

Appendix A: FDOT Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, Florida 33172-5800

OFFICE OF THE
SECRETARY

April 1, 2011

Mr. Harpal S. Kapoor, Director
Miami-Dade Transit
701 NW 1st Court 17th Floor
Miami, Florida 33136

Dear Mr. Kapoor:

**Subject: P & R Lot and Bus Terminal Facility @ SW 8th Street & SW 147th Avenue—Land Acquisition
Requesting FDOT Surplus Property located @ SW 8th Street and SW 147th Avenue; Property Folio # 30-4904-000-0071**

As we understand, the SW 8th Street Rapid Bus project is planned for implementation in FY 2013 and will provide limited-stop service between SW 147th Avenue and Downtown Miami. The operating cost for this route is funded contingent upon the award of JARC grants and efficiencies and restructuring of MDT's service as stated in the 2010 Annual Update to the Transit Development Plan. The proposed park and ride lot at SW 8th Street and SW 147th Avenue is shown as a proposed park and ride lot location in the 2010 Annual Update to the Transit Development Plan and would be a critical element of the full implementation of the SW 8th Street Rapid Bus project. There is no funding shown in the current Adopted Budget and Multi-Year Capital Plan for this Park and Ride facility.

While our meeting of January 7, 2011 with Albert Hernandez and Monica Cejas of your staff was very informative, the Department has reservations about conveying the property as requested in your November 15, 2010 letter at this time, since there is no funding for the facility. We offer the following as examples of why we are taking a measured approach regarding the requested parcel.

On previous occasions, the Department has provided funding for park and ride facilities. Some of these projects have been slow to develop for many different reasons including zoning and planning approvals, environmental clearance, permitting, etc. On one occasion back in 1997, the Department transferred property for a park and ride purpose; this property is still vacant today.

As we move forward, the Department is prepared to assist MDT in the following ways with certain conditions:

- If conveyed to any party, it is the Department's intention to convey the parcel in its entirety.
- The Department does not have any current plans to sell the property for non-transportation purposes. However, if the Department is approached to surplus the property by a private party, the Department will coordinate with MDT to include park and ride facilities as a requirement of the sale.
- If MDT is able to secure full funding for the construction of a park and ride lot at this location, the Department will convey the property to MDT, but only after all required planning and zoning, environmental clearance and permitting approvals have been obtained to allow construction of such a facility at this location.

The Department encourages MDT to work through the MPO's TIP Priority process to program funding for this project and looks forward to working with MDT to implement the enhanced bus services planned for this corridor. Mr. Carl Filer in the District Public Transportation Office at 305.470.5137 will coordinate the Department's efforts on this project. If I can be of any assistance, please contact me directly at 305.470.5197.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gus Pego'.

Gus Pego, P.E.
District 6 Secretary

cc: Albert A. Hernandez, P.E., MDT
Froilan Baez, MDT
Monica Cejas, P.E., MDT
L. Carl Filer, P.E.
Ed Carson

Appendix B - FIU Campus Map and PG-6 Panther Station Photos



Key by Colleges and Schools

College of Architecture + The Arts	PCA
School of Music	WPAC
Theatre	WPAC
College of Arts & Sciences	ECS
School of International and Public Affairs (SIPA)	SIPA
School of Integrated Science and Humanity (SISH)	AHC4
School of Environment, Arts and Society (SEAS)	AHC5, DM, OE
College of Business	RB
Undergraduate	CBC
Graduate	CBC
College of Education	ZEB
College of Law	RDB
Honors College	DM
Herbert Wertheim College of Medicine	AHC1,2
Nicole Wertheim College of Nursing & Health Sciences	AHC3
Robert Stempel College of Public Health and Social Work	AHC5
School of Computing and Information Sciences	ECS

Important Locations

Admissions	PC
Bookstore	GC
Financial Aid	PC
Recreation Complex	RC
Library	GL
Museum	PPFAM
OneStop Enrollment Services	PC
Student Center	GC
Veteran and Military Affairs	TWR



Produced by mapformation LLC. Last updated in June 2014.

KEY

Buildings	Sidewalks	Roadways	Grassy Areas	Athletic Fields	Water	Parking Lots	Parking Garages	Under Construction
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Modesto A. Maidique Campus

11200 S.W. 8th Street
Miami, Florida 33199

p. 305.348.2000

www.fiu.edu

Key by Buildings

ACC	Ambulatory Care Center	DM	Deuxieme Maison	PC	Charles E. Perry Bldg. (Primera Casa)	SAAC	Student Athletic Academic Center	W10A	ROTC - Reserve Officer
AHC1	Academic Health Center 1	ECS	Engineering & Computer Science	PCA	Paul L. Cejas School of Architecture	SASC	Student Academic Support Center	W10C	Training Corps
AHC2	Academic Health Center 2	EH	Everglades Hall	PG1	Gold Parking Garage	SH	Solar House	WC	Trailer
AHC3	Academic Health Center 3	FIUS	FIU Community Stadium	PG2	Blue Parking Garage	SHC	Student Health Center	WPAC	Wertheim Conservatory
AHC4	Academic Health Center 4	GC	Ernest R. Graham Center	PG3	Panther Parking Garage	SIPA	School of International and Public Affairs	WS/TC	Herbert and Nicole Wertheim
AHC5	Academic Health Center 5	GH	Greek Housing	PG4	Red Parking Garage	TWR	Tower/Veteran and Military Affairs	ZEB	Performing Arts Center
ARE	FIU Arena	GL	Steven and Dorothea Green Library	PG5	PG5 Market Station	UA	University Apartments		Women's Softball/Tennis Center
AS	Art Studio	LC	Labor Center	PG6	Parking Garage 6	UT	University Towers		Sanford L. Ziff Family
ASTRO	Stocker Astroscience Center	LVN/LVS	Lakeview Halls	PH	Panther Hall	VH	Viernes Haus		Education Building
BBS	Baseball Stadium	MANGO	Management and New Growth Opportunities Building	PVH	Parkview Hall	W01C	Ceramics		
CBC	College of Business Complex	MARC	Management and Advanced Research Center	PPFAM	Patricia & Phillip Frost Art Museum	W03	Key Control		
CCLC	Children's Creative Learning Center	NOAA	National Hurricane Center	RB	Ryder Business Building	W06	Training Lab		
CFES	Carlos Finlay Elementary School	OE	Owa Ehan	RDB	Rafael Diaz-Balart Hall	W09	West 9		
CP	Chemistry & Physics			RC	Recreation Complex	W10	Graduate Studios - Visual Arts		
CSC	Campus Support Complex			RH	Ronald W. Reagan Presidential House				
DC	Duplicating Center								

