources within the APE. In addition, a search of available local cultural resources data identified no locally-designated archaeological sites, zones, or conservation areas within the archaeological APE.

A search of in-house data identified one archaeological site, Wood Farms (8DA11815), within the archaeological APE that is not yet on file with the FMSF. This site was identified within a disturbed context during monitoring conducted by Janus Research in 2014. The monitoring report and site file form noted that while the site area was historically used as a farmstead, the site has been destroyed by previous development and the isolated artifacts associated with the site (a bovid long bone, mule shoe, and harrowing disc) were all found in an disturbed context (Janus Research 2014). The portions of the site within the current APE are within areas that have been previously surveyed and/or monitored and that have been previously subjected to de-mucking, grading, or filling. The former location of this resource relative to the project corridor is illustrated in [Figure 5.1](#).



Figure 5.1: Former Location of Wood Farms (8DA11815) Relative to the Project Corridor

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

Note: The archaeological APE will consist of the footprint of subsurface activities within and extending outside of the existing ROW, as well as the footprint of newly proposed ROW

- Project Footprint
- Proposed ROW
- Archaeological Site

5.3 PREVIOUSLY RECORDED HISTORIC RESOURCES

A search of the FMSF identified 34 historic resources within the APE, including two historic railroad segments, five historic canal segments, seven historic roadway segments, one historic culvert, and 19 buildings, see [Table 5.2](#). The locations of these resources relative to the APE are illustrated in [Figures 5.2a–5.2e](#).

Table 5.2 – Previously Recorded Historic Resources Within the Historic Resources APE

FMSF No.	Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA177**	Glade View Inn / 7495 SW 8 th Street	1928	Historic Building; Style Unspecified by Recorder	Not Evaluated by the SHPO
8DA2892	Orr House / 7425 Sunset Road	1914	Masonry Vernacular Historic Building	Not Evaluated by the SHPO
8DA2893	7855 Sunset Drive	1938	Mediterranean Revival Historic Building	Not Evaluated by the SHPO
8DA4584	Bird Road Historic Highway	1921	Historic Road Segment	Not Evaluated by the SHPO Within the APE
8DA4586	Calle Ocho Historic Highway	1896	Historic Road Segment	Not Evaluated by the SHPO Within the APE
8DA6040	750-754 Flagami Boulevard	1948	Masonry Vernacular Historic Building	National Register-Ineligible
8DA6041	Maxim's Night Club / NE Corner of SW 8 th Street and SW 74 th Avenue	1948	Masonry Vernacular Historic Building	National Register-Ineligible
8DA6042	Lafe Cafeteria / 7381-7385 SW 8 th Street	1948	Masonry Vernacular Historic Building	National Register-Ineligible
8DA6043	Belkis Interior Designs / 7371 SW 8 th Street	1948	Masonry Vernacular Historic Building	National Register-Ineligible
8DA6453	Tamiami Canal	c. 1923	Historic Canal Segment	Segment Within the APE is Non-Contributing to the National Register-Eligible Resource

Table 5.2 – Previously Recorded Historic Resources Within the Historic Resources APE (Continued)

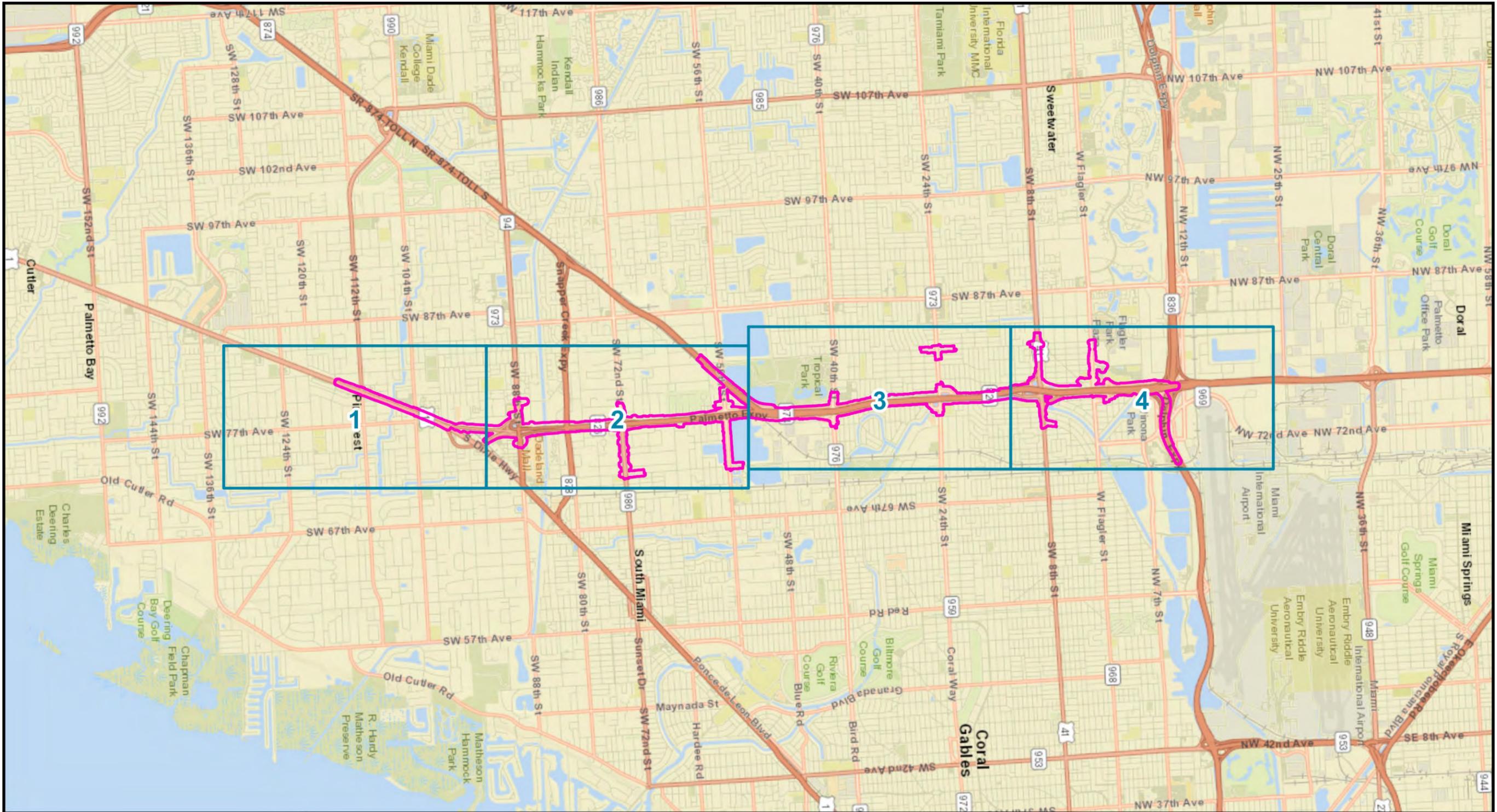
FMSF No.	Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA6486	Sunset Drive	c. 1938	Historic Road Segment	Not Evaluated by the SHPO Within the APE
8DA6510	Tamiami Trail	c. 1923	Historic Road Segment	Not Evaluated by the SHPO Within the APE
8DA9990	US 1	1927	Historic Road Segment	Two Segments Within the APE Have Been Determined National Register-Ineligible; The Remainder of the Resource Within the APE Has Not Been Evaluated by the SHPO
8DA10011	300 SW 77 th Court	1955	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10012	7790-7792 SW 2 nd Street	1950	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10023	7600-7602 NE 2 nd Street	1956	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10025	89 NW 76 th Court	1949	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10026	7619-7621 NW 2 nd Street	1957	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10030	7670 NW 2 nd Terrace	1950	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10031	7655 NW 2 nd Terrace	1940	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10032	7640-7642 NW 2 nd Terrace	1956	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10041	7669 NW 4 th Street	1940	Masonry Vernacular Historic Building	National Register-Ineligible

Table 5.2 – Previously Recorded Historic Resources Within the Historic Resources APE (Continued)

FMSF No.	Name / Address	Year Built	Resource Type	SHPO National Register Evaluation*
8DA10045	495 NW 5 th Street	1946	Masonry Vernacular Historic Building	National Register-Ineligible
8DA10050	North Line Canal	Prior to 1946	Historic Canal Segment	National Register-Ineligible
8DA10107	F.E.C. Railway	1896	Historic Railroad Segment	Not Evaluated by the SHPO Within the APE
8DA10448	Flagler Street	c. 1899	Historic Road Segment	Not Evaluated by the SHPO Within the APE
8DA10753	CSX Railroad	c. 1925	Historic Railroad Segment	Segment Within the APE is Non-Contributing to the National Register-Eligible Resource
8DA10754	Snapper Creek Canal	c. 1918–1925	Historic Canal Segment	Not Evaluated by the SHPO Within the APE
8DA11376	Venetian Canal	Prior to 1938	Historic Canal Segment	Not Evaluated by the SHPO Within the APE
8DA11905	8248 SW 58 th Street	Post-1953	Masonry Vernacular Historic Building	National Register-Ineligible
8DA11908	8000 SW 58 th Street	Post-1954	Mediterranean Revival Historic Building	National Register-Ineligible
8DA15000	S-120 Culvert	1966	Historic Culvert	National Register-Ineligible
8DA15161	SW 112 th Street/Killian Drive	1922	Historic Road Segment	National Register-Ineligible Within APE
8DA15697	Coral Gables (C-3) Canal	1915	Historic Canal Segment	Not Evaluated by the SHPO Within the APE

* As recorded in the FMSF; may require re-evaluation.

** While not tagged as destroyed in the FMSF, the FMSF structure form clearly notes this resource was demolished in 1972. This will be confirmed during the CRAS fieldwork.



<p>Figure 5.2a: Location of Previously Recorded and Potential Historic Resources Relative to the APE (Overview Map)</p>	<p>SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)</p>	<ul style="list-style-type: none"> Mapping Frames Historic Resources APE 	<p>Miami-Dade County</p>
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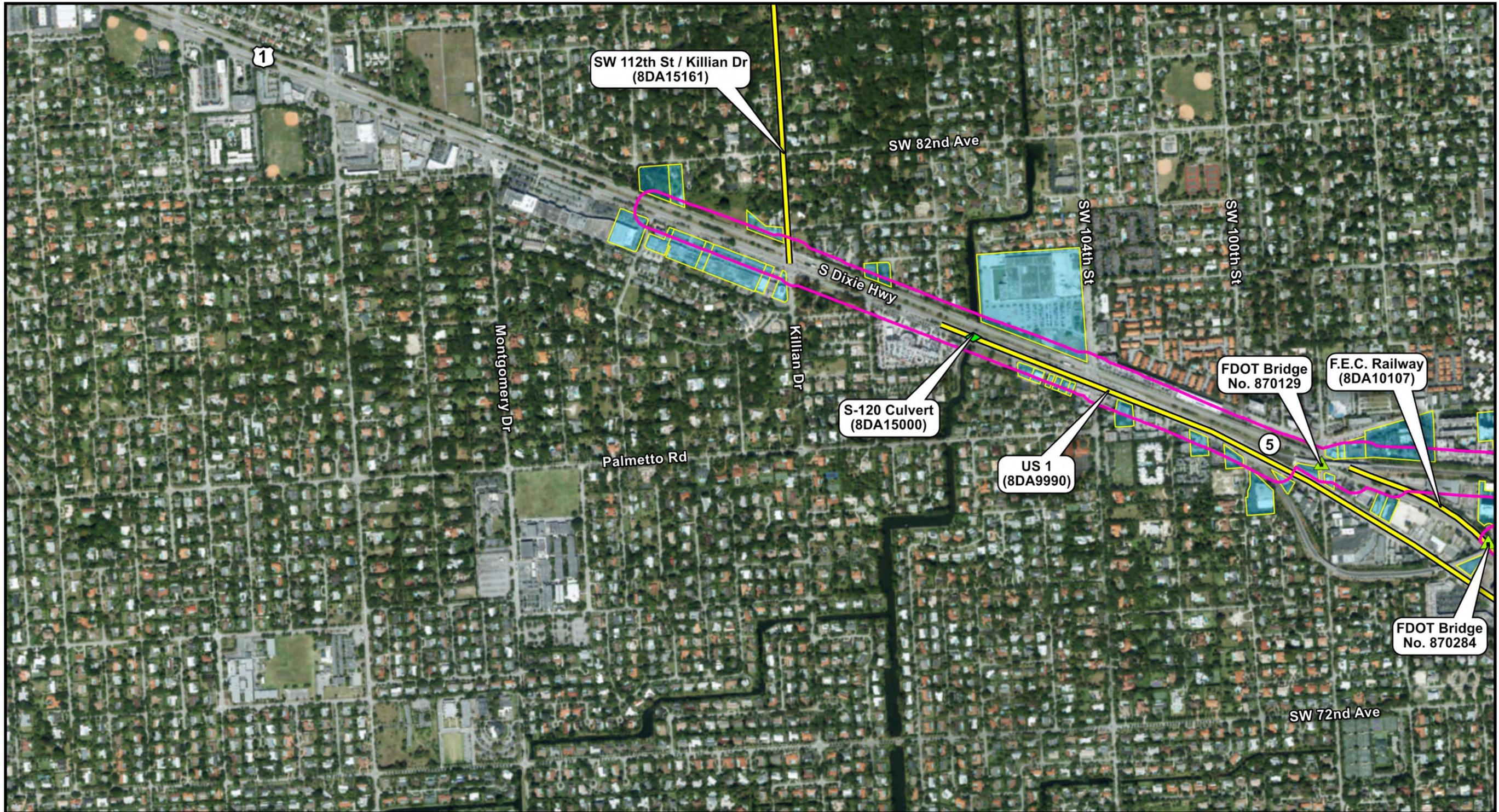


Figure 5.2b: Location of Previously Recorded and Potential Historic Resources Relative to the APE (Map 1 of 4)

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

- | | | |
|----------------------------|-----------------------------------|--------------------------------|
| Historic Resources APE | Recorded Historic Linear Resource | Parcel with Historic AYRB Date |
| Recorded Historic Building | Unrecorded Historic Bridge | |
| Recorded Historic Bridge | Unrecorded Historic Cemetery | |

Miami-Dade County

0 500 1,000 Feet

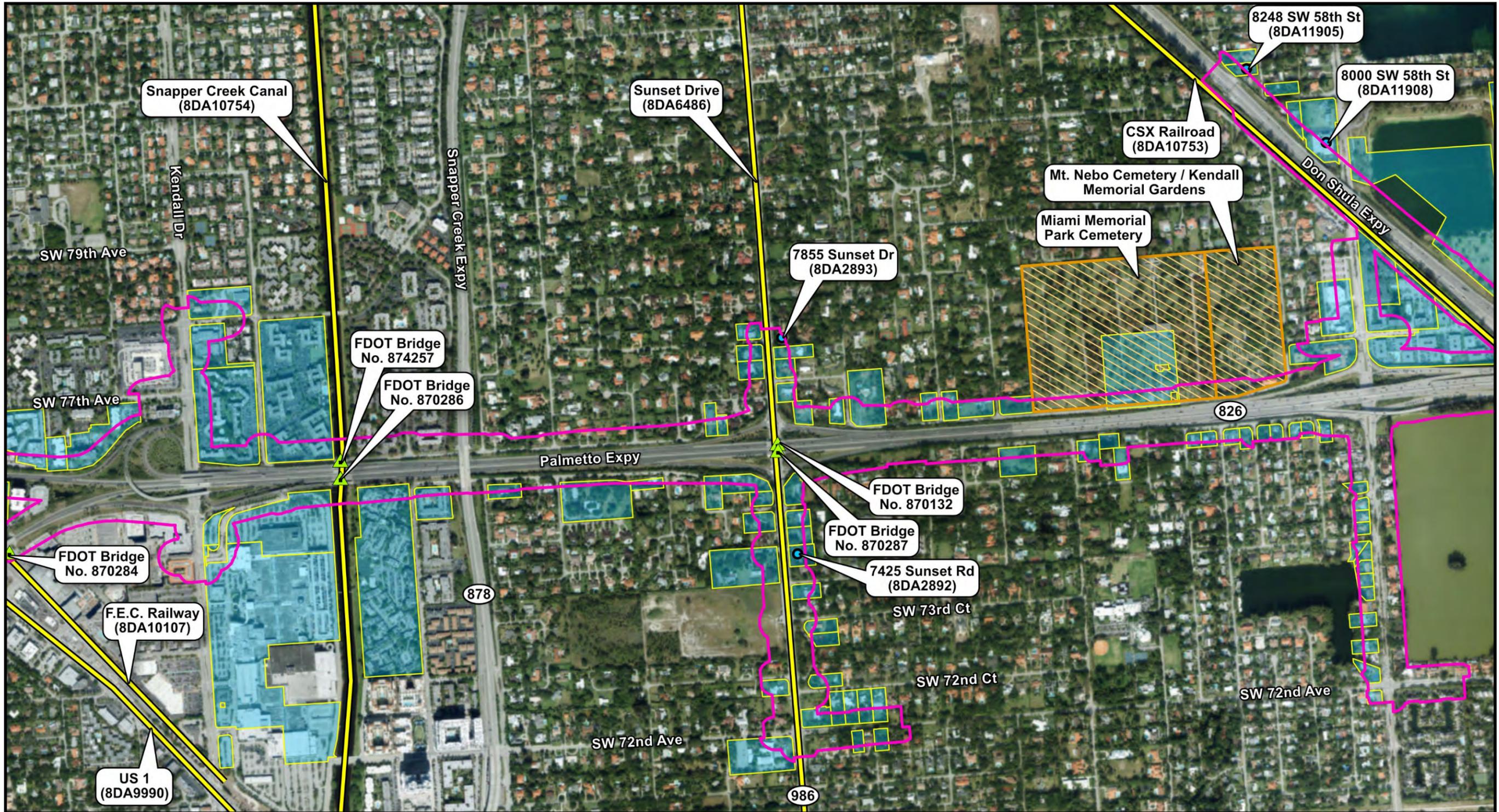
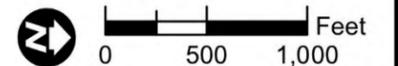


Figure 5.2c: Location of Previously Recorded and Potential Historic Resources Relative to the APE (Map 2 of 4)

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

- Historic Resources APE
- Recorded Historic Linear Resource
- Parcel with Historic AYRB Date
- Recorded Historic Building
- ▲ Unrecorded Historic Bridge
- ◆ Recorded Historic Bridge
- Unrecorded Historic Cemetery

Miami-Dade County



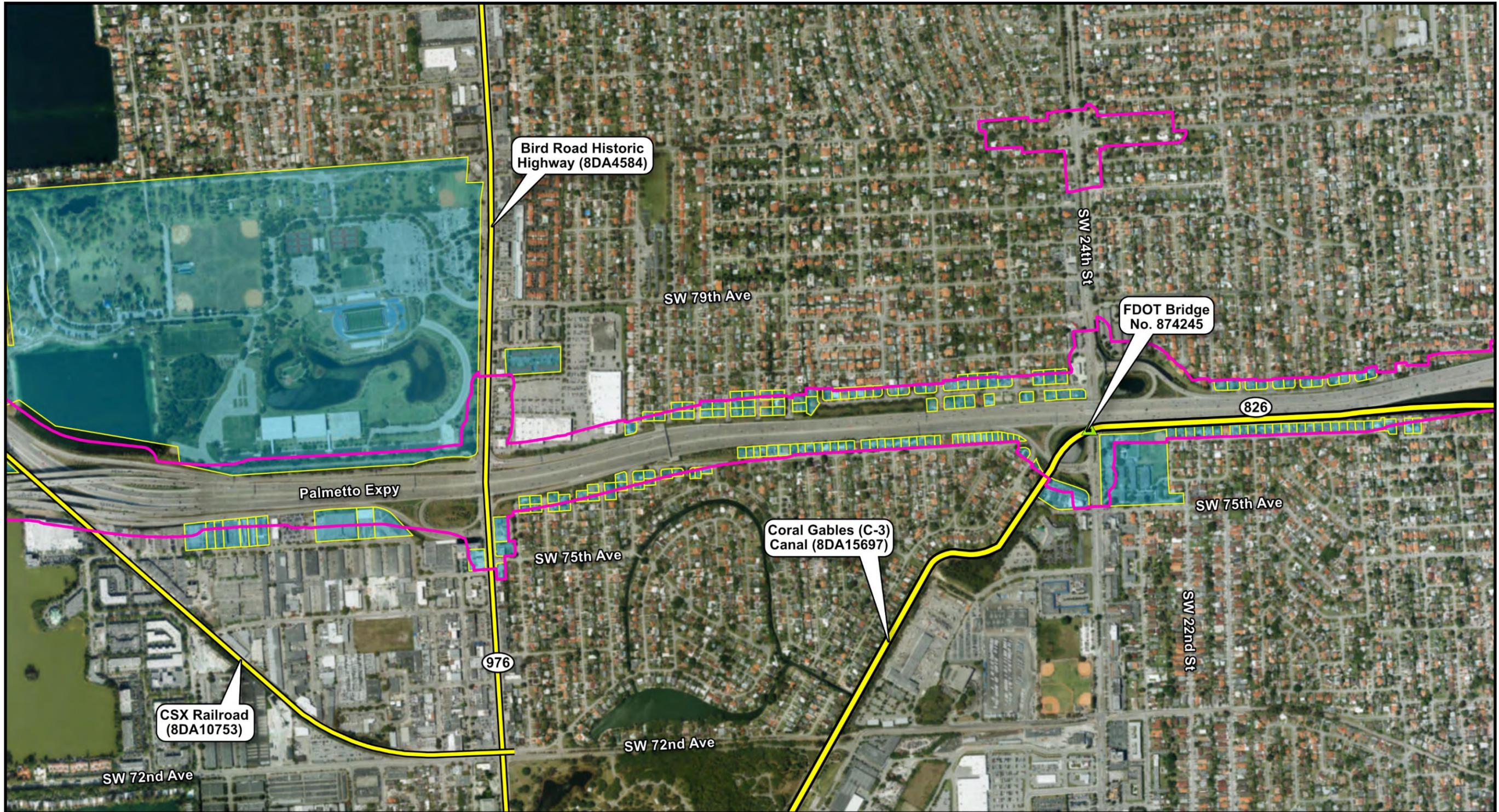
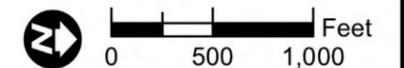


Figure 5.2d: Location of Previously Recorded and Potential Historic Resources Relative to the APE (Map 3 of 4)

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

- | | | |
|----------------------------|-----------------------------------|--------------------------------|
| Historic Resources APE | Recorded Historic Linear Resource | Parcel with Historic AYRB Date |
| Recorded Historic Building | Unrecorded Historic Bridge | |
| Recorded Historic Bridge | Unrecorded Historic Cemetery | |

Miami-Dade County



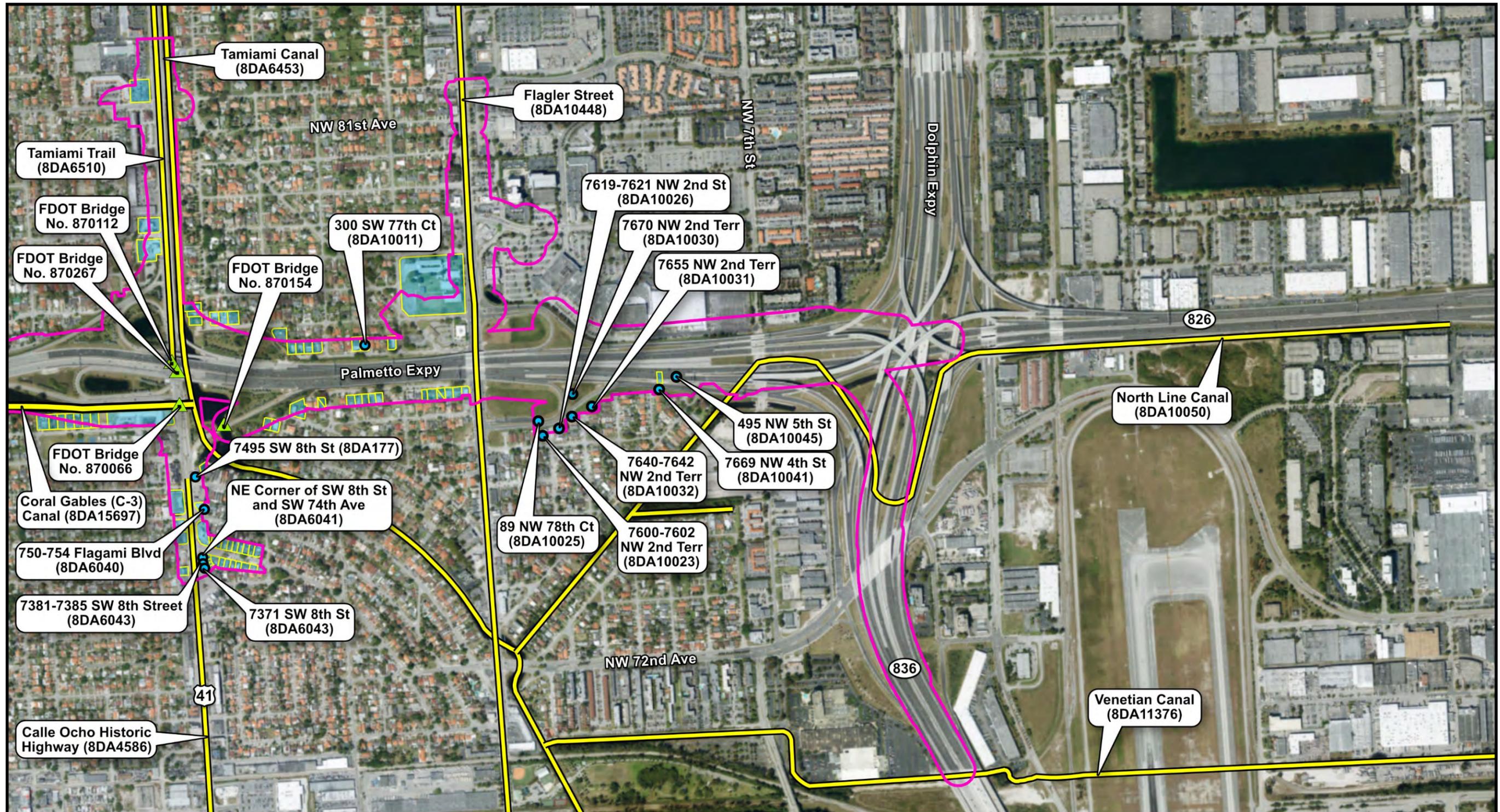
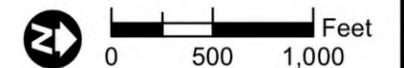


Figure 5.2e: Location of Previously Recorded and Potential Historic Resources Relative to the APE (Map 4 of 4)

SR 826 (Palmetto Expressway) PD&E Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (FPID No. 432639-1)

- Historic Resources APE
- Recorded Historic Linear Resource
- Parcel with Historic AYRB Date
- Recorded Historic Building
- ▲ Unrecorded Historic Bridge
- ◆ Recorded Historic Bridge
- Unrecorded Historic Cemetery

Miami-Dade County



The segments of the Tamiami Canal (8DA6453) and CSX Railroad (8DA10753) within the APE have been previously determined by SHPO to be non-contributing segments of these National Register-eligible historic linear resources. The segment of the F.E.C. Railway (8DA10107) within the APE has not been evaluated by SHPO regarding contributing or non-contributing status to the National Eligible-eligible linear resource.

Two segments of US 1 (8DA9990) within the APE (a small area at the intersection with Killian Drive, as well as the segment between the C-100A Canal and SW 100th Street) have been previously determined to be National Register-ineligible by SHPO, while the other portions of US 1 (8DA9990) within the APE have not been evaluated for National Register eligibility by SHPO.

The North Line Canal (10050), SW 112th Street/Killian Drive (8DA15161), S-120 Culvert (8DA15000), and 16 of the previously recorded historic buildings have previously been determined by SHPO to be National Register-ineligible.

The segments of Bird Road Historic Highway (8DA4584), Calle Ocho Historic Highway (8DA4586), Sunset Drive (8DA6486), Tamiami Trail (8DA6510), Flagler Street (8DA10448), Snapper Creek Canal (8DA10754), Venetian Canal (8DA11376), and Coral Gables (C-3) Canal (8DA15697), as well as the remaining three previously recorded historic buildings, within the APE, have not been evaluated by SHPO for National Register eligibility.

5.4 POTENTIAL HISTORIC RESOURCES

A search of the Miami-Dade County Property Appraiser data identified 406 parcels with historic Actual Year Built dates (1971 or earlier) within or partially within the APE. Nine of these parcels contain previously recorded historic buildings. None of these parcels are located within the boundaries of the Wood Farms (8DA11815) plat, and no extant buildings are known to be associated with this resource. The historic resources survey fieldwork conducted during the CRAS will identify any extant historic resources within the parcels with historic Actual Year Built dates that are located within the APE. A search of Florida Geographic Data Library (FGDL) GIS data and the FDOT bridge information (FDOT Office of Maintenance 2019) identified 11 potential historic bridges within the APE that are not currently recorded in the FMSF ([Table 5.3](#)). In addition, a search of the FGDL data identified two cemeteries, Miami Memorial Cemetery (6200 SW 77th Avenue) and Mount

Nebo Cemetery/Kendall Memorial Gardens (5900 SW 77th Avenue), within the APE that were determined likely to be historic. The locations of these potential unrecorded historic resources relative to the APE are illustrated in [Figures 5.2a-5.2e](#).

Table 5.3 – Unrecorded Historic Bridges Within the Historic Resources APE

FDOT Bridge No.	Description	Year Built (Year Reconstructed)
870066	SR 90 over Coral Gables Canal	1960 (2007)
870112	SR 826 SB over US 41	1960 (2007)
870129	SR 826 SB over SW 98 th Street	1961
870132	SR 826 SB over SW 72 nd Street	1961 (1997)
870154	US 41 WB over Tamiami Canal (C-4)	1960 (2007)
870267	SR 826 NB over US 41	1960 (2007)
870284	SR 826 NB over US 1	1961
870286	SR 826 over Snapper Creek Canal	1961
870287	SR 826 over SW 72 nd Street	1961 (1997)
874245	SW 24 th Street over Coral Gables Canal	1960
874257	SW 77 th Avenue over Snapper Creek Canal	1965

6.0 CULTURAL RESOURCE ASSESSMENT SURVEY METHODS

A CRAS will be performed to locate, identify, and bound any previously recorded or unrecorded archaeological sites or historic resources within the project APE and to assess their potential eligibility for listing in the National Register.

6.1 ARCHAEOLOGICAL SITE POTENTIAL ZONES

Most of the APE is located within the Atlantic Coastal Ridge physiographic region, while the northernmost mile extends into the Everglades physiographic region (White 1970). Within Miami-Dade County, the Atlantic Coastal Ridge is known as the Miami Ridge. The Ridge consists of a narrow, gently sloping limestone ridge that extends from Hollywood south to Homestead. A wave-cut cliff, known as the Silver Bluff Scarp, is located along the southeastern edge of the ridge. Features associated with the Miami Ridge include the Atlantic Ocean to the east, the Everglades to the west, and the Southern Slope to the south. A portion of the southern slope extends northeastward along the western shore of Biscayne Bay, terminating across from Key Biscayne. Elevation along the Atlantic Coastal Ridge averages approximately 10 to 15 feet. The elevation within the APE is approximately 10 feet.

The Everglades region is characterized by low, poorly drained flatlands that represent the shallow, flat bottoms of Pleistocene seas. Elevations range from sea level along Florida Bay to approximately 10 feet in the northern end of the Everglades. Peat and organic-rich soils that have accumulated on a bedrock floor that consists of Miami Oolite cover this region. Miami Oolite, a Pleistocene era deposit, consists of a soft, white to yellow limestone that varies from a sandy limestone to calcium carbonate. This bedrock floor rises to the east and west where it lies very near the surface and where elevations tend to be somewhat higher. The Miami Oolite gradually thickens to the east where it eventually forms the Atlantic Coastal Ridge (Puri and Vernon 1964:284–285). Modern attempts to drain, ditch, or divert water have severely altered much of the area surrounding the project corridor.

Limestone and dolostone dominate the sediments of Miami-Dade County. This formation is a soft, oolitic limestone that is generally less than 40 feet thick (Puri and Vernon 1964). It characteristically contains large quantities of ooliths, which are small, spherical particles formed when calcite or aragonite was deposited in

concentric layers around a nucleus of some type (USDA 1996:3–4). Outcrops of silicified limestone, or chert, which was often sought out by precontact peoples as raw material sources for the manufacture of stone tools do not occur in this area. The closest known outcrops lie to the west along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982). Shell was the material of choice for the manufacture of precontact tools, and large univalve and bivalve shells occur in abundance along nearby Biscayne Bay.

There are no permanent water sources along the project corridor. The surficial aquifer, known as the Biscayne Aquifer, consists of sediments from the Anastasia formation, Miami and Key Largo limestone, and the Fort Thompson formation (Scott 1992:53). The surficial aquifer is recharged through local rainfall. Because of low hydraulic gradients, movement of water within this zone is very slow.

The review of the General Land Office (GLO) historic plat maps and surveyors' field notes (Florida Department of Environmental Protection [FDEP] 1845a, 1845b) indicated that prior to development, the APE was located in open, 3rd rate rocky pineland. Other observations noted the presence of rocky sawgrass, sawgrass prairie, and a rocky pond. In some locations the APE area is crossed by narrow strips of wetland prairie. No hammock vegetation was visible in the archaeological APE on the historic plat maps or described in the surveyors' notes. No military forts, roads, encampments, battlefields, or historical Native American villages or trails were noted within the APE.

The *Soil Survey of Dade County Area, Florida* (United States Department of Agriculture [USDA] 1958) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the APE indicative of increased archaeological site potential. Elevations in the APE are flat and/or nearly level. The drainage characteristics of some of the soils within the APE have been determined to be poorly to very poorly drained, while the remainder are very poorly drained or consist of limestone at or very near to surface. Drainage characteristics and the environmental association for each detailed soil type within the APE are included in [Table 6.1](#). By the 1990s, the APE is located entirely within urban land that has been filled, modified, and shaped by development (United States Department of Agriculture [USDA] 1996:21).