FIU PG-6 PANTHER STATION

Opened in January 2015



View of the northern elevation from SW 8th Street (area where Panther Tech Station would be built)



View of the garage access area that would be converted to the covered platform portion of the transit station



View of the central corridor and lounge area that would connect directly to the transit station covered platform



View of the southwestern elevation/corner from University Drive



View of the southern elevation from University Drive (taken from new pedestrian bridge)



View of a new pedestrian bridge that connects the PG-6 Tech Station to the central campus area to the south

Appendix C – Miami-Dade Metropolitan Planning Organization TIP Excerpt

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY STATE HIGHWAYS AND INTERMODAL



Public Transportation: TRANSIT

MPO Project Num: **TA4310771**
LRTP Ref.: p. 8-5
County: MIAMI-DADE
Roadway ID:
Lanes Exist: 0
Lanes Improved: 0
Lanes Added: 0
Project Length: .000
District: 06

Project Description: **MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST & SW 147 AVE(SEC 5307)**

Type of Work: **PARK AND RIDE LOTS**

SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							
		<2015	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	>2019	All Years
CAPITAL		1,000	0	0	0	0	0	0	1,000
CAPITAL	Federal	4,000	0	0	0	0	0	0	4,000
CAPITAL	Federal Earmark	4,000	0	0	0	0	0	0	4,000
Total		9,000	0	0	0	0	0	0	9,000

RESPONSIBLE AGENCY: **MANAGED BY MIAMI-DADE TRANSIT**

Item Segment TOTAL ALL Years ALL Phases: 9,000

Item Number: 431077

Item TOTAL ALL Years ALL Phases All Segments: 32,156

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY STATE HIGHWAYS AND INTERMODAL



Public Transportation: TRANSIT

MPO Project Num: **TA4310772** Project Description: **MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE**

L RTP Ref.: p. 8-5

County: MIAMI-DADE

Roadway ID:

Lanes Exist: 0

Lanes Improved: 0

Lanes Added: 0

Project Length: .000

District: 06

Type of Work:

PARK AND RIDE LOTS

SIS or Non-SIS:

No

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							
		<2015	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	>2019	All Years
CAPITAL	LF	0	0	0	898	0	0	0	898
CAPITAL	DS	0	0	0	24	0	0	0	24
CAPITAL	DPTD	0	0	0	874	0	0	0	874
Total		0	0	0	1,795	0	0	0	1,795

RESPONSIBLE AGENCY: **MANAGED BY MIAMI-DADE TRANSIT**

Item Segment TOTAL ALL Years ALL Phases: 1,795
Item Number: 431077 Item TOTAL ALL Years ALL Phases All Segments: 32,156

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY STATE HIGHWAYS AND INTERMODAL



Public Transportation: TRANSIT

MPO Project Num: **TA4310773**
 LRTP Ref.: p. 4-32
 County: MIAMI-DADE
 Roadway ID:
 Lanes Exist: 0
 Lanes Improved: 0
 Lanes Added: 0
 Project Length: .000
 District: 06

Project Description: **MDT - SR 836 EXPRESS ENHANCED
BUS SERVICE (BUS PURCHASE)**

Type of Work: **CAPITAL FOR FIXED ROUTE** SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							
		<2015	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	>2019	All Years
CAPITAL	CIGP	0	733	4,640	0	0	0	0	5,373
CAPITAL	LF	0	733	4,640	0	0	0	0	5,373
	Total	0	1,466	9,280	0	0	0	0	10,746

RESPONSIBLE AGENCY: **MANAGED BY MIAMI-DADE TRANSIT**

Item Segment TOTAL ALL Years ALL Phases: 10,746
 Item TOTAL ALL Years ALL Phases All Segments: 32,156
 Item Number: 431077

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY STATE HIGHWAYS AND INTERMODAL



Public Transportation: TRANSIT

MPO Project Num: **TA4310774**
 LRTP Ref.: p. 4-32
 County: MIAMI-DADE
 Roadway ID:
 Lanes Exist: 0
 Lanes Improved: 0
 Lanes Added: 0
 Project Length: .000
 District: 06

Project Description: **MDT - SR 836 EBS BUS STATIONS (SEC 5307)**

Type of Work: **CAPITAL FOR FIXED ROUTE** SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in \$000s)							
		<2015	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	>2019	All Years
CAPITAL	LF	0	0	407	393	393	0	0	1,192
CAPITAL	FTAT	0	0	1,571	1,570	1,570	0	0	4,711
CAPITAL	CM	0	0	1,571	1,570	1,570	0	0	4,711
Total		0	0	3,548	3,533	3,533	0	0	10,615