Table 6.1 – Characteristics of Detailed Soil Types Within the Archaeological APE

Drainage Characteristics	Soil Type	Environmental Association
Poorly to Very Poorly Drained	Davie fine sand	This soil is found in flat or nearly level slight depressions. Vegetation consists of sawgrass, myrtle, groundsell bush, and primrose willow.
	Davie mucky fine sand	Found in flat areas or nearly level slight depressions. Vegetation consists of sawgrass, myrtle, groundsell bush, and primrose willow.
Very Poorly Drained	Everglades peat over shallow marl	Found in flat areas, slight depressions and rises. Vegetation includes sawgrass, shrubs, and grasses.
	Everglades peat shallow phase	Found in flat areas, slight depressions and rises. Vegetation includes sawgrass, shrubs, and grasses.
	Hialeah mucky marl	Found in flat or nearly level areas. Vegetation includes sawgrass, shrubs, and grasses.
	Perrine marl	Found on the marl glades mostly east of the rocky pinelands from Miami to South of Florida City. Vegetation consisted of sedges and tall grasses, mainly switchgrass, reedgrass, needlegrass, and sawgrass.
	Perrine marl shallow phase	This soil is found in flat or nearly level slight depressions. Vegetation includes grasses and sedges.
	Perrine marl very shallow phase	This soil is found in flat or nearly level slight depressions. Vegetation includes grasses and sedges.
	Rockdale fine sand, level phase – Limestone complex	Found in flat or nearly level slight depressions. Vegetation includes slash pine, saw palmetto, and subtropical shrubs and grasses.
	Rockland	Found in nearly level, slight depressions. Vegetation includes slash pine, shrubs, and grasses.
Other	Mines, pits, and dumps	Not ascertained for this nonarable soil category.

Source: USDA 1958:16–19, 21, 23–26, 28,29

Aerial photographs from 1938, 1951, 1968, 1971, 1973, 1978, and 1986 (FDOT, Surveying and Mapping Office 1996–2019; University of Florida, George A. Smathers Libraries 1999–2016) were reviewed to examine land use and identify environmental features regarded as having an increased probability for

archaeological resources such as hammock vegetation. Hammock vegetation is visible on the aerial photographs outside the APE to the east, where sites 8DA36, 8DA1053, and 8DA1073 have been previously recorded. No hammock vegetation extends into the current APE. The area containing the project limits was undeveloped in 1938, with agricultural fields and roads visible within and surrounding the project area. The 1951 aerial photograph shows an increase in the number of agricultural plots and pasture land. The 1968 photographs illustrate the start of development within and surrounding the APE, as evidenced by more structures, larger buildings, wider roads, and more hardscape. Some of the platting associated with Wood Farms (8DA11815) is visible in 1951, but the portion of the farmstead within the APE becomes increasingly developed over time. By 1968 large segments of the site within the APE have been modified during the construction of SR 826/Palmetto Expressway, SR 836/Dolphin Expressway, and the associated interchange. Surrounding development further disturbs the site within and surrounding the APE as illustrated by additional hardscape, roadway, and buildings visible in the 1971, 1973, and 1978 aerials. The 1986 aerial photograph shows the majority of the site boundaries exhibiting modern levels of dense development.

The APE for archaeological resources is located primarily within existing road ROW that has been disturbed by the construction of multiple roadways, as well as the development of the surrounding area. The APE is made up largely of existing paved roadway, hardscape, extant structures, large parking lots, buried utilities, overhead utilities, at grade and elevated Interstate facilities, and planted vegetation. Based on the review of past environmental variables, and the modified nature of the project corridor and former location of Wood Farms (8DA11815), the APE exhibits a low probability for containing intact archaeological resources.

6.2 FIELD METHODS

6.2.1 ARCHAEOLOGICAL FIELD METHODS

The portions of the archaeological APE determined not to have been subjected to adequate previous archaeological survey work will be subjected to archaeological field survey during the upcoming CRAS. The archaeological field survey will include a surface inspection that will consist of a visual inspection of exposed ground to look for evidence of archaeological sites. Conventional subsurface testing will be used throughout the investigation. Shovel tests will be circular and roughly 20 inches (50 centimeters) in diameter. They will be excavated to a minimum depth of 39 inches (1 meter), unless excavation is inhibited by limestone or, if soil is present, by concreted clay, hardpan, or slumping due to the influx of water. All excavated soil will be dry screened through ¼ inch hardware cloth suspended from portable wooden frames. At least 10 percent of the previously un-surveyed low probability areas will be tested at 100-meter intervals in keeping with FDHR requirements.

Standard archaeological methods for recording field data will be followed throughout the project. The identification number, location, stratigraphic profile, and soil descriptions will be recorded for every shovel test excavated. Field notes will also include artifact counts, provenience information, and description of any cultural feature encountered during testing. The location of all tests will be plotted on field aerial maps of the archaeological APE and recorded with a Trimble Geo 7X handheld.

If human remains or unmarked graves are found during the field work or construction activities, Chapter 872.05, *F.S.* applies and the treatment of human remains will conform to Chapter 3 of the FDOT *CRM Handbook*, Section 7-1.6 of the *FDOT's Standard Specifications for Road and Bridge Construction*, and Stipulation XI of the Section 106 Programmatic Agreement, which require that all work cease immediately in the area of the human remains. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner will be notified if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist will be notified if the remains are 75 years of age or more.

6.2.2 HISTORIC RESOURCES FIELD METHODS

An historic resource assessment survey will also be conducted within the historic resources APE. The historic resource survey will use standard field methods to identify and record historic structures. All buildings within the historic APE will receive a preliminary visual reconnaissance. Any resource with features indicative of 1971 or earlier construction materials, building methods, or architectural styles will be noted on aerial photographs and a USGS quadrangle map.

For each historic resource identified in the preliminary assessment, FMSF forms will be completed with field data, including notes from site observations and informant interviews. The estimated date of construction, distinctive features, and architectural style will be noted. All buildings, structures, and objects will also be photographed using a high-resolution digital camera. A log will be kept to record the resource's physical location and compass direction of each photograph.

Each historic resource's individual significance will then be evaluated for its potential eligibility for listing in the National Register. Historic physical integrity will be determined from site observations, field data, and photographic documentation. Informant interviews with individuals knowledgeable about local history will be conducted to assist in the research for known significant historical associations. Individual structures that are deemed potentially eligible will be documented and researched according to National Register specifications.

Concentrations of historic resources within the historic resources APE will be reviewed in order to assess the potential for historic districts. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics will be noted and photographed for accurate assessment of NRHP Historic District eligibility.

6.3 LABORATORY METHODS

If any archaeological material is recovered, laboratory processing will consist of the cleaning, cataloguing, packaging, and temporary storage of the artifacts

recovered. Artifacts will be carefully washed clean of sand and dirt and allowed to air-dry. All materials will be processed by their provenience. Lab procedures and analyses necessary in meeting project objectives will be employed, and they will be conducted and completed in the most cost efficient and effective manner possible. Initial sorting of the artifacts will be done during the re-bagging of materials after they have been allowed to dry.

Artifact analysis will involve the morphological and functional classification of artifacts and, if possible, establish their temporal/cultural affiliations. Any behavioral observations that can be drawn from recovered material will be discussed in the report. Once artifact analysis is completed, Janus Research will provide temporary curation services of the artifact assemblage until being transferred to FDOT facilities.

6.4 DOCUMENTATION

FMSF forms will be completed for every cultural resource identified during the survey. A draft report presenting the methods, findings, evaluations, and recommendations of the CRAS will be prepared and submitted to FDOT District 6, for review and comment. This report will conform to the standards set forth in the *FDHR Cultural Resource Management Standards and Operational Manual*. Once any necessary changes are made, the final report will be produced and submitted to FDOT as well as to the SHPO.

7.0 REFERENCES

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**Appendix B – Representative
Photographs of Current Conditions
Throughout the Archaeological APE**



Figure B.1 – Proposed ROW West of SW 77th Avenue adjacent to Kings Creek South Condominiums with Existing Landscaping, Sidewalks, and Parking Lot, Facing South.

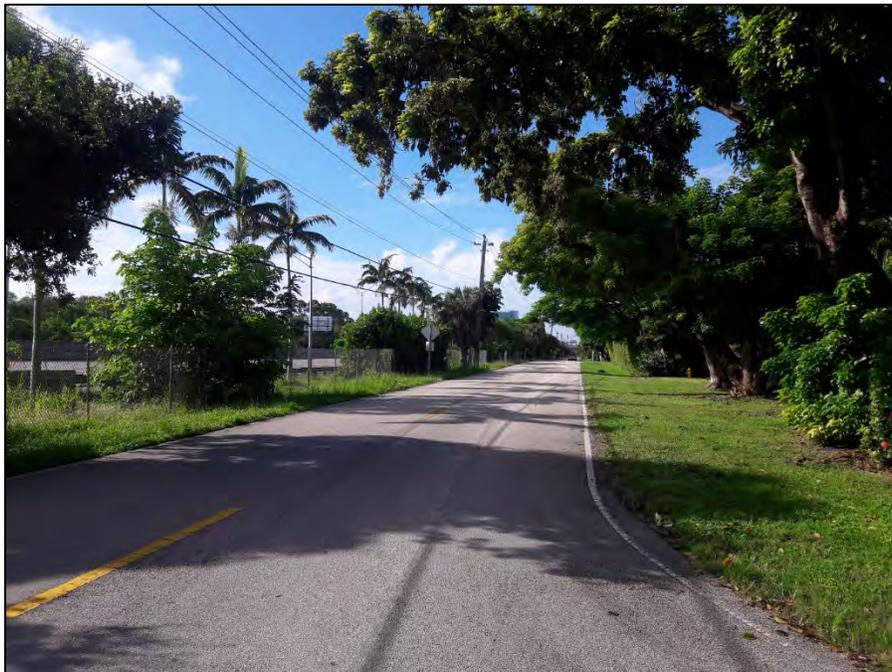


Figure B.2 – Proposed ROW East of SW 77th Avenue and South of SW 74th Court with Existing Landscaping and Fence, Facing South.



Figure B.3 – Proposed ROW North of SW 72nd Street/Sunset Drive and West of SR 826/Palmetto Expressway, with Existing Sidewalk and Sewer and Signalization Utilities, Facing East.



Figure B.4 – Proposed ROW North of SW 72nd Street/Sunset Drive and East of SR 826/Palmetto Expressway, with Existing Sidewalk, Bus Bench, Mast Arm, and Water, Storm Sewer, Intelligent Transportation Systems (ITS), Electric, and Fiber Optic Cable Utilities, Facing West.



Figure B.5 – Sidewalk and Fence Restricting Access to Proposed ROW South of SW 72nd Street/Sunset Drive and East of SW 74th Avenue, Facing East. The House that Previously Occupied this Lot has been Demolished.



Figure B.6 – Fiber Optic Cable and Fence along Proposed ROW North of SW 70th Street and East of SW 77th Avenue Across from Location of Shovel Testing, Facing North.



Figure B.7 – Existing Landscaping within Proposed ROW East of SW 77th Avenue Across from Mount Nebo Memorial Gardens, Facing South.



Figure B.8 – Existing Landscaping for Commercial Buildings within Proposed ROW East of SR 826/Palmetto Expressway Exit Ramp to Bird Road, Facing North.



Figure B.9 – Proposed ROW North of Bird Road and East of Entrance Ramp to SR 826/Palmetto Expressway NB with Existing Fiber Optic Cable, Sidewalks, Driveways, Landscaping, and Commercial Buildings, Facing North.



Figure B.10 – Existing Sidewalk, Driveway, and Buildings within Proposed ROW West of SR 826/Palmetto Expressway and North of SW 34th Terrace, Facing North.



Figure B.11 – Existing Sidewalk, Overhead Utilities and Fenced Yards containing Buildings within Proposed ROW between SR 826/Palmetto Expressway and SW 77th Court, North of SW 28th Street, Facing North.



Figure B.12 – Proposed ROW on Both Sides of SW 77th Court, North of SW 21st Street with Existing Landscaping, Sidewalk, and Fenced Residential Yards, Facing North.



Figure B.13 – Proposed ROW between SR 826/Palmetto Expressway and NW 77th Avenue with Existing Electric Utilities, South of West Flagler Street, Facing South.



Figure B.14 – Existing Sidewalk, Water Utilities, and Driveways within Proposed ROW on the Southeast Corner of West Flagler Street SW 78th Avenue, Facing North.

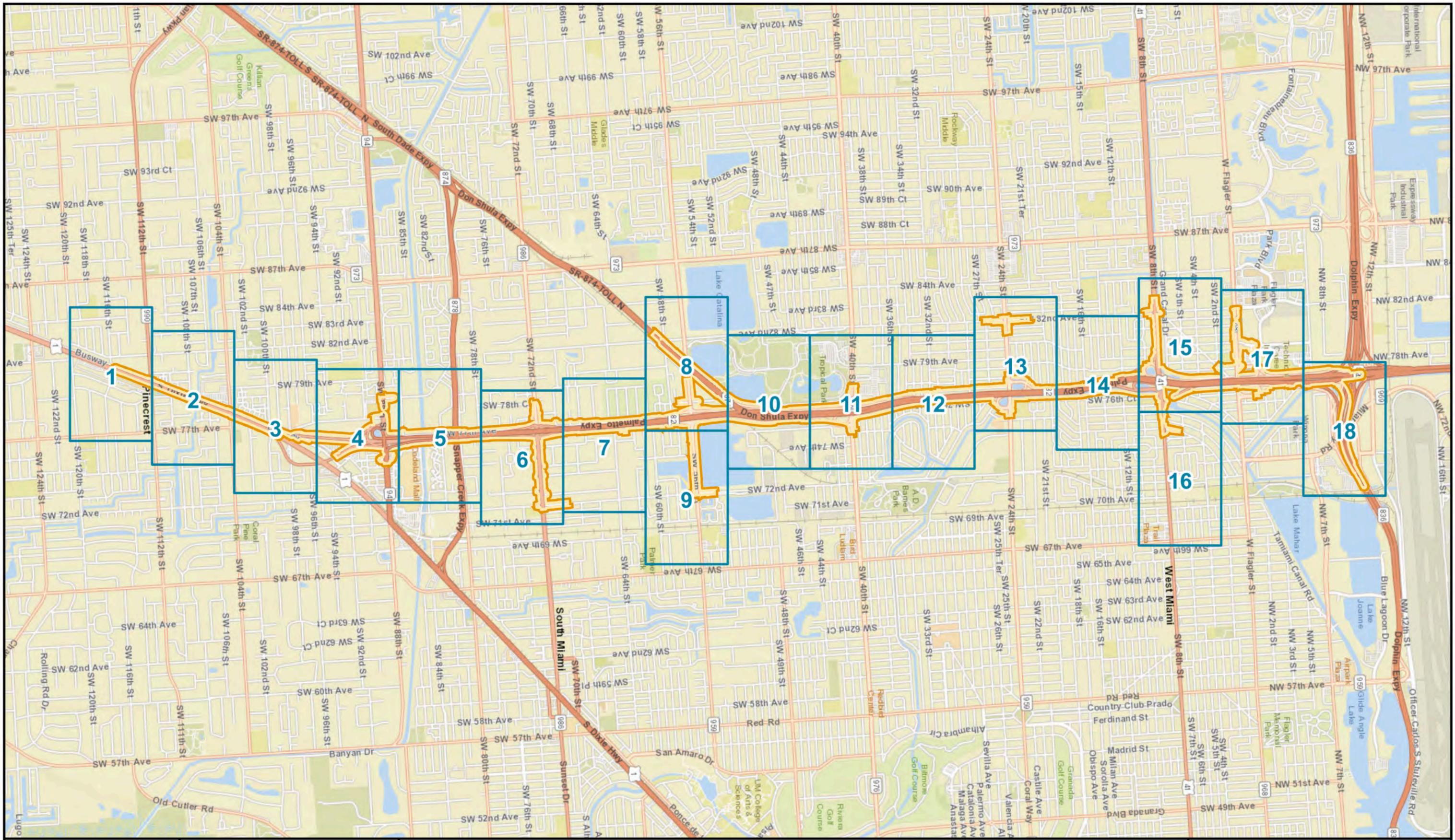


Figure B.15 – Existing Landscaping and Electric Utilities within Proposed ROW Adjacent to the SR 826/Palmetto Expressway Exit Ramp to West Flagler Street and the Mall of the Americas Parking Lot, Facing South.



Figure B.16 – Existing Landscaping, Drainage, and Berm within Proposed ROW Adjacent to SR 826/Palmetto Expressway and the Mall of the Americas Parking Lot, South of NW 7th Street, Facing North.