RESPONSIBLE AGENCY: **MANAGED BY MIAMI-DADE TRANSIT**

Item Segment **TOTAL ALL Years ALL Phases:** 10,615
 Item **TOTAL ALL Years ALL Phases All Segments:** 32,156
 Item Number: 431077

**Appendix D – Florida Department of Transportation Statewide Transportation Improvement Program Report
Excerpt**

PAGE 777
AS-OF DATE: 07/01/2014

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

DATE RUN: 10/14/2014
TIME RUN: 07.08.15
MBRSTIP-1

FLP: TRANSIT
=====

ITEM NUMBER:430987 2 PROJECT DESCRIPTION:CITY OF MIAMI CORAL WAY TROLLEY ROUTE *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:TRANSIT SERVICE DEMONSTRATION
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY CITY OF MIAMI							
DPTO	0	1,002,362	0	0	0	0	1,002,362
LF	0	1,002,362	0	0	0	0	1,002,362
TOTAL <N/A>	0	2,004,724	0	0	0	0	2,004,724
TOTAL 430987 2	0	2,004,724	0	0	0	0	2,004,724
TOTAL Project:	700,000	2,004,724	0	0	0	0	2,704,724

ITEM NUMBER:431077 1 PROJECT DESCRIPTION:MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST & SW 147 AVE(SEC 5307) *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:PARK AND RIDE LOTS
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MIAMI-DADE TRANSIT							
FTAT	0	4,000,000	0	0	0	0	4,000,000
LF	0	1,000,000	0	0	0	0	1,000,000
SU	0	4,000,000	0	0	0	0	4,000,000
TOTAL <N/A>	0	9,000,000	0	0	0	0	9,000,000
TOTAL 431077 1	0	9,000,000	0	0	0	0	9,000,000

PAGE 778
AS-OF DATE: 07/01/2014

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

DATE RUN: 10/14/2014
TIME RUN: 07.08.15
MBRSTIP-1

FLP: TRANSIT
=====

ITEM NUMBER:431077 3 PROJECT DESCRIPTION:MDT - SR 836 EXPRESS ENHANCED BUS SERVICE (BUS PURCHASE) *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:CAPITAL FOR FIXED ROUTE
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE:	CAPITAL / RESPONSIBLE	AGENCY:	MANAGED	BY	MIAMI-DADE	TRANSIT		
	CIGP	0	733,000	4,640,000	0	0	0	5,373,000
	LF	0	733,000	4,640,000	0	0	0	5,373,000
TOTAL <N/A>	0	1,466,000	9,280,000	0	0	0	0	10,746,000
TOTAL 431077 3	0	1,466,000	9,280,000	0	0	0	0	10,746,000

ITEM NUMBER:431077 4 PROJECT DESCRIPTION:MDT - SR 836 EBS BUS STATIONS (SEC 5307) *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:CAPITAL FOR FIXED ROUTE
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE:	CAPITAL / RESPONSIBLE	AGENCY:	MANAGED	BY	MIAMI-DADE	TRANSIT		
	CM	0	0	1,570,526	1,570,384	1,570,194	0	4,711,104
	FTAT	0	0	1,570,526	1,570,384	1,570,194	0	4,711,104
	LF	0	0	407,318	392,596	392,548	0	1,192,462
TOTAL <N/A>	0	0	3,548,370	3,533,364	3,532,936	0	0	10,614,670
TOTAL 431077 4	0	0	3,548,370	3,533,364	3,532,936	0	0	10,614,670
TOTAL Project:	0	10,466,000	12,828,370	3,533,364	3,532,936	0	0	30,360,670

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AS-OF DATE: 07/01/2014

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

DATE RUN: 10/14/2014
TIME RUN: 07.08.15
MBRSTIP-1

FLP: INTERMODAL
=====

ITEM NUMBER:424147 2 PROJECT DESCRIPTION:MDT - ADDITIONAL ELEVATORS AT DADELAND NORTH METRORAIL STATION *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:INTERMODAL HUB CAPACITY
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MIAMI-DADE TRANSIT							
DS	0	1,849,294	0	0	0	0	1,849,294
LF	0	1,849,294	0	0	0	0	1,849,294
TOTAL <N/A>	0	3,698,588	0	0	0	0	3,698,588
TOTAL 424147 2	0	3,698,588	0	0	0	0	3,698,588
TOTAL Project:	0	3,698,588	0	0	0	0	3,698,588

ITEM NUMBER:431077 2 PROJECT DESCRIPTION:MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE *NON-SIS*
DISTRICT:06 COUNTY:MIAMI-DADE TYPE OF WORK:PARK AND RIDE LOTS
PROJECT LENGTH: .000

FUND	LESS					GREATER	
CODE	THAN					THAN	ALL
	2015	2015	2016	2017	2018	2018	YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MIAMI-DADE TRANSIT							
DPTO	0	0	0	873,806	0	0	873,806
DS	0	0	0	23,834	0	0	23,834
LF	0	0	0	897,640	0	0	897,640
TOTAL <N/A>	0	0	0	1,795,280	0	0	1,795,280
TOTAL 431077 2	0	0	0	1,795,280	0	0	1,795,280
TOTAL Project:	0	0	0	1,795,280	0	0	1,795,280

Appendix E – Miami-Dade Metropolitan Planning Organization 2040 LRTP Excerpt

Table 6-6 | Priority I Projects (continued) (Values in Millions YOE \$)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 \$)	Project Costs Funded via 2040 Plan	
28	NW 97 Ave	NW 58 St	NW 70 St	Add 2 lanes and reconstruct	\$5.500			
29	SFRTA Metrorail Tri-Rail 79 St Transfer Station			Intermodal hub capacity	\$0.374			
30	SR 836 (Dolphin)/I-95 Interchange Ramps	NW 12 Ave	I-95	Modify interchange	\$142.048		\$131.824	
31	SR-821 (HEFT)	SW 88 St (Kendall)	60 St Canal Bridge	Add lanes and reconstruct	\$224.049			
32	SR-821 (HEFT)	SW 40 St (Bird)	SR-836 (Dolphin)	Add lanes and reconstruct	\$156.248			
33	SR-821 (HEFT)	SW 288 St	SW 216 St	Add lanes and reconstruct	\$80.267			
34	SR-821 (HEFT)	NW 106 St	I-75	Add lanes and reconstruct	\$100.907			
35	SR-821 (HEFT)	SR-836 (Dolphin)	NW 74 St	Add lanes and reconstruct	\$194.220			
36	SR-826 (Palmetto) and I-75	Flagler NW 170 St	NW 154 St SR-826 (Palmetto)	Managed lanes	\$298.103			
37	SR-826 (Palmetto) and SR 836 (Dolphin) Interchange	North of SW 8 St (Tamiami) NW 87 Ave	South of 25 St NW 57 Ave (Red)	Interchange improvement	\$843.949			
38	SR-836 (Dolphin) Access Ramp	NW 107 Ave	SR-836 (Dolphin)	Construction of access ramp	\$3.467			
39	SR-836 (Dolphin) Enhanced Bus**	Miami Intermodal Center (MIC)	SW 147 Ave/ SW 8 St (Tamiami) Park-and-Ride	Enhanced bus service	\$25.000			
40	SR-836 (Dolphin) Improvements	NW 57 Ave	NW 17 Ave	Mainline widening and interchange improvements	\$198.786			
41	SR-836 (Dolphin) Interchange Modifications At 87 Ave	SR-836 (Dolphin) West of 82 Ave	NW 97 Ave	Interchange improvements	\$80.979			
42	SR-874 (Don Shula) Ramp Connector	SW 128 St	SR-874 (Don Shula)	New connector ramp construction	\$103.421			
43	SR-874 (Don Shula)/ Killian Parkway Interchange	SR-821 (HEFT)	SW 88 St (Kendall)	Mainline widening and interchange reconstruction	\$1.269			
44	SR-997 (Krome)	SW 88 St (Kendall)	One Mile North of SW 8 St (Tamiami)	Add 2 lanes and reconstruct	\$75.580			
45	SR-997 (Krome)	SW 136 St	SW 88 St (Kendall)	Add 2 lanes and reconstruct	\$51.838			
46	SR-997 (Krome)	North of SW 8 St (Tamiami)	MP 2.754	Add 2 lanes and reconstruct	\$22.184			
47	SR-997 (Krome)	MP 10.953	MP 14.184/ US-27 (Okeechobee)	Add 2 lanes and reconstruct	\$42.082			
48	SR-997 (Krome)	MP 2.754	MP 5.122	Add 2 lanes and reconstruct	\$20.714			
49	SR-997 (Krome)	MP 5.122	MP 8.151	Add 2 lanes and reconstruct	\$27.589			
50	SR-997 (Krome)	MP 8.151	MP 10.935	Add 2 lanes and reconstruct	\$24.460			
51	SR-997 (Krome)	SW 312 St (Campbell)	SW 296 St	Resurface and add 2 lanes	\$14.098			
52	SR-997 (Krome)	SW 296 St	SW 232 St	Add 2 lanes and reconstruct	\$79.351			
53	SR-997 (Krome)	SW 232 St	SW 184 St (Eureka)	Add 2 lanes and reconstruct	\$53.080			
54	SR-997 (Krome)	SW 184 St (Eureka)	SW 136 St	Add 2 lanes and reconstruct	\$38.236			
55	SW 107 Ave	SW 3 St	West Flagler St	Add lanes and rehabilitate pavement	\$14.132			
56	SW 107 Ave	SW 1100 Block	SW 3 St	Add lanes and rehabilitate pavement	\$32.470			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
* denotes portions of phase values are included in both the TIP and 2040 Plan
** denotes Operations and Maintenance is funded via MDT system efficiencies



	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
			\$5.500													
			\$0.374													
		\$9.189	\$131.824													
			\$0.834													
	\$1.314		\$154.934													
	\$0.413		\$79.854													
	\$7.407		\$93.500													
	\$14.257		\$179.963													
			\$38.895													
			\$96.510													
			\$3.467													
				**				**				**				**
	\$0.210	\$10.860	\$187.716													
	\$0.050		\$80.929													
	\$0.973	\$3.711	\$98.737													
			\$1.269													
		\$3.989	\$55.546													
		\$5.100	\$45.168													
			\$21.653													
	\$0.020		\$41.803													
			\$20.547													
			\$27.556													
			\$24.425													
	\$1.075		\$13.023													
	\$2.850	\$43.126	\$33.109													
	\$1.785	\$29.200	\$21.694													
	\$0.087	\$12.183	\$24.116													
		\$6.859	\$5.401													
		\$13.376	\$12.234													

Table 6-6 | Priority I Projects (continued) (Values in Millions YOE \$)