Appendix C – Identified Historic Resources Maps

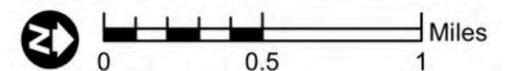


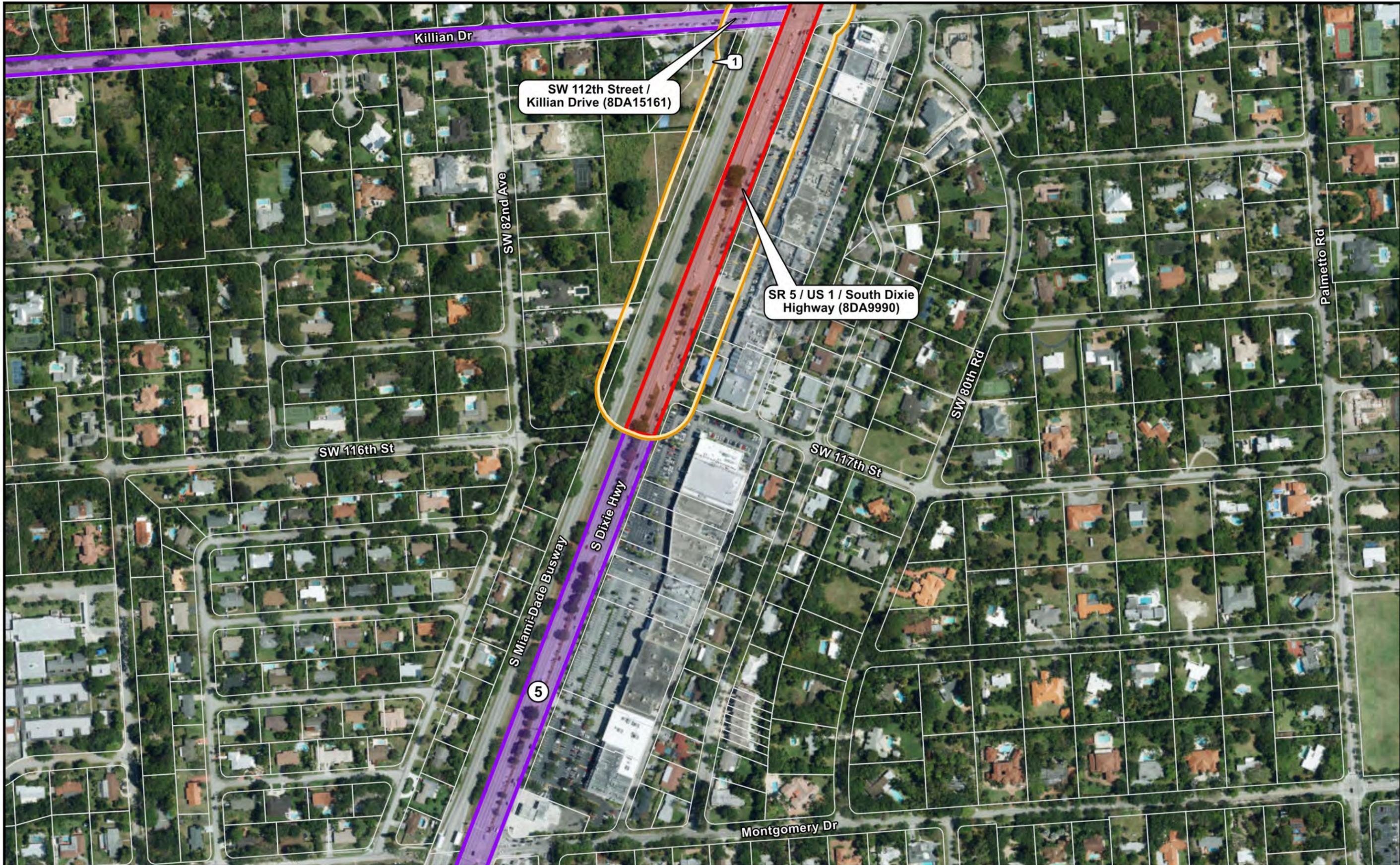
Identified Historic Resources within the Historic Resources APE (Overview Map)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

- Mapping Frames
- Historic Resources APE

Miami-Dade County





Identified Historic Resources within the Historic Resources APE (Map 1 of 18)

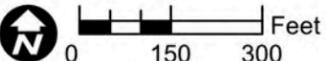
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

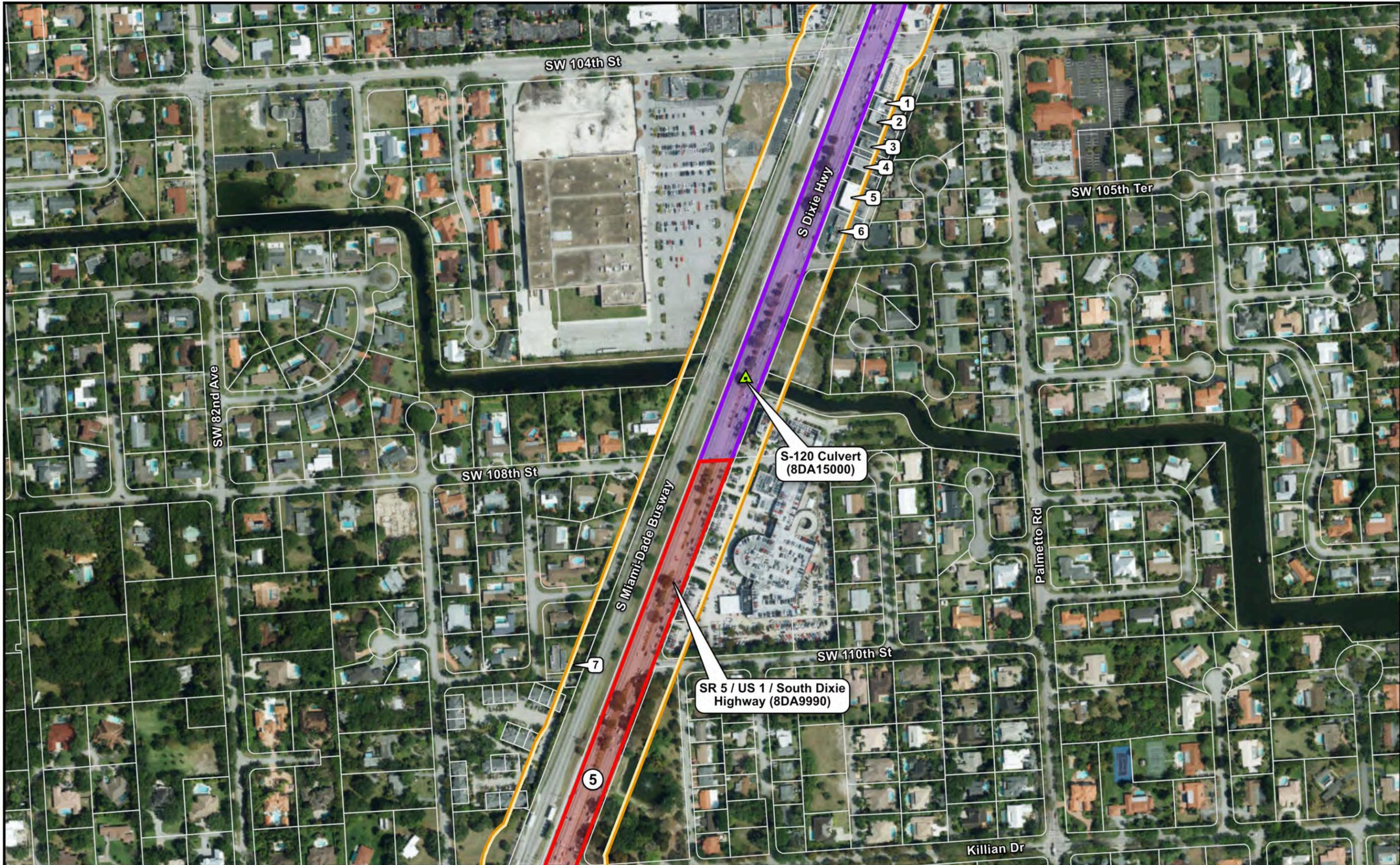
-  Historic Resources APE
-  Historic Bridge
-  Historic Cemetery

-  Historic Linear Resource
-  Segment of Historic Linear Resource Not Previously Recorded Within APE

-  Historic Resource Group
-  Newly Recorded Historic Resource
-  Previously Recorded Historic Resource

Miami-Dade County





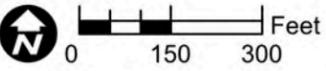
- 1. 8DA17270
- 2. 8DA17269
- 3. 8DA17268
- 4. 8DA17267
- 5. 8DA17266
- 6. 8DA17265
- 7. 8DA17264

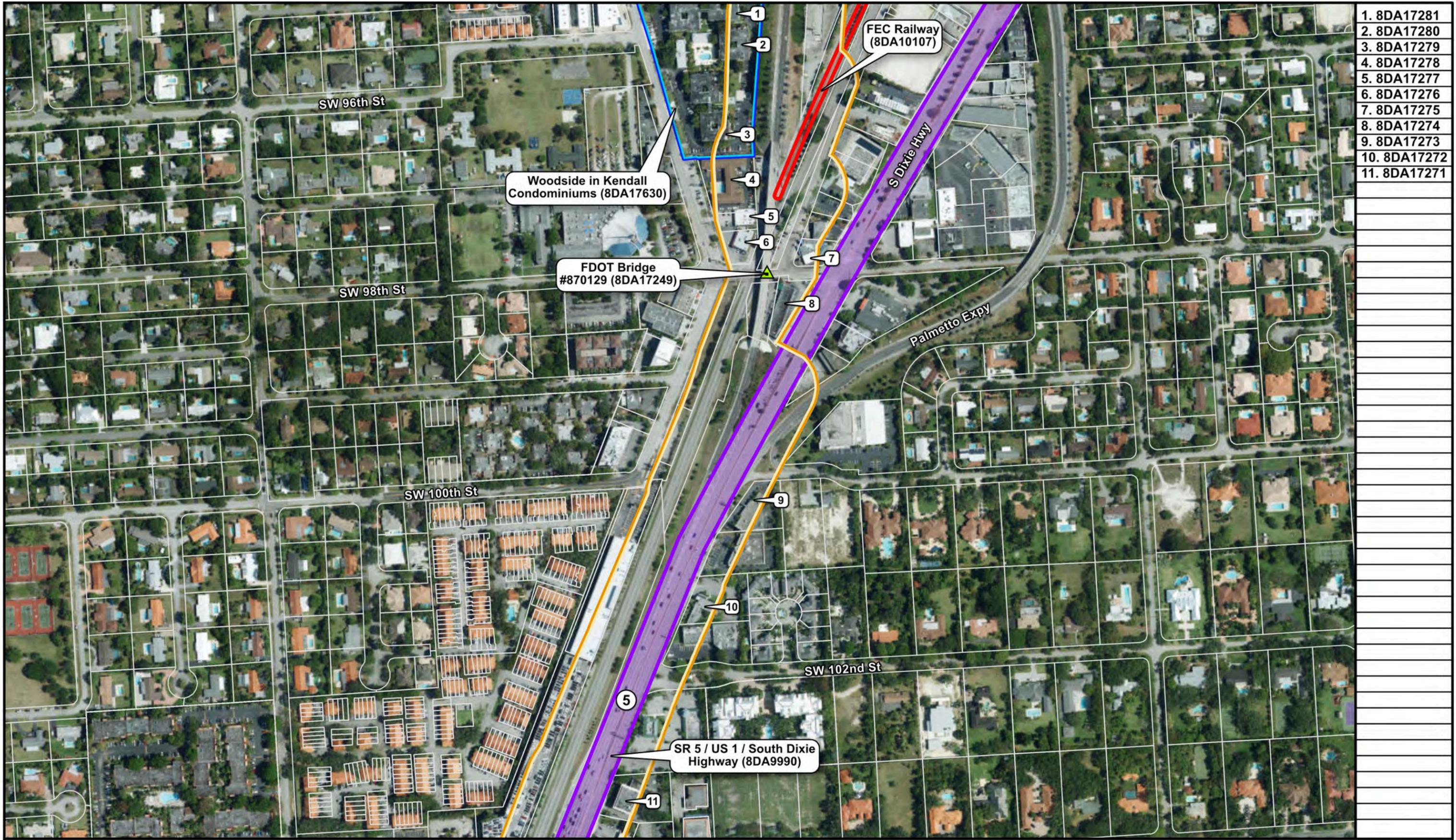
Identified Historic Resources within the Historic Resources APE (Map 2 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

 Historic Resources APE	 Historic Linear Resource	 Historic Resource Group
 Historic Bridge	 Segment of Historic Linear Resource Not Previously Recorded Within APE	 Newly Recorded Historic Resource
 Historic Cemetery		 Previously Recorded Historic Resource

Miami-Dade County





- 1. 8DA17281
- 2. 8DA17280
- 3. 8DA17279
- 4. 8DA17278
- 5. 8DA17277
- 6. 8DA17276
- 7. 8DA17275
- 8. 8DA17274
- 9. 8DA17273
- 10. 8DA17272
- 11. 8DA17271

Identified Historic Resources within the Historic Resources APE (Map 3 of 18)

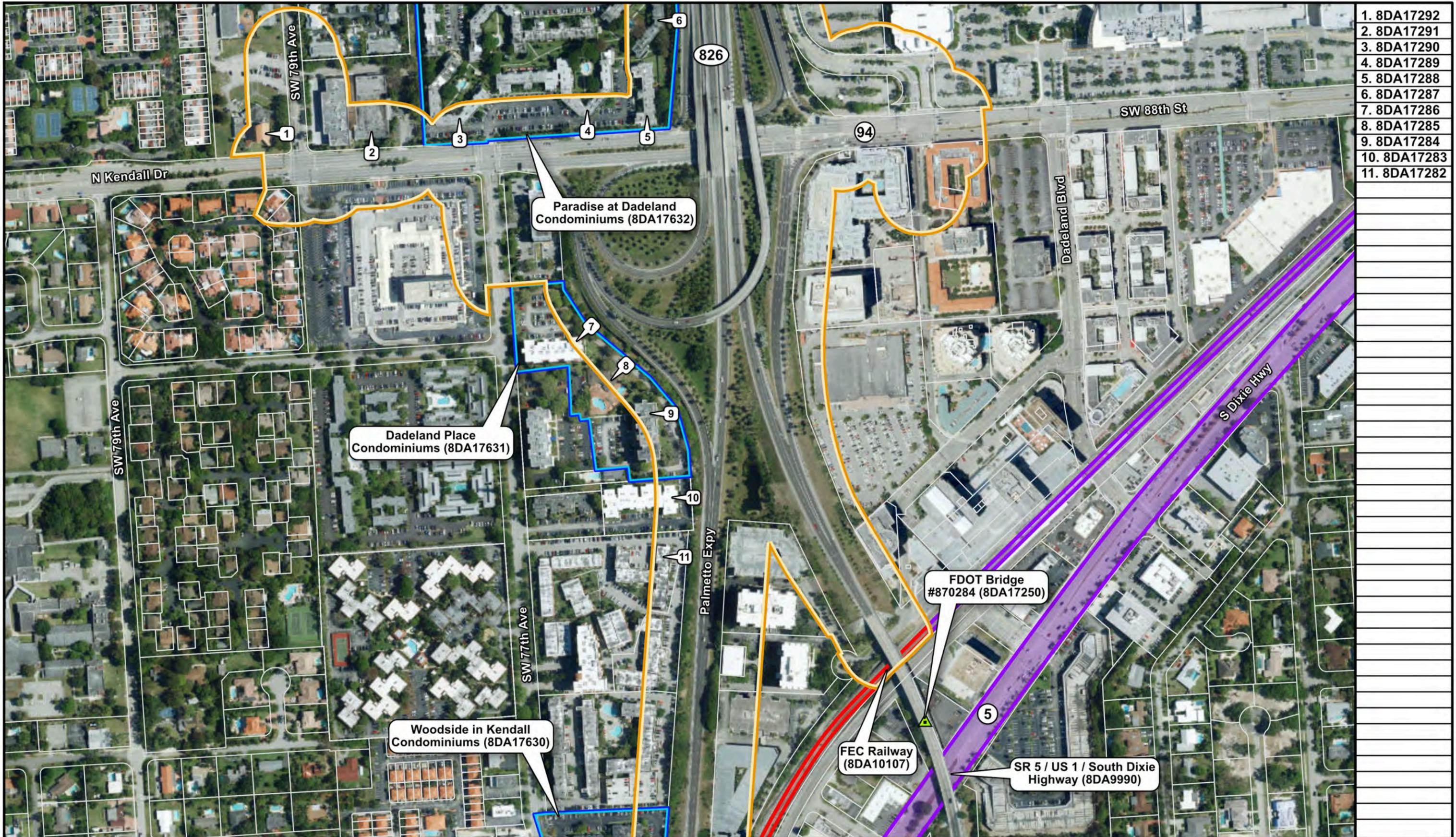
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

- Historic Resources APE
- Historic Bridge
- Historic Cemetery

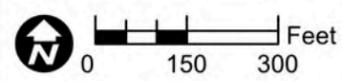
- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

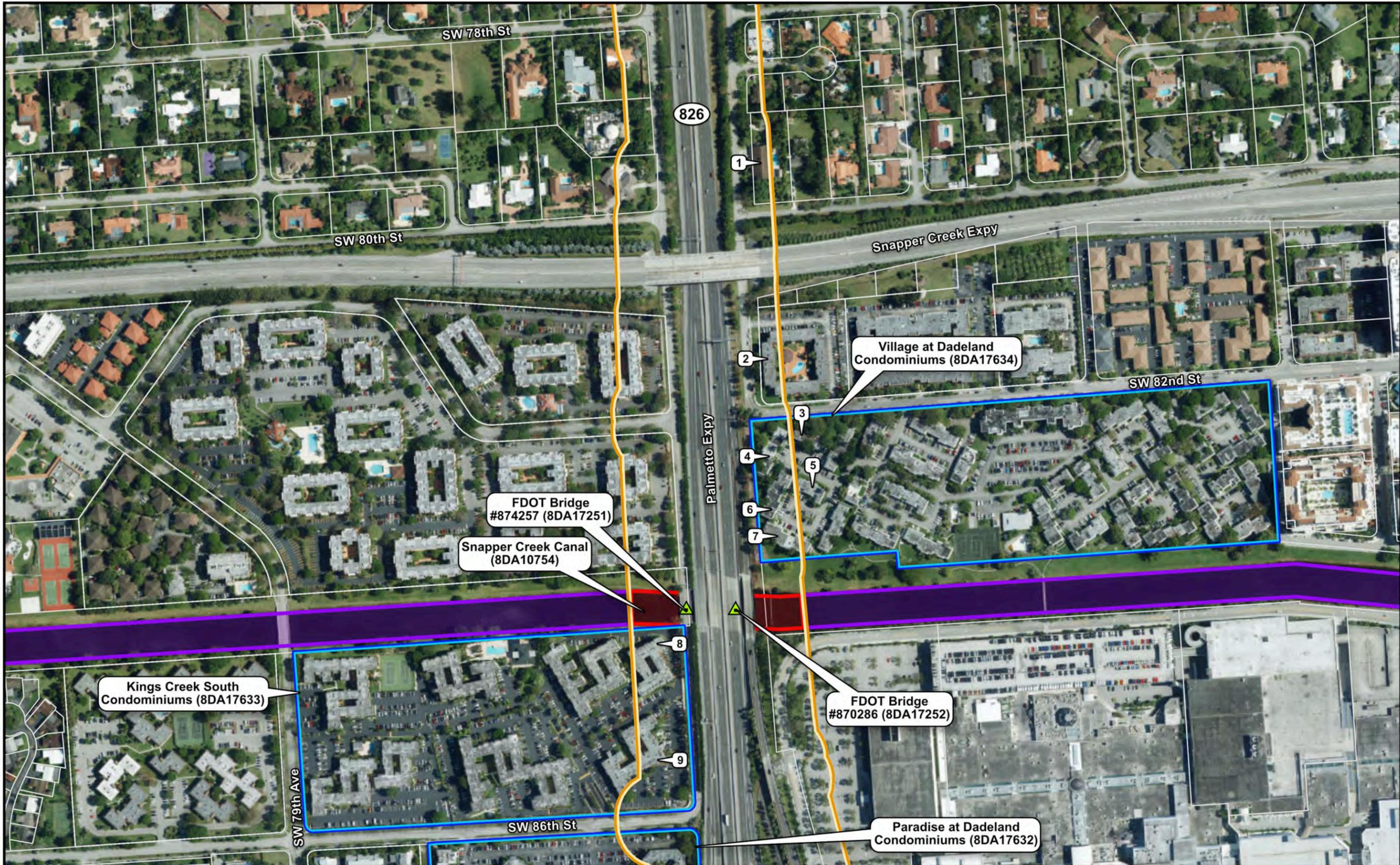
- Historic Resource Group
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County