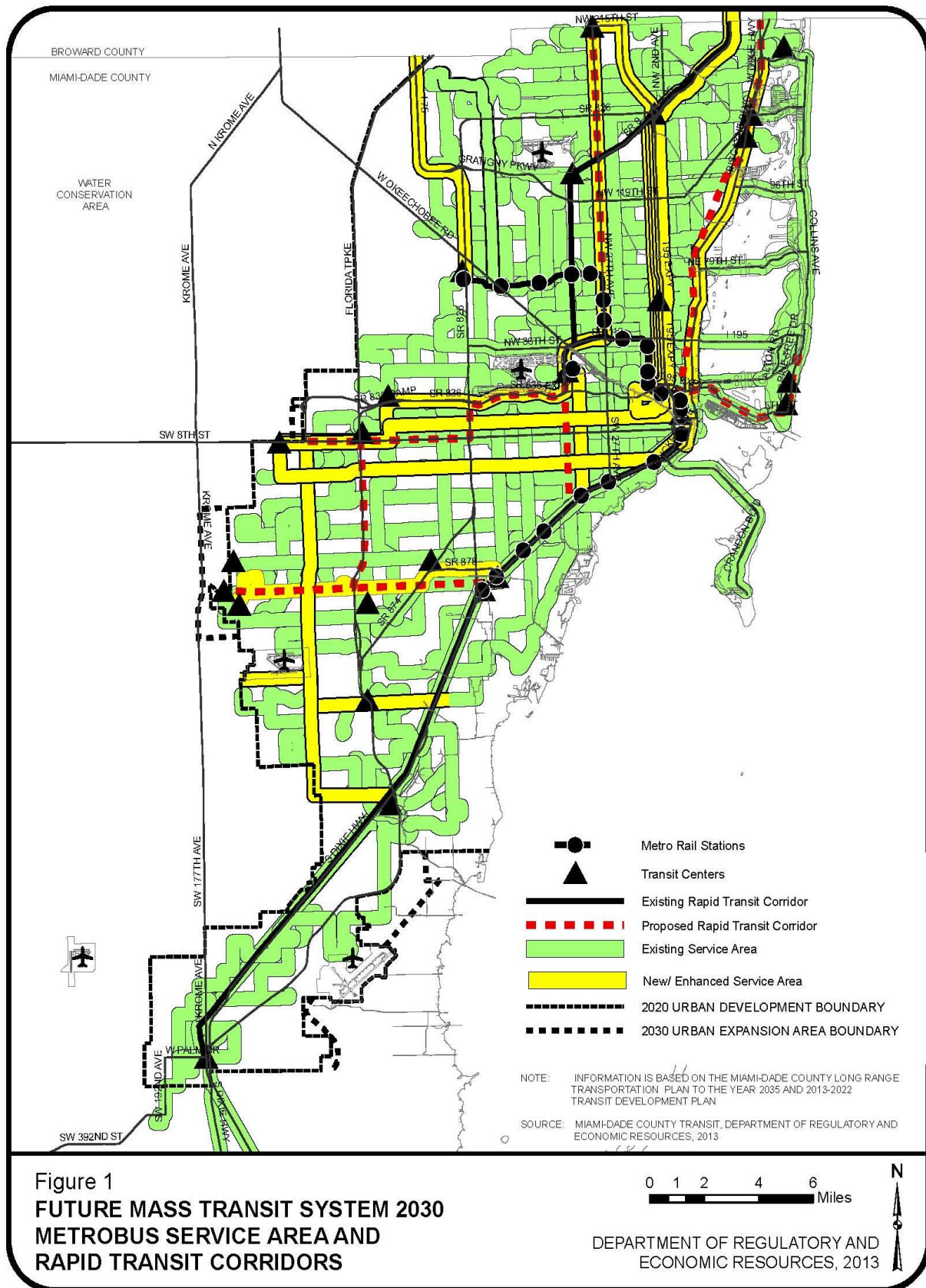
MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 \$)	Project Costs Funded via 2040 Plan	
57	SW 137 Ave	US-1	SW 200 St	Completion as 2 continuous lanes	\$13.934			
58	SW 137 Ave	SR-821 (HEFT)	US-1	Add 2 lanes and reconstruct	\$6.949			
59	SW 147 Ave/SW 8 St Park-and-Ride**			Park-and- Ride facility	\$9.000			
60	SW 152 St	SW 157 Ave	SW 147 Ave	Add 2 lanes and reconstruct	\$2.351			
61	SW 157 Ave	SW 184 St (Eureka)	SW 152 St (Coral Reef)	New 4 lane road construction	\$6.662			
62	SW 27 Ave	US-1	Bayshore Dr	Add center turn lane	\$1.347			
63	SW 312 St (Campbell)	SW 187 Ave	SW 177 Ave	Add 2 lanes and center turn lane and reconstruct	\$5.723			
64	SW 312 St (Campbell)	SR-997 (Krome)	US-1	Widening existing lanes and reconstruct	\$13.181			
65	SW 320 St (Mowry)	SW 187 Ave	Flagler Ave	Add 2 lanes and reconstruct	\$1.805			
66	SW 328 St	US-1	SW 162 Ave	Add 2 lanes and reconstruct	\$2.146			
67	SW 336 St	SR-997 (Krome)	US-1	Widen and resurface existing roadway	\$1.390			
68	SW 344 St (Palm)	SR-997 (Krome)	US-1	Widen and resurface existing roadway	\$0.890			
69	West Ave Connector Bridge	North of Lincoln Rd	South of 18 St	New bridge construction	\$ 5.473			
70	SR-968/SW 1 St	At Miami		Bridge replacement	\$ 84.981			

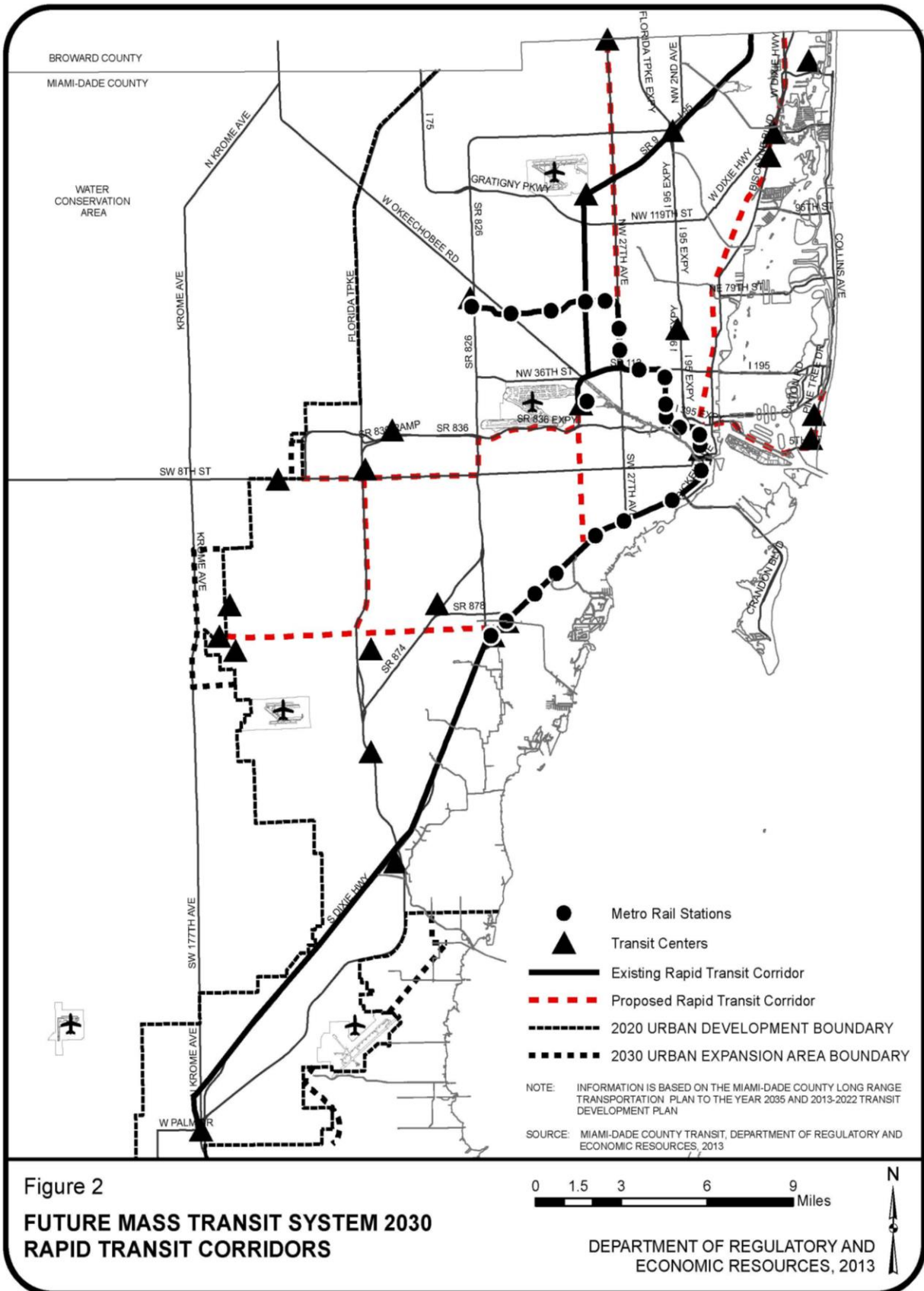
Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
* denotes portions of phase values are included in both the TIP and 2040 Plan
** denotes Operations and Maintenance is funded via MDT system efficiencies



	Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
	\$0.100		\$13.834													
	\$0.031		\$6.918													
			\$9.000	**				**				**				**
			\$2.351													
			\$6.662													
			\$1.347													
	\$0.443		\$5.280													
	\$0.880		\$12.301													
			\$1.805													
			\$2.146													
	\$0.275		\$1.115													
	\$0.220		\$0.670													
		\$1.635	\$2.552													
	\$0.140	\$4.651	\$84.981													