- 1. 8DA17292
- 2. 8DA17291
- 3. 8DA17290
- 4. 8DA17289
- 5. 8DA17288
- 6. 8DA17287
- 7. 8DA17286
- 8. 8DA17285
- 9. 8DA17284
- 10. 8DA17283
- 11. 8DA17282

Identified Historic Resources within the Historic Resources APE (Map 4 of 18)	SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)	<ul style="list-style-type: none"> Historic Resources APE ▲ Historic Bridge Historic Cemetery 	<ul style="list-style-type: none"> Historic Linear Resource Segment of Historic Linear Resource Not Previously Recorded Within APE 	<ul style="list-style-type: none"> Historic Resource Group Newly Recorded Historic Resource Previously Recorded Historic Resource 	Miami-Dade County 
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- 1. 8DA17301
- 2. 8DA17300
- 3. 8DA17299
- 4. 8DA17298
- 5. 8DA17297
- 6. 8DA17296
- 7. 8DA17295
- 8. 8DA17294
- 9. 8DA17293

Identified Historic Resources within the Historic Resources APE (Map 5 of 18)	SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)	<ul style="list-style-type: none"> Historic Resources APE ▲ Historic Bridge Historic Cemetery 	<ul style="list-style-type: none"> Historic Linear Resource Segment of Historic Linear Resource Not Previously Recorded Within APE 	<ul style="list-style-type: none"> Historic Resource Group Newly Recorded Historic Resource Previously Recorded Historic Resource 	Miami-Dade County
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- 1. 8DA17326
- 2. 8DA17325
- 3. 8DA17324
- 4. 8DA17323
- 5. 8DA17322
- 6. 8DA17321
- 7. 8DA17320
- 8. 8DA17319
- 9. 8DA17318
- 10. 8DA17307
- 11. 8DA17308
- 12. 8DA17309
- 13. 8DA17310
- 14. 8DA17311
- 15. 8DA17312
- 16. 8DA17314
- 17. 8DA17315
- 18. 8DA17313
- 19. 8DA17306
- 20. 8DA17305
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- 23. 8DA17302
- 24. 8DA2892

Identified Historic Resources within the Historic Resources APE (Map 6 of 18)

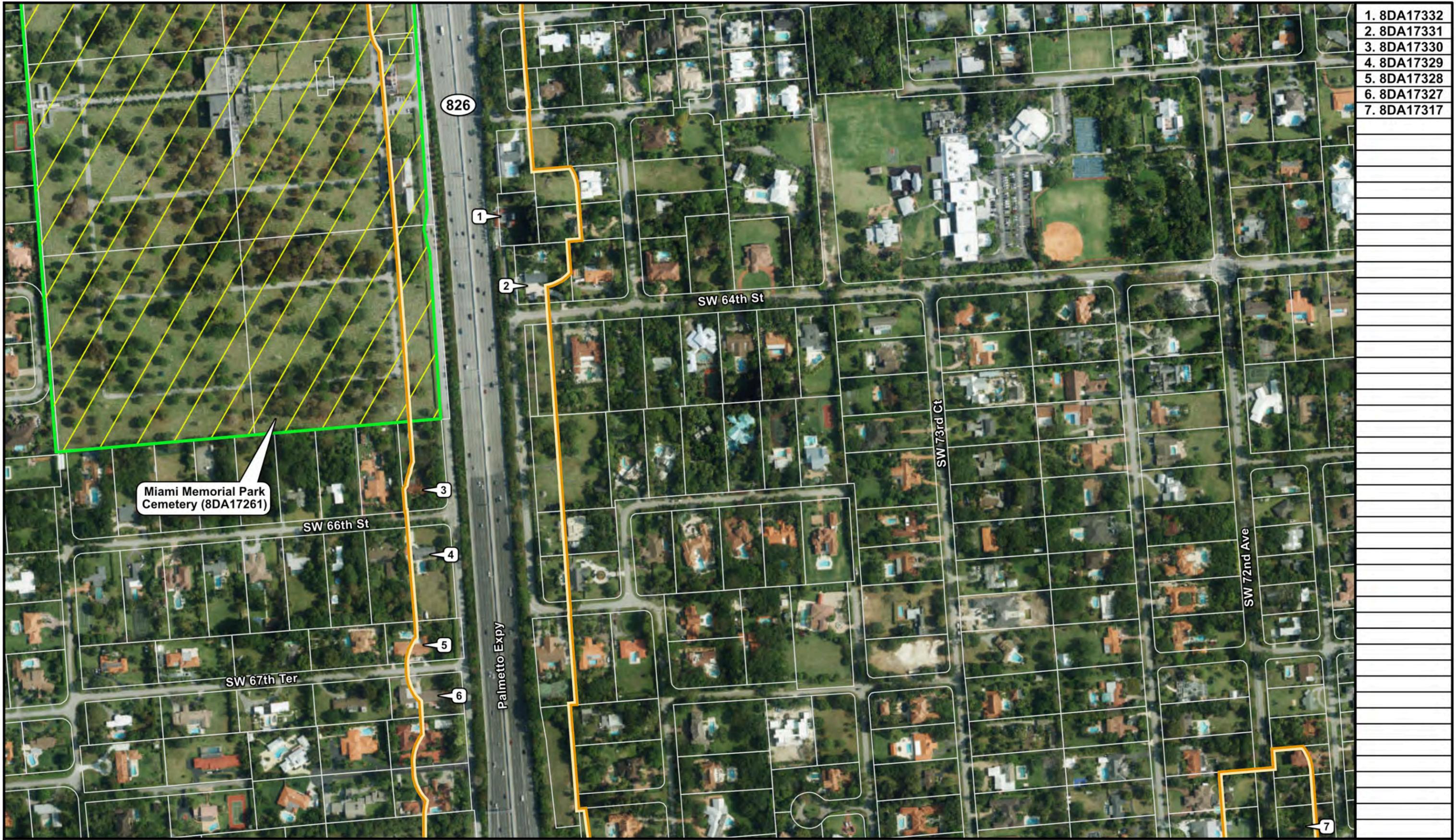
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

- Historic Resources APE
- Historic Bridge
- Historic Cemetery

- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

- Historic Resource Group
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County



- 1. 8DA17332
- 2. 8DA17331
- 3. 8DA17330
- 4. 8DA17329
- 5. 8DA17328
- 6. 8DA17327
- 7. 8DA17317

Miami Memorial Park Cemetery (8DA17261)

Identified Historic Resources within the Historic Resources APE (Map 7 of 18)

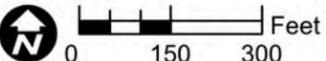
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

-  Historic Resources APE
-  Historic Bridge
-  Historic Cemetery

-  Historic Linear Resource
-  Segment of Historic Linear Resource Not Previously Recorded Within APE

-  Historic Resource Group
-  Newly Recorded Historic Resource
-  Previously Recorded Historic Resource

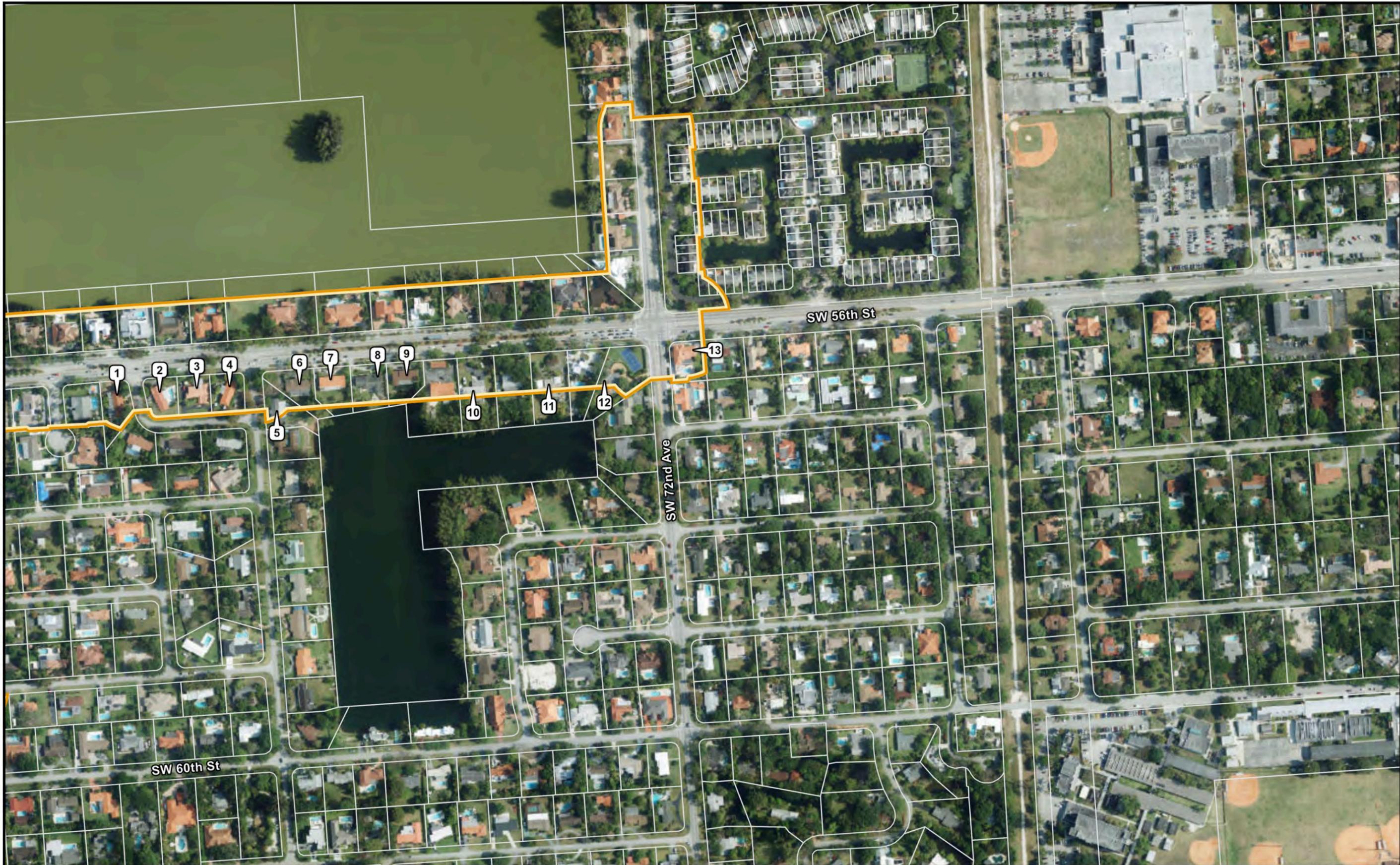
Miami-Dade County





1. 8DA17355
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8. 8DA17348
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11. 8DA17345
12. 8DA17344
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15. 8DA17341
16. 8DA17340
17. 8DA17339
18. 8DA17338
19. 8DA17337
20. 8DA17336
21. 8DA17335
22. 8DA17334
23. 8DA17333
24. 8DA11905
25. 8DA11908

Identified Historic Resources within the Historic Resources APE (Map 8 of 18) SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)	Historic Resources APE	Historic Linear Resource	Historic Resource Group
	Historic Bridge	Segment of Historic Linear Resource Not Previously Recorded Within APE	Newly Recorded Historic Resource
Historic Cemetery		Previously Recorded Historic Resource	Miami-Dade County Feet 0 150 300



- 1. 8DA17356
- 2. 8DA17357
- 3. 8DA17358
- 4. 8DA17359
- 5. 8DA17360
- 6. 8DA17361
- 7. 8DA17362
- 8. 8DA17363
- 9. 8DA17364
- 10. 8DA17365
- 11. 8DA17366
- 12. 8DA17367
- 13. 8DA17368

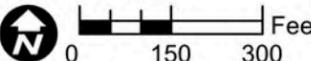
Identified Historic Resources within the Historic Resources APE (Map 9 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

 Historic Resources APE	 Historic Linear Resource	 Historic Resource Group
 Historic Bridge	 Segment of Historic Linear Resource Not Previously Recorded Within APE	 Newly Recorded Historic Resource
 Historic Cemetery		 Previously Recorded Historic Resource

Miami-Dade County

0 150 300 Feet





- 1. 8DA17376
- 2. 8DA17375
- 3. 8DA17374
- 4. 8DA17373
- 5. 8DA17372
- 6. 8DA17371
- 7. 8DA17370
- 8. 8DA17369

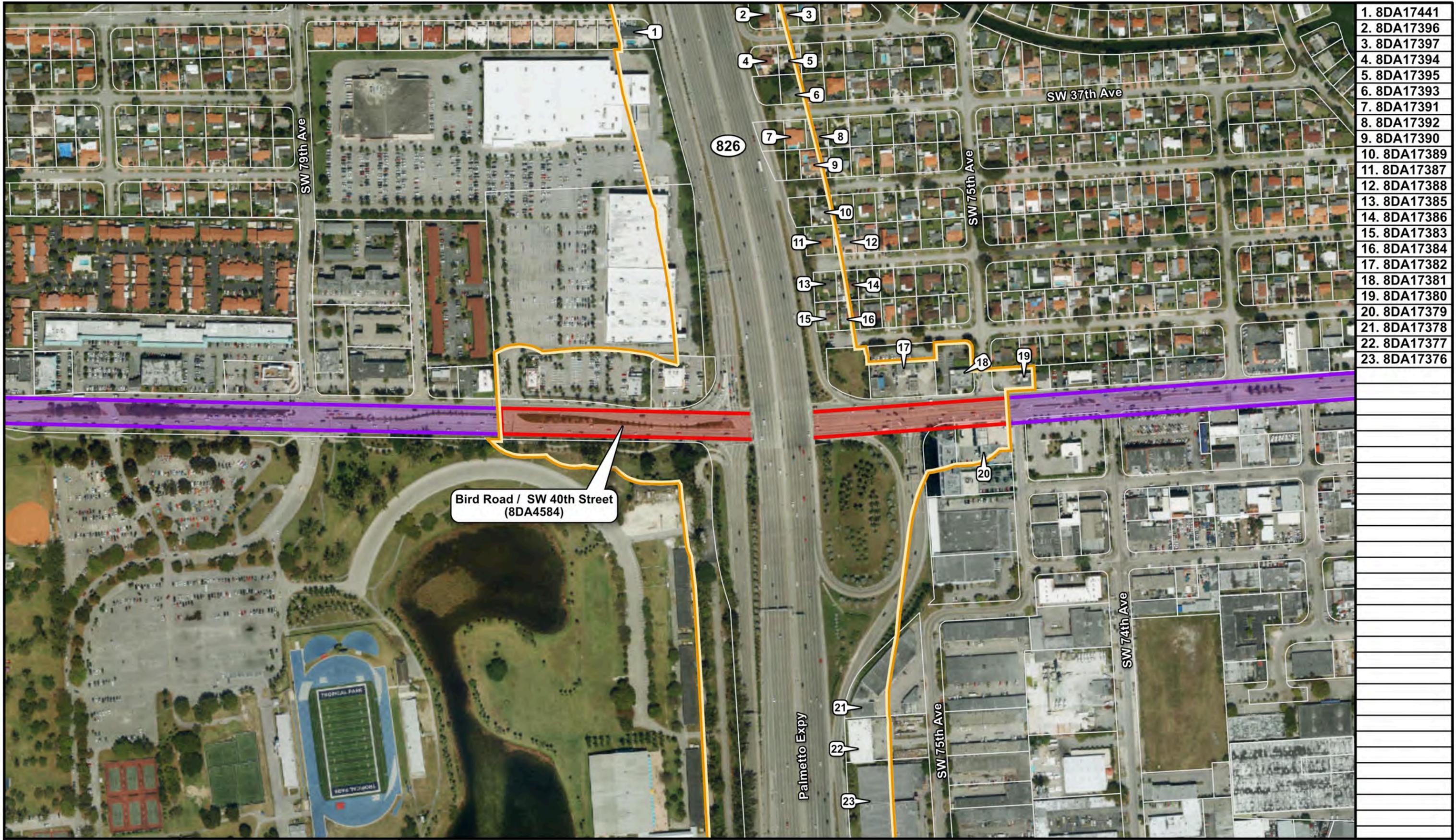
Identified Historic Resources within the Historic Resources APE (Map 10 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

Historic Resources APE	Historic Linear Resource	Historic Resource Group
Historic Bridge	Segment of Historic Linear Resource Not Previously Recorded Within APE	Newly Recorded Historic Resource
Historic Cemetery		Previously Recorded Historic Resource

Miami-Dade County

0 150 300 Feet



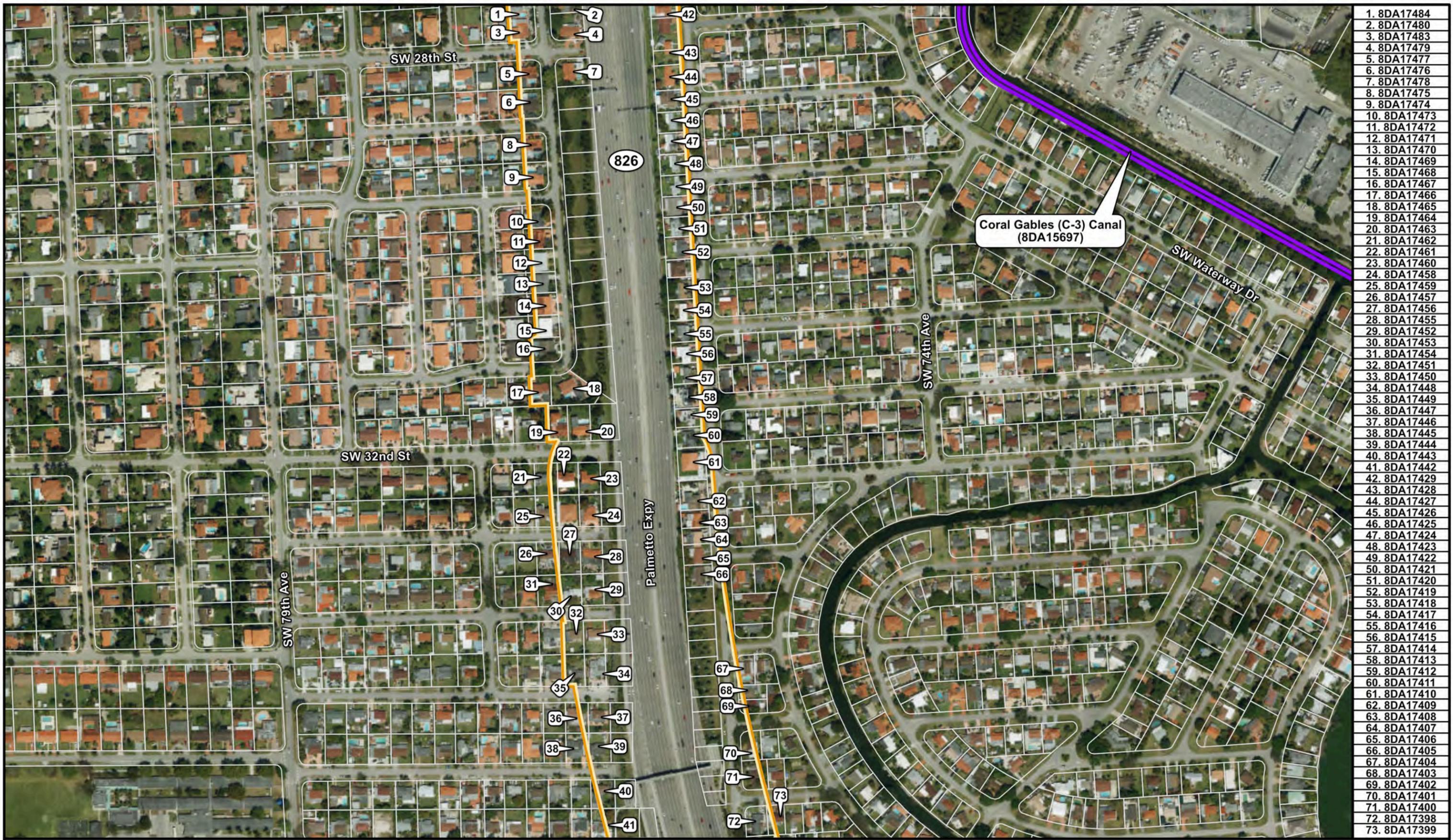
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18. 8DA17381
19. 8DA17380
20. 8DA17379
21. 8DA17378
22. 8DA17377
23. 8DA17376

Identified Historic Resources within the Historic Resources APE (Map 11 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

Historic Resources APE	Historic Linear Resource	Historic Resource Group
Historic Bridge	Segment of Historic Linear Resource Not Previously Recorded Within APE	Newly Recorded Historic Resource
Historic Cemetery		Previously Recorded Historic Resource

Miami-Dade County



- 1. 8DA17484
- 2. 8DA17480
- 3. 8DA17483
- 4. 8DA17479
- 5. 8DA17477
- 6. 8DA17476
- 7. 8DA17478
- 8. 8DA17475
- 9. 8DA17474
- 10. 8DA17473
- 11. 8DA17472
- 12. 8DA17471
- 13. 8DA17470
- 14. 8DA17469
- 15. 8DA17468
- 16. 8DA17467
- 17. 8DA17466
- 18. 8DA17465
- 19. 8DA17464
- 20. 8DA17463
- 21. 8DA17462
- 22. 8DA17461
- 23. 8DA17460
- 24. 8DA17458
- 25. 8DA17459
- 26. 8DA17457
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- 31. 8DA17454
- 32. 8DA17451
- 33. 8DA17450
- 34. 8DA17448
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- 37. 8DA17446
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- 59. 8DA17412
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- 61. 8DA17410
- 62. 8DA17409
- 63. 8DA17408
- 64. 8DA17407
- 65. 8DA17406
- 66. 8DA17405
- 67. 8DA17404
- 68. 8DA17403
- 69. 8DA17402
- 70. 8DA17401
- 71. 8DA17400
- 72. 8DA17398
- 73. 8DA17399

Identified Historic Resources within the Historic Resources APE (Map 12 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

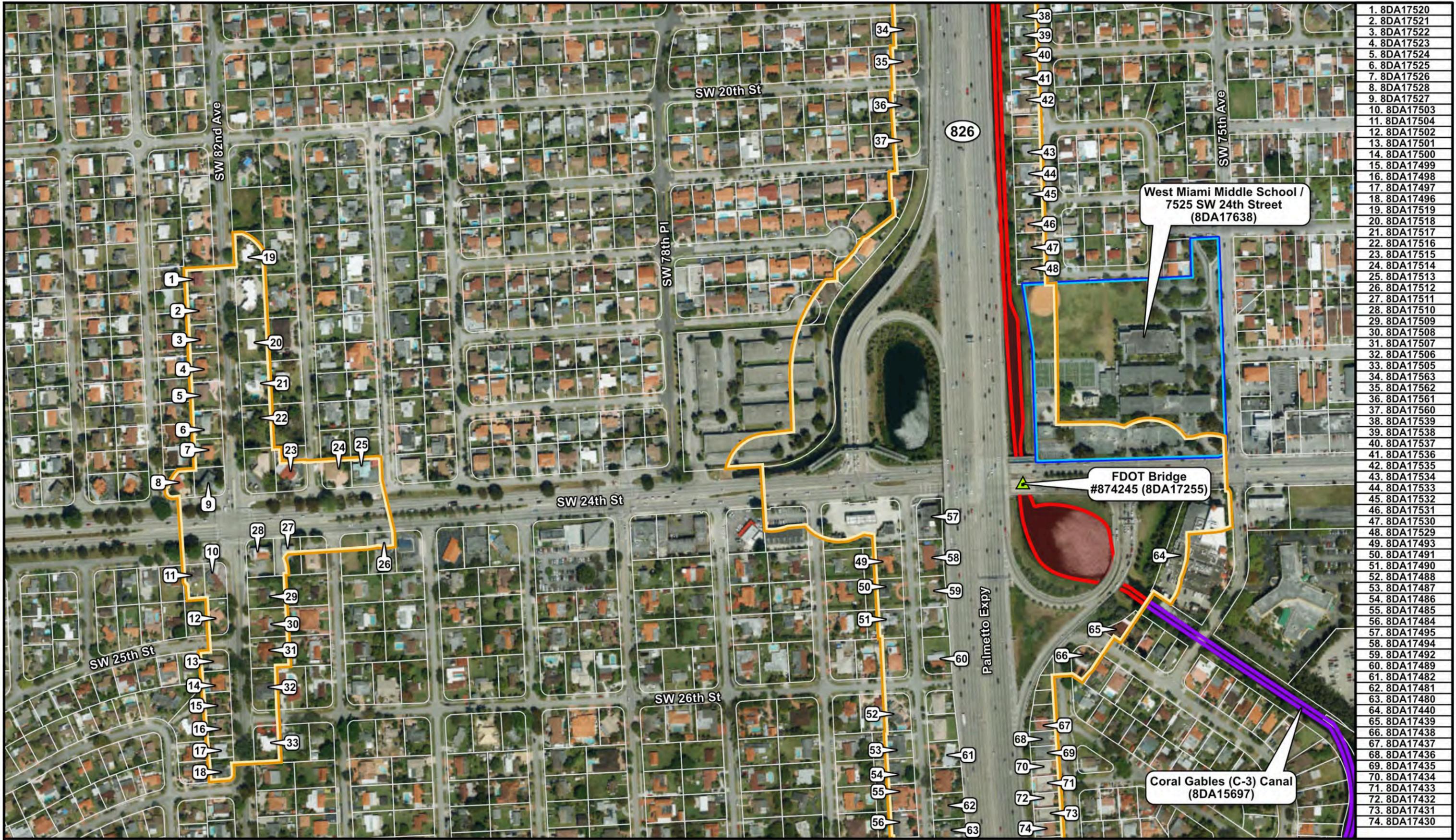
- Historic Resources APE
- ▲ Historic Bridge
- Historic Cemetery

- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

- Historic Resource Group
- Newly Recorded Historic Resource
- Previously Recorded Historic Resource

Miami-Dade County

0 150 300 Feet



1. 8DA17520
2. 8DA17521
3. 8DA17522
4. 8DA17523
5. 8DA17524
6. 8DA17525
7. 8DA17526
8. 8DA17528
9. 8DA17527
10. 8DA17503
11. 8DA17504
12. 8DA17502
13. 8DA17501
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15. 8DA17499
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17. 8DA17497
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25. 8DA17513
26. 8DA17512
27. 8DA17511
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70. 8DA17434
71. 8DA17433
72. 8DA17432
73. 8DA17431
74. 8DA17430

Identified Historic Resources within the Historic Resources APE (Map 13 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

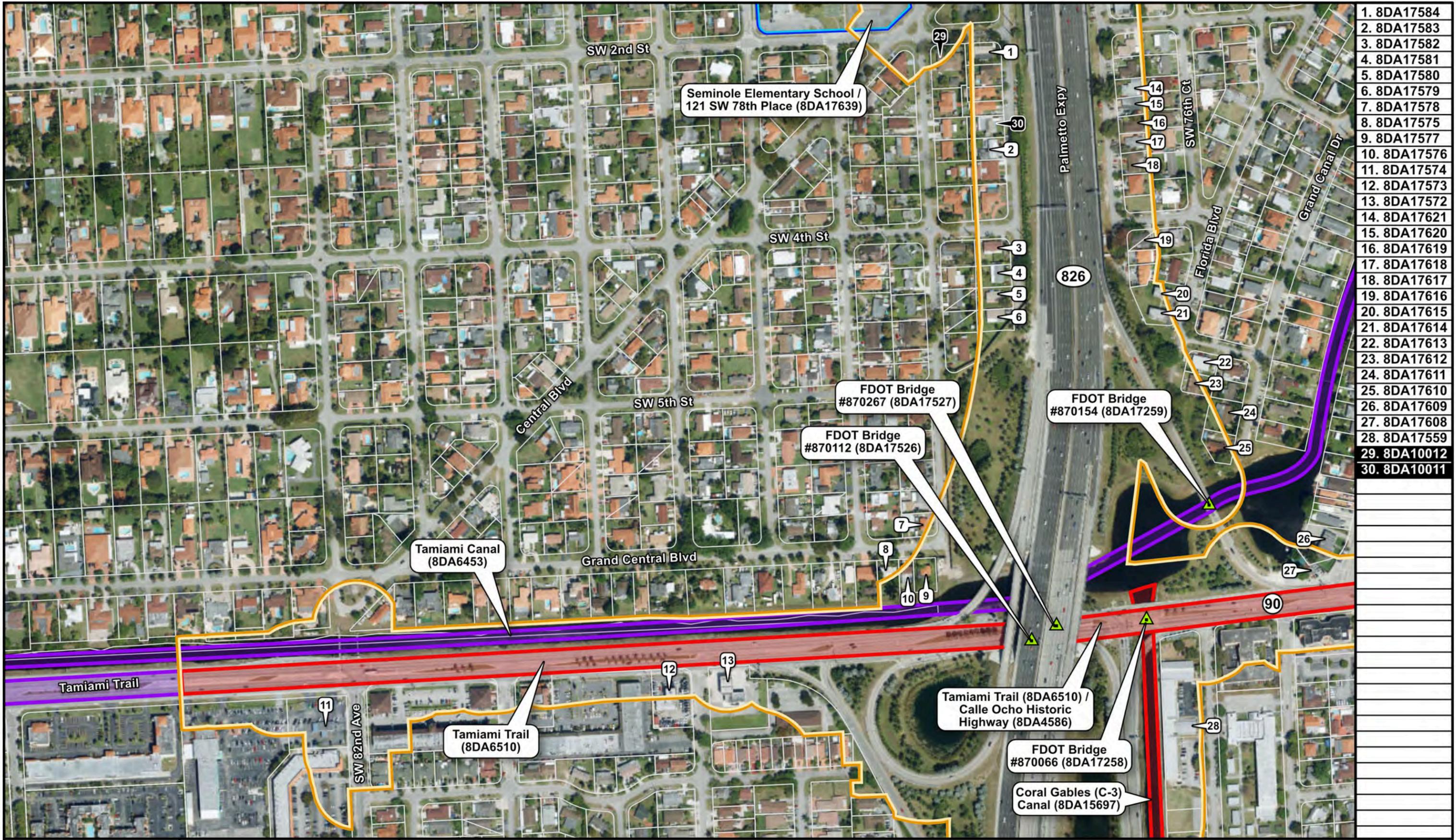
- Historic Resources APE
- ▲ Historic Bridge
- Historic Cemetery

- Historic Linear Resource
- Segment of Historic Linear Resource Not Previously Recorded Within APE

- Historic Resource Group
- 00 Newly Recorded Historic Resource
- 0 Previously Recorded Historic Resource

Miami-Dade County

0 150 300 Feet



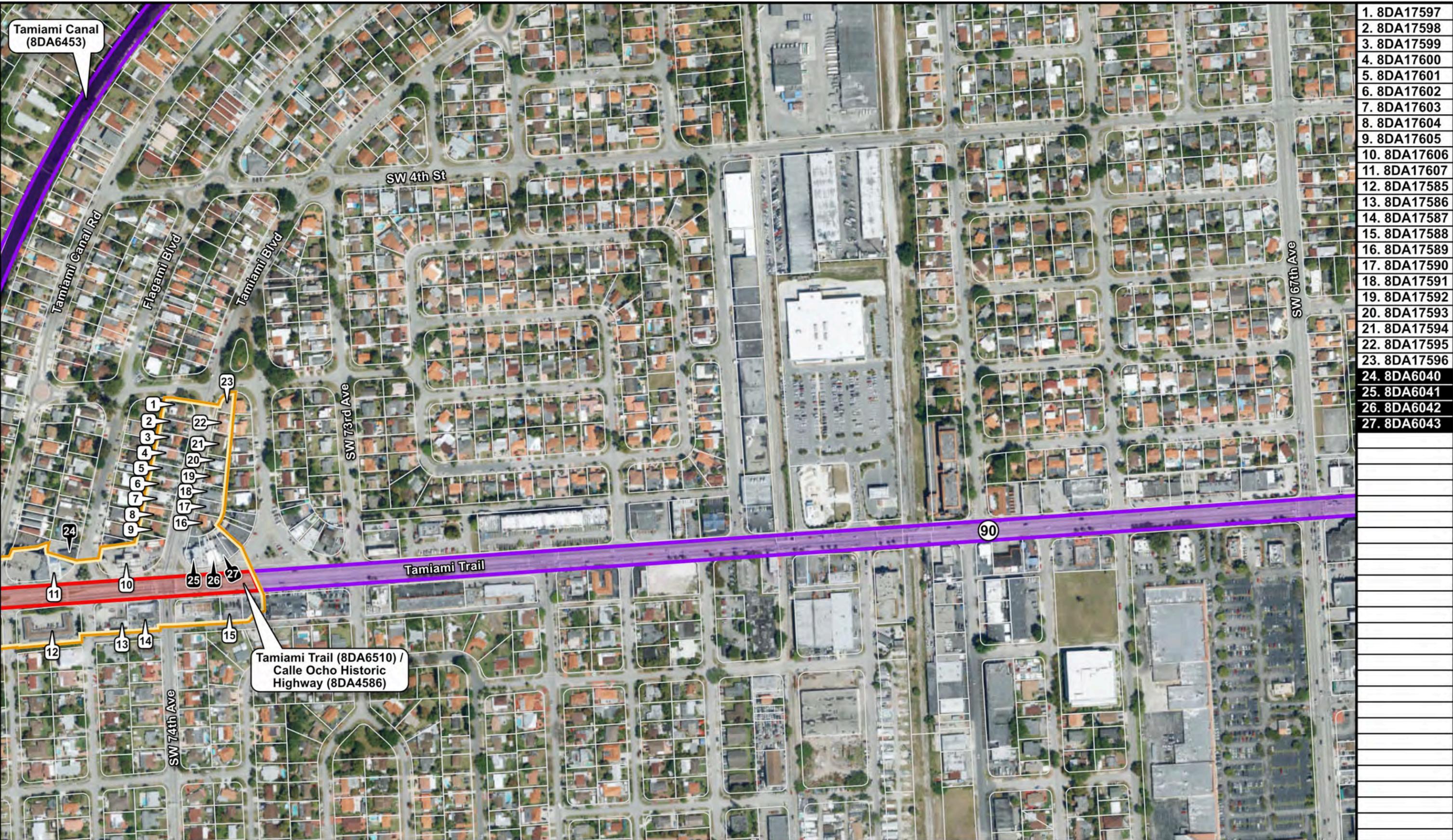
- 1. 8DA17584
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- 8. 8DA17575
- 9. 8DA17577
- 10. 8DA17576
- 11. 8DA17574
- 12. 8DA17573
- 13. 8DA17572
- 14. 8DA17621
- 15. 8DA17620
- 16. 8DA17619
- 17. 8DA17618
- 18. 8DA17617
- 19. 8DA17616
- 20. 8DA17615
- 21. 8DA17614
- 22. 8DA17613
- 23. 8DA17612
- 24. 8DA17611
- 25. 8DA17610
- 26. 8DA17609
- 27. 8DA17608
- 28. 8DA17559
- 29. 8DA10012
- 30. 8DA10011