Appendix F – Future Mass Transit Map Series





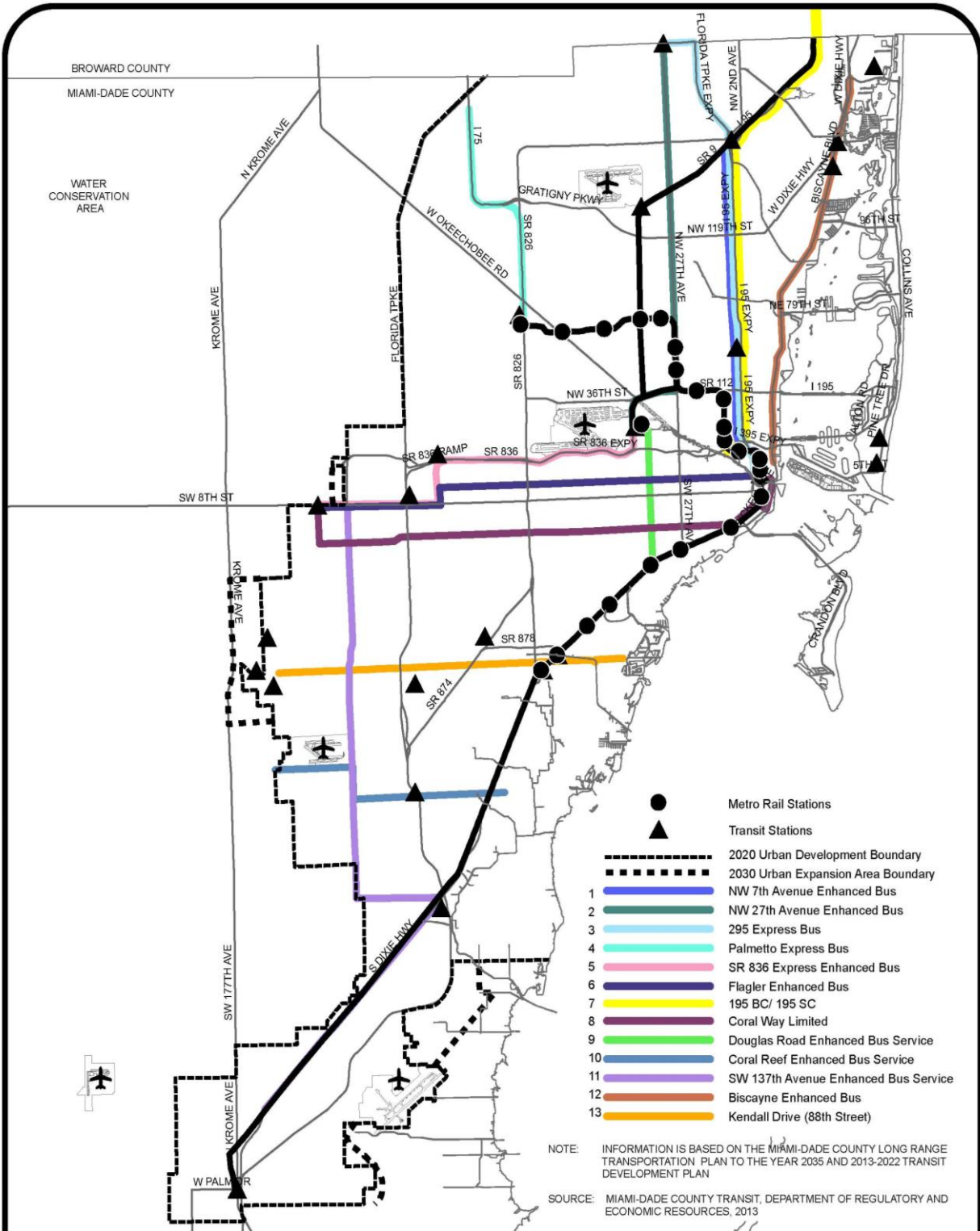


Figure 3
PREMIUM TRANSIT CORRIDORS 2030
 RECOMMENDED SERVICE PLAN - NEW METROBUS ROUTES

0 1.5 3 6 9 Miles

DEPARTMENT OF REGULATORY AND
 ECONOMIC RESOURCES, 2013

Appendix G – Land Use Consistency Determination for Tamiami Station

Memorandum



Date: February 18, 2015

To: Ysela Llort, Director
Miami Dade Transit

From: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

Subject: Request for an Interpretation of the Land Use Plan Map of the Comprehensive Development Master Plan for Folio No. 30-4904-000-0071

This memorandum is in response to your January 7, 2015, request for an interpretation of the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map designation of a ± 8 -acre property located on the southwest corner of the intersection of SW 8 Street (Tamiami Trail) and SW 147 Avenue. You request a determination of consistency with the CDMP of the Miami-Dade Transit (MDT) project to construct a "park-and-ride facility/transit center" on the subject parcel as an integral component of SR 836 Express Bus Service project, which will operate primarily on the Dolphin Expressway and provide a premium transit connection between western portions of the County and the Central Business District. The planned park-and-ride facility/transit center is identified by the MDT to provide an organized, safe and convenient public parking facility for existing and future transit riders. As discussed below, the planned park-and-ride facility/transit center is a public transportation facility/public institutional use that is consistent with the CDMP.

The subject property is a vacant parcel that is designated on the LUP map as "Business and Office", which allows the full range of sales and service uses including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, residential uses, entertainment and cultural facilities, light industrial uses under certain circumstances, and residential uses. The planned "park-and-ride facility/transit center" is considered a public transportation facility/public institutional use that would be allowed under the current "Business and Office" LUP map designation.

The CDMP Transportation Element Policies TE-1A, TE-1D and Mass Transit Subelement Policy MT-8D encourage the County to promote mass transit alternatives, to actively pursue intermodal facilities such as park-and-ride lots along bus/rail routes, and to continue efforts to provide parking facilities for express bus routes to major activity centers. The CDMP Mass Transit Subelement depicts a transit center in the vicinity of the subject property on "Figure 1: Future Mass Transit System 2030 Metrobus Service Area and Rapid Transit Corridors", "Figure: Future Mass Transit System 2030 Rapid Transit Corridors" and on "Figure 3: Premium Transit Corridors 2030; Recommended Service Plan-New Metrobus Routes". Additionally, the site of the proposed park-and-ride facility is located along SW 8 Street, which is a Major Roadway (3 or more lanes) and a Future Rapid Transit corridor (from SW 137 Avenue to SR 826/Palmetto Expressway) as depicted on the LUP map. Moreover, the County's Adopted "FY 2014 -15 Budget and Multi-Year Capital Plan" lists the State Road 836 (East/West) Express Enhanced Bus Service project of which the proposed park-and-ride/transit center (Project No. 678040) at the intersection of SW 8 Street and SW 147 Avenue is a component.