Identified Historic Resources within the Historic Resources APE (Map 15 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Historic Resource Group
- Historic Bridge
- Segment of Historic Linear Resource Not Previously Recorded Within APE
- Newly Recorded Historic Resource
- Historic Cemetery
- Previously Recorded Historic Resource

Miami-Dade County



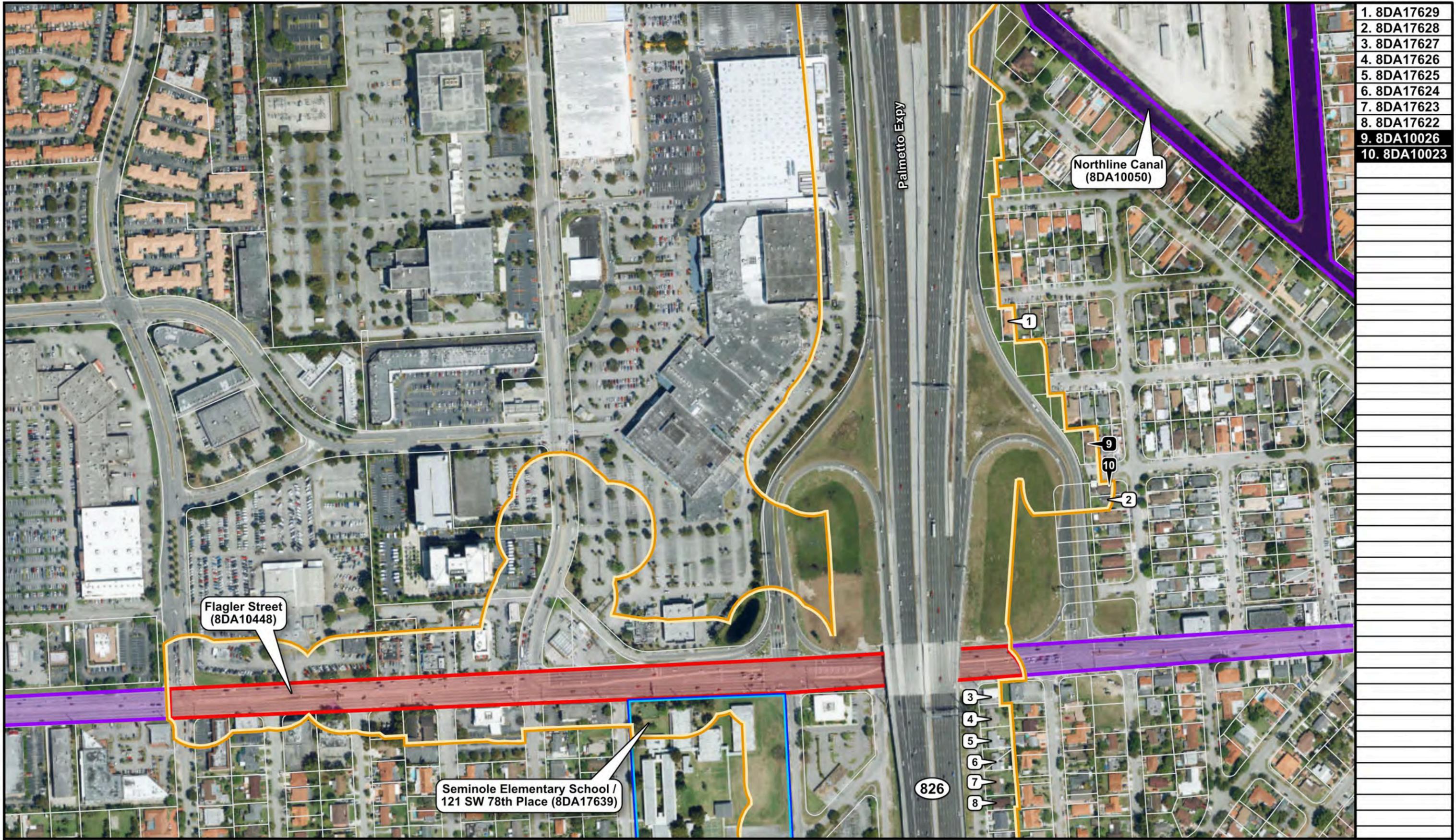
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- 4. 8DA17600
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- 6. 8DA17602
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- 8. 8DA17604
- 9. 8DA17605
- 10. 8DA17606
- 11. 8DA17607
- 12. 8DA17585
- 13. 8DA17586
- 14. 8DA17587
- 15. 8DA17588
- 16. 8DA17589
- 17. 8DA17590
- 18. 8DA17591
- 19. 8DA17592
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- 21. 8DA17594
- 22. 8DA17595
- 23. 8DA17596
- 24. 8DA6040
- 25. 8DA6041
- 26. 8DA6042
- 27. 8DA6043

Identified Historic Resources within the Historic Resources APE (Map 16 of 18)

SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

- Historic Resources APE
- Historic Linear Resource
- Historic Resource Group
- Historic Bridge
- Segment of Historic Linear Resource Not Previously Recorded Within APE
- Newly Recorded Historic Resource
- Historic Cemetery
- Previously Recorded Historic Resource

Miami-Dade County



- 1. 8DA17629
- 2. 8DA17628
- 3. 8DA17627
- 4. 8DA17626
- 5. 8DA17625
- 6. 8DA17624
- 7. 8DA17623
- 8. 8DA17622
- 9. 8DA10026
- 10. 8DA10023

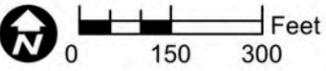
Identified Historic Resources within the Historic Resources APE (Map 17 of 18)

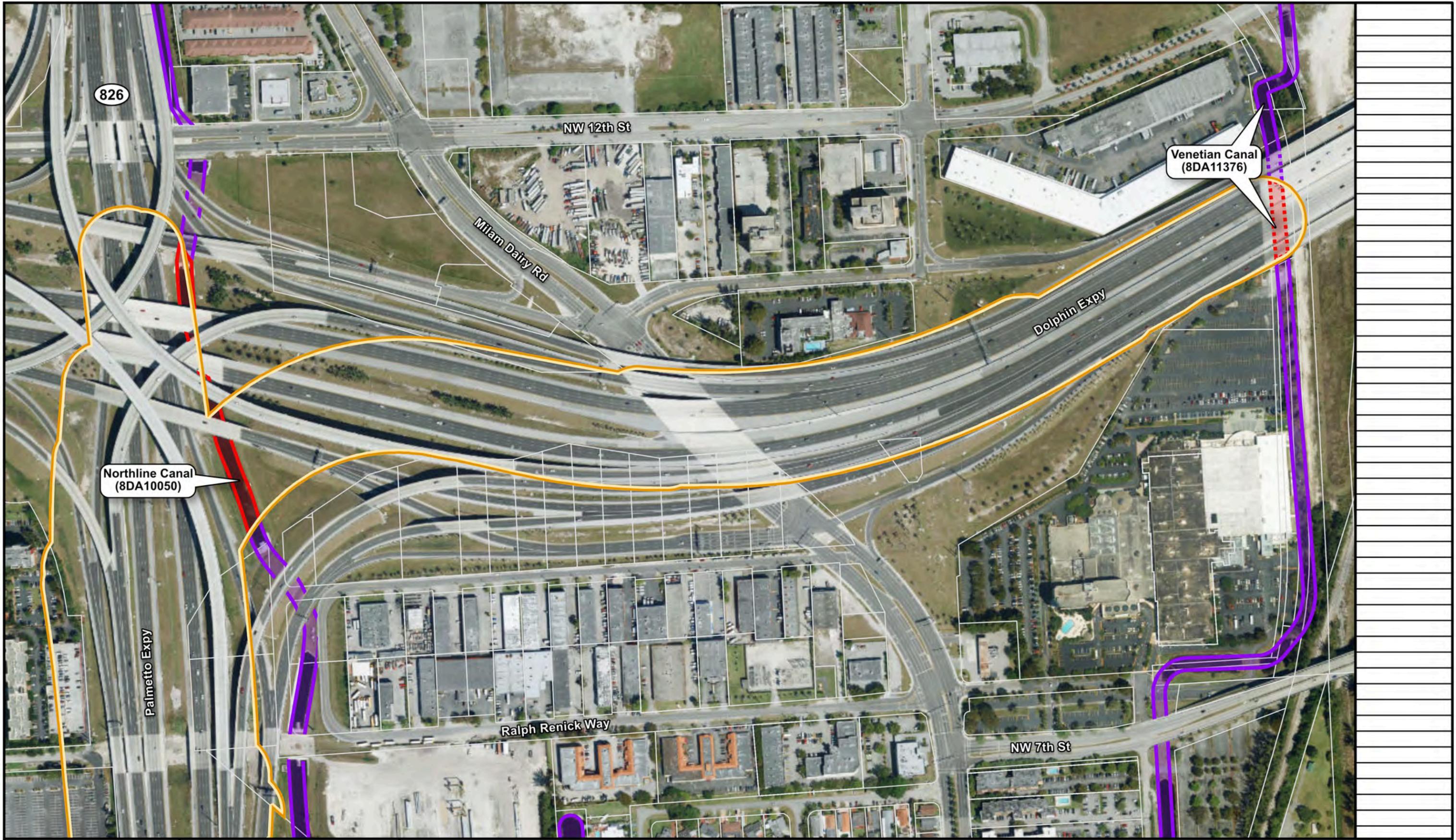
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

 Historic Resources APE	 Historic Linear Resource	 Historic Resource Group
 Historic Bridge	 Segment of Historic Linear Resource Not Previously Recorded Within APE	 Newly Recorded Historic Resource
 Historic Cemetery		 Previously Recorded Historic Resource

Miami-Dade County

0 150 300 Feet





826

NW 12th St

Milam Dairy Rd

Venetian Canal
(8DA11376)

Dolphin Expy

Northline Canal
(8DA10050)

Palmetto Expy

Ralph Renick Way

NW 7th St

Identified Historic Resources within the Historic Resources APE (Map 18 of 18)

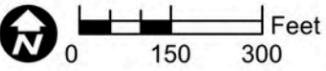
SR 826/Palmetto Expressway from US 1/S Dixie Highway to SR 836/Dolphin Expressway (FPID No. 432639-1)

-  Historic Resources APE
-  Historic Bridge
-  Historic Cemetery

-  Historic Linear Resource
-  Segment of Historic Linear Resource Not Previously Recorded Within APE

-  Historic Resource Group
-  Newly Recorded Historic Resource
-  Previously Recorded Historic Resource

Miami-Dade County



0 150 300 Feet

Appendix D – Selected Photographs of Historic Resources Throughout the Project Corridor



Figure D.1 – Roig Academy Building B/8000 SW 112th Street (8DA17263), c. 1958, considered National Register-ineligible, facing South

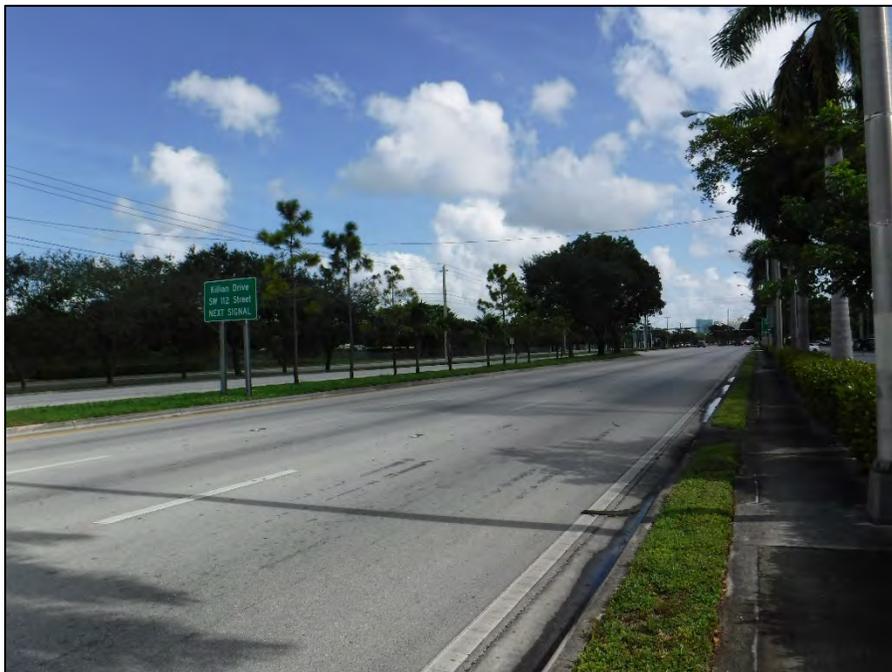


Figure D.2 – SR 5/US 1/South Dixie Highway (8DA9990), c. 1927, considered National Register-ineligible, facing Northeast



Figure D.3 – 10525 S Dixie Highway, c. 1953, considered National Register-
ineligible, facing Northeast



Figure D.4 – 10501-10503 S Dixie Highway, c. 1954, considered National Register-
ineligible, facing Southeast



Figure D.5 – 10313 S Dixie Highway (8DA17271), c. 1963, considered National Register-ineligible, facing Southeast



Figure D.6 – 9800 - 9820 S Dixie Highway (8DA17274), c. 1963, Masonry Vernacular, considered National Register-ineligible, facing West



Figure D.7 – 9701 SW 77th Avenue (8DA17278), c. 1967, considered National Register-ineligible, facing Northeast



Figure D.8 – Woodside in Kendall Condominiums Building B/9621 SW 77th Avenue (8DA17281), c. 1967, considered National Register-ineligible, facing Southwest



Figure D.9 – FDOT Bridge #870284 (8DA17250), c. 1961, considered National Register-ineligible, facing North



Figure D.10 – 9159 SW 77th Avenue (8DA17283), c. 1966, considered National Register-ineligible, facing East



Figure D.11 – Dadeland Place Condo Association Building C/9173 SW 77th Avenue (8DA17286), c. 1971, considered National Register-ineligible, facing South



Figure D.12 – 7867 SW 88th Street (8DA17291), c. 1954, considered National Register-ineligible, facing Northwest



Figure D.13 – St. Andrew Greek Orthodox Church/7901 N Kendall Drive (8DA17292), c. 1965, considered National Register-ineligible, facing North



Figure D.14 – FDOT Bridge #874257 (8DA17251), c. 1965, considered National Register-ineligible, facing Southeast



Figure D.15 – 7680 SW 82nd Street (8DA17297), c. 1968), considered National Register-ineligible, facing North



Figure D.16 – 7505 SW 82nd Street (8DA17300), c. 1967, considered National Register-ineligible, facing Northeast



Figure D.17 – 7550 SW 75th Street (8DA17302), c. 1953, considered National Register-ineligible, facing Southwest



Figure D.18 – 7500 SW 72nd Street (8DA17304), c. 1954, considered National Register-ineligible, facing Northeast



Figure D.19 – 7200 SW 78th Court (8DA17322), c. 1970, considered National Register-ineligible, facing Southwest



Figure D.20 – Sunset Drive (8DA6486), c. 1938, considered National Register-ineligible, facing Southeast



Figure D.21 – 7395 Sunset Drive (8DA17310), c. 1964, considered National Register-ineligible, facing North



Figure D.22 – 7240 Sunset Drive (8DA17317), c. 1952, considered National Register-ineligible, facing South



Figure D.23 – 7720 SW 70th Street (8DA17325), c. 1971, considered National Register-ineligible, facing Southeast



Figure D.24 – 7705 SW 67th Terrace (8DA17328), c. 1970, considered National Register-ineligible, facing Northeast



Figure D.25 – Mount Nebo (Kendall) Memorial Gardens (8DA17262), c. 1952, considered National Register-ineligible, facing West



Figure D.26 – 7545 SW 61st Street (8DA17333), c. 1966, considered National Register-ineligible, facing North



Figure D.27 – 7581 SW 58th Street (8DA17338), c. 1954, considered National Register-ineligible, facing Northeast



Figure D.28 – 7581 SW 57th Terrace (8DA17340), c. 1954, considered National Register-ineligible, facing Southwest



Figure D.29 – 7290 SW 56th Avenue (8DA17365), c. 1963, considered National Register-ineligible, facing South



Figure D.30 – Lakeview Gardens Condominium Building B/5575 SW 77th Court (8DA17344), c. 1967, considered National Register-ineligible, facing Southeast



Figure D.31 – Miller Lake Condominiums Building B/5450 SW 77th Court (8DA17351), c. 1970, considered National Register-ineligible, facing Southwest



Figure D.32 – 8000 SW 56th Street (8DA11908), c. 1955, determined National Register-ineligible, facing Southwest



Figure D.33 – 8248 SW 58th Street (8DA11905), c. 1954, determined National Register-ineligible, facing South



Figure D.34 – 4768-4798 SW 75th Avenue (8DA17369), c. 1955, considered National Register-ineligible, facing Southwest



Figure D.35 – 4400 SW 75th Avenue (8DA17376), c. 1963, considered National Register-ineligible, facing Southwest



Figure D.36 – 4210 – 4234 SW 75th Avenue (8DA17378), c. 1963, considered National Register-ineligible, facing West



Figure D.37 – Bird Road/SW 40th Street (8DA4584), c. 1926, considered National Register-ineligible, facing Northwest



Figure D.38 – 7575 SW 39th Terrace (8DA17383), c. 1950, considered National Register-ineligible, facing North



Figure D.39 – 7580 SW 37th Street (8DA17391), c. 1950, considered National Register-ineligible, facing South



Figure D.40 – 7951 SW 36th Street (8DA17396). C. 1952, considered National Register-ineligible, facing North



Figure D.41 – 3475 SW 76th Avenue (8DA17400), c. 1952, considered National Register-ineligible, facing East



Figure D.42 – 3401 SW 76th Avenue (8DA17404), c. 1952, considered National Register-ineligible, facing Southeast



Figure D.43 – 7724 SW 35th Terrace (8DA17443), c. 1955, considered National Register-ineligible, facing South



Figure D.44 – 7725 SW 34th Terrace (8DA17448), c. 1955, considered National Register-ineligible, facing North



Figure D.45 – 7730 SW 32nd Terrace (8DA17455), c. 1957, considered National Register-ineligible, facing South



Figure D.46 – 7755 SW 32nd Terrace (8DA17459), c. 1957, considered National Register-ineligible, facing Northwest



Figure D.47 – 3240 SW 76th Avenue (8DA17406), c. 1954, considered National Register-ineligible, facing West



Figure D.48 – 3050 SW 76th Avenue (8DA17414), c. 1955, considered National Register-ineligible, facing West



Figure D.49 – 7750 SW 32nd Street (8DA17462), c. 1957, considered National Register-ineligible, facing Southeast



Figure D.50 – 7730 SW 31st Street (8DA17465), c. 1961, considered National Register-ineligible, facing Southeast



Figure D.51 – 3010 SW 77th Court (8DA17470), c. 1965, considered National Register-ineligible, facing West



Figure D.52 – 2930 SW 76th Avenue (8DA17419), c. 1955, considered National Register-ineligible, facing West



Figure D.53 – 7740 SW 29th Street (8DA17475), c. 1960, considered National Register-ineligible, facing South



Figure D.54 – 2801 SW 77th Court (8DA17478), c. 1963, considered National Register-ineligible, facing East



Figure D.55 – 2800 SW 76th Avenue (8DA17428), c. 1951, considered National Register-ineligible, facing West



Figure D.56 – 2735 SW 77th Court (8DA17480), c. 1950, considered National Register-ineligible, facing East



Figure D.57 – 2620 SW 77th Court (8DA17487), c. 1968, considered National Register-ineligible, facing Northwest



Figure D.58 – 7598 S Waterway Drive (8DA17438), c. 1950, considered National Register-ineligible, facing Southwest



Figure D.59 – Westchester General Hospital/2500 SW 75th Avenue (8DA17440), c. 1965, considered National Register-ineligible, facing South



Figure D.60 – 7790 – 7794 Coral Way (8DA17495), c. 1950, considered National Register-ineligible, facing East



Figure D.61 – 8020 Coral Way (8DA17512), c. 1950, considered National Register-ineligible, facing Southeast



Figure D.62 – 8200 SW 25th Street (8DA17501), c. 1955, considered National Register-ineligible, facing South



Figure D.63 – 8201 Coral Way (8DA17527), c. 1954, considered National Register-ineligible, facing Northwest



Figure D.64 – 2120 SW 82nd Avenue (8DA17521), c. 1955, considered National Register-ineligible, facing West



Figure D.65 – 2130-2312 SW 76th Court (8DA17531), c. 1952, considered National Register-ineligible, facing Southwest



Figure D.66 – 1920 SW 76th Court (8DA17538), c. 1950, considered National Register-ineligible, facing West



Figure D.67 – 7700 SW 20th Street (8DA17561), c. 1960, considered National Register-ineligible, facing South



Figure D.68 – 7701 SW 19th Street (8DA17564), c. 1962, considered National Register-ineligible, facing Northwest



Figure D.69 – 1820 SW 76th Court (8DA17542), c. 1950, considered National Register-ineligible, facing West



Figure D.70 – 1730 SW 76th Court (8DA17545), c. 1950, considered National Register-ineligible, facing Southwest



Figure D.71 – 7700 SW 17th Terrace (8DA17567), c. 1962, considered National Register-ineligible, facing South



Figure D.72 – 7701 SW 17th Terrace (8DA17568), c. 1962, considered National Register-ineligible, facing North



Figure D.73 – 1630 SW 76th Court (8DA17549), c. 1950, considered National Register-ineligible, facing Northwest



Figure D.74 – 1590 SW 76th Court (8DA17553), c. 1955, considered National Register-ineligible, facing West



Figure D.75 – 7710 SW 16th Street (8DA17571), c. 1959, considered National Register-ineligible, facing Southeast



Figure D.76 – Coral Gables (C-3) Canal (8DA15697), c. 1915, considered National Register-ineligible, facing North



Figure D.77 – 1130 SW 76th Court (8DA17554), c. 1955, considered National Register-ineligible, facing West



Figure D.78 – 1020 SW 76th Court (8DA17558), c. 1955, considered National Register-ineligible, facing West



Figure D.79 – Tamiami Baptist Church/860 SW 76th Court (8DA17559), c. 1955, considered National Register-ineligible, facing Northwest



Figure D.80 – FDOT Bridge #870066 (8DA17528), c. 1960, considered National Register-ineligible, facing Northeast



Figure D.81 – Tamiami Trail (8DA6510), c. 1923, considered National Register-ineligible, facing Northwest



Figure D.82 – 7850 SW 8th Street (8DA17572), c. 1965, considered National Register-ineligible, facing East



Figure D.83 – 7812 Grand Canal Drive (8DA17576), c. 1946, considered National Register-ineligible, facing South



Figure D.84 – 7801 Grand Canal Drive (8DA17578), c. 1953, considered National Register-ineligible, facing Northwest



Figure D.85 – 7501 SW 8th Street (8DA17608), c. 1937, considered National Register-ineligible, facing West



Figure D.86 – 7400 – 7410 SW 8th Street (8DA17587), c. 1954, considered National Register-ineligible, facing South



Figure D.87 – 7411 SW 8th Street (8DA17606), c. 1956, considered National Register-ineligible, facing North



Figure D.88 – 7381 - 7385 SW 8th Street (8DA6042), c. 1949, determined National Register-ineligible, facing North



Figure D.89 – 721 Tamiami Boulevard (8DA17590), c. 1946, considered National Register-ineligible, facing East



Figure D.90 – 612 Tamiami Boulevard (8DA17597), c. 1951, considered National Register-ineligible, facing West



Figure D.91 – 540 Grand Canal Drive (8DA17610), c. 1960, considered National Register-ineligible, facing Southwest



Figure D.92 – 7750 – 7752 SW 4th Street (8DA17582), c. 1966, considered National Register-ineligible, facing Northwest



Figure D.93 – 325 -327 SW 77th Avenue (8DA17618), c. 1964, considered National Register-ineligible, facing East



Figure D.94 – 310 – 312 SW 77th Court (8DA17583), c. 1964, considered National Register-ineligible, facing Northwest



Figure D.95 – 43 – 45 SW 77th Avenue (8DA17624), c. 1967, considered National Register-ineligible, facing Northeast



Figure D.96 – Seminole Elementary School/121 SW 78th Place (8DA17639), c. 1955, considered National Register-ineligible, facing Southeast



Figure D.97 – Flagler Street (8DA10448), c. 1899, considered National Register-ineligible, facing Northeast



Figure D.98 – 7600 – 7602 NW 2nd Street (8DA10023), c. 1957, determined National Register-ineligible, facing Southwest



Figure D.99 – 7680 – 7682 NW 3rd Street (8DA17629), c. 1964, considered National Register-ineligible, facing South



Figure D.100 – Venetian Canal (8DA11376), c. 1938, considered National Register-ineligible, facing South

Appendix E – Survey Log

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)

CRAS of SR 826/Palmetto Expressway Express Lanes

Report Title (exactly as on title page)

Cultural Resource Assessment Survey SR 826/Palmetto Expressway Express Lanes Project Development and Environment (PD&E) Study from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway, Miami-Dade County, Florida (FPID No. 432639-1-22-02)

Report Authors (as on title page)

1. Janus Research 3. _____
2. _____ 4. _____

Publication Year 2019

Number of Pages in Report (do not include site forms) 167

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Janus Research, 1107 N Ward Street, Tampa, FL 33607

Supervisors of Fieldwork (even if same as author) Names Hoffman, Kate; Streelman, Amy

Affiliation of Fieldworkers: Organization Janus Research **City** Tampa

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)

1. SR 826 3. SR 836/Dolphin Express 5. Fairholm House 7. Miami Memorial Park C
2. CSX Railroad 4. SR 5/US 1/S Dixie Hig 6. FEC Railway 8. Sunset Montessori Sch

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Name Barbara Bernier Culhane **Organization** Florida Dept of Transportation - District 6

Address/Phone/E-mail 1000 NW 111th Avenue Miami, Florida 33172 / 305-470-5399

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** 9-11-2019

Is this survey or project a continuation of a previous project? No Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. Dade 3. _____ 5. _____
2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name SOUTH MIAMI Year 1988 4. Name _____ Year _____
2. Name HIALEAH Year 1988 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 12-18-2018 **End** 9-8-2019 **Total Area Surveyed (fill in one)** _____ **hectares** 864.90 **acres**

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ **meters** _____ **feet** **Length:** _____ **kilometers** _____ **miles**

Research and Field Methods

Types of Survey (select all that apply): [X]archaeological [X]architectural []historical/archival []underwater []damage assessment []monitoring report []other(describe): _____

Scope/Intensity/Procedures

Desktop analysis, pedestrian survey, and subsurface testing. Two 50-cm-diameter shovel tests were excavated to bedrock and screened with 1/4" wire mesh. Visual inspection of the area of potential effect for historic resources.

Preliminary Methods (select as many as apply to the project as a whole)

[]Florida Archives (Gray Building) []library research- local public [X]local property or tax records [X]other historic maps []LIDAR []Florida Photo Archives (Gray Building) []library-special collection []newspaper files [X]soils maps or data []other remote sensing [X]Site File property search [X]Public Lands Survey (maps at DEP) [X]literature search [X]windshield survey [X]Site File survey search [X]local informant(s) [X]Sanborn Insurance maps [X]aerial photography [X]other (describe): Janus Library

Archaeological Methods (select as many as apply to the project as a whole)

[]Check here if NO archaeological methods were used. []surface collection, controlled []shovel test-other screen size []block excavation (at least 2x2 m) []metal detector []surface collection, uncontrolled []water screen []soil resistivity []other remote sensing [X]shovel test-1/4" screen []posthole tests []magnetometer [X]pedestrian survey []shovel test-1/8" screen []auger tests []side scan sonar []unknown []shovel test 1/16" screen []coring []ground penetrating radar (GPR) []shovel test-unscreened []test excavation (at least 1x2 m) []LIDAR [X]other (describe): Desktop analysis

Historical/Architectural Methods (select as many as apply to the project as a whole)

[]Check here if NO historical/architectural methods were used. []building permits []demolition permits []neighbor interview [X]subdivision maps []commercial permits [X]windshield survey []occupant interview [X]tax records []interior documentation [X]local property records []occupation permits []unknown [X]other (describe): Visual inspection of the APE

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources 26 Count of Newly Recorded Resources 390

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

8DA2892, 8DA4584, 8DA4586, 8DA6040-8DA6043, 8DA6453, 8DA6486, 8DA6510, 8DA9990, 8DA10011, 8DA10012, 8DA10023, 8DA10026, 8DA10050, 8DA10107, 8DA10448, 8DA10753, 8DA10754, 8DA11376, 8DA11905, 8DA11908, 8DA15000, 8DA15161, 8DA15697

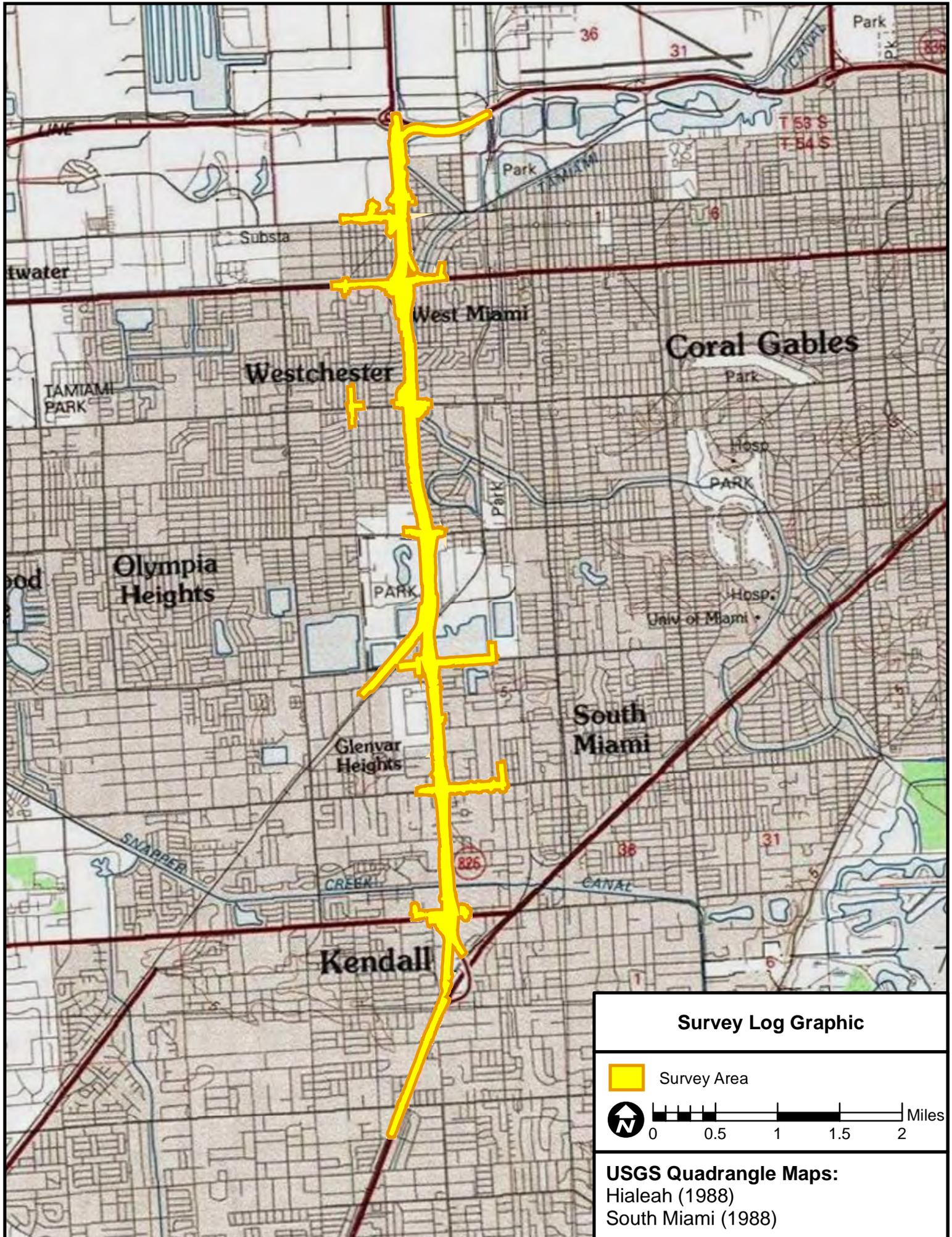
List Newly Recorded Site ID#s (attach additional pages if necessary)

8DA17249-8DA17259, 8DA17261-8DA17639

Site Forms Used: []Site File Paper Forms [X]Site File PDF Forms

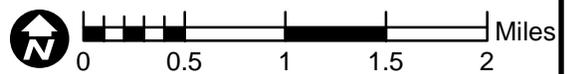
REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY Origin of Report: []872 []Public Lands []UW []1A32 # _____ []Academic []Contract []Avocational []Grant Project # _____ []Compliance Review: CRAT # _____ Type of Document: []Archaeological Survey []Historical/Architectural Survey []Marine Survey []Cell Tower CRAS []Monitoring Report []Overview []Excavation Report []Multi-Site Excavation Report []Structure Detailed Report []Library, Hist. or Archival Doc []Desktop Analysis []MPS []MRA []TG []Other: _____ Document Destination: Plottable Projects Plotability: _____



Survey Log Graphic

 Survey Area



USGS Quadrangle Maps:

Hialeah (1988)

South Miami (1988)