Based on the CDMP provisions discussed above, the planned 'park-and-ride' facility is an allowable use on the "Business and Office" designated ±8-acre subject property and is therefore consistent with the CDMP.

This memorandum is provided in response to your request for interpreting provisions of the CDMP; it does not constitute a departmental recommendation on any pending or future requests for development approval. This interpretation is based upon the information provided and the objective, policies and provisions of the CDMP currently in effect.

c: Mark R. Woerner, Assistant Director, Planning, Regulatory and Economic Resources
Lourdes Gomez, Deputy Director, Regulatory and Economic Resources

Appendix H – Traffic Impact Relocation Technical Memorandum
(Submitted Separately)

Appendix I – Cultural Resources Assessment Survey

**Cultural Resource Assessment Survey of the
Miami-Dade Transit's State Road 836 Express Bus Study
Miami-Dade County, Florida**

**Prepared On behalf of the
Miami-Dade Expressway Authority**

**Prepared by:
HNTB Corporation
Janus Research**

December 2011

EXECUTIVE SUMMARY

This report documents the findings of a Phase I cultural resource assessment survey conducted in support of a SR 836 Express Bus Study by the Miami-Dade Expressway Authority (MDX) for the development of a park-and-ride lot at the southwest quadrant of the SW 8th and SW 147th Avenue intersection. The Tamiami Station park-and-ride lot property is owned by FDOT and is currently vacant.

As part of this cultural resource assessment survey (CRAS), the survey and assessment of historic resources was conducted by HNTB Corporation (HNTB), and the survey and assessment of archaeological resources was undertaken by Janus Research.

The purpose of this CRAS was to identify any cultural resources within the proposed project's Area of Potential Effects (APE) and assess their significance in terms of eligibility for listing on the National Register of Historic Places. As such, the cultural resource surveys were conducted in accordance with requirements set forth in Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, Chapter 267 of the Florida Statutes, and in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the Florida Department of Transportation's (FDOT) *PD&E Manual* as well as the standards contained in FDOT's *Cultural Resources Management Handbook* and the Florida Division of Historical Resources (FDHR) *Cultural Resource Management Standards and Operations Manual*. In addition these surveys meet the specifications established in Chapter 1A-46 of the Florida Administrative Code. The field surveys for cultural resources documented in this report were undertaken in December 2011. Janus Research conducted field surveys for archeological resources in June 2012.

The APE was defined based on the project description, a review of the Florida Master Site File (FMSF) in the project area and vicinity, the project analysis in the Efficient Transportation Decision Making Report (ETDM, FDOT, January 2010), the distribution of previously recorded archaeological and historic resources, and a field reconnaissance. The APE includes the existing and adjacent parcels near the Tamiami Station park-and-ride lot. Consideration was given to any visual, audible, and atmospheric effects the project might have on cultural resources within the APE. The archaeological APE was defined as the area within the existing and proposed right-of-way in which all construction and ground-disturbing activity would be confined. The survey for historic resources encompassed the entire archaeological APE as well as those properties within the immediate viewshed.

The archaeological survey identified one previously recorded archaeological site on the north side of the Tamiami Canal, north of where the proposed Tamiami Station park-and-ride lot is to be located, on the southwest quadrant of SW 8th Street and SW 147th Avenue.

The historic resources survey resulted in the identification and evaluation of five (5) historic resources within or immediately adjacent to the APE. Of these, four were previously recorded in the FMSF. These resources were identified as the Tamiami Trail (8DA06510), the Tamiami Canal (8DA06543), the Tamiami Bridge (8DA05892) and the Snapper Creek Canal (8DA10754). The Tamiami Bridge (8DA 05892) does not exist at the time of the study. One additional newly identified resource is the Sweetwater community (8DA 12346) and it is recommended not eligible.

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1.0 INTRODUCTION

1.1 *Project Description*

The proposed project consists of the SR 836 Express Bus Study by the Miami-Dade Expressway Authority (MDX) for the development of a park and ride lot at the southwest quadrant of the SW 8th and SW 147th Avenue intersection, also referred as the Tamiami Station.

The purpose of the proposed project is to offer a safe, convenient and attractive transportation choice that serves major employment areas and helps reduce traffic congestion.

1.2 *Purpose*

The purpose of this cultural resource assessment survey was to identify any archaeological sites and historic structures within the proposed project's Area of Potential Effect (APE) and assess their significance in terms of eligibility for listing on the National Register of Historic Places. As such, the survey conducted in accordance with requirements set forth in Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, Chapter 267 of the Florida Statutes, and in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the Florida Department of Transportation's (FDOT) *PD&E Manual* as well as the standards contained in FDOT's *Cultural Resources Management Handbook* and the Florida Division of Historical Resources (FDHR) *Cultural Resource Management Standards and Operations Manual*. In addition the survey meets the specifications established in Chapter 1A-46 of the Florida Administrative Code. The field surveys for cultural resources documented in this report were undertaken in December 2011. The survey and assessment of historic resources was conducted by HNTB Corporation (HNTB), and the survey and assessment of archaeological resources has been researched through the site files; however, an archaeological assessment of the proposed Tamiami Station park-and-ride lot located on the southwest quadrant of SW 8th Street and SW 147th Avenue has not been completed but is recommended prior to project implementation. This report, with the exception of the archaeological assessment, was also prepared by HNTB.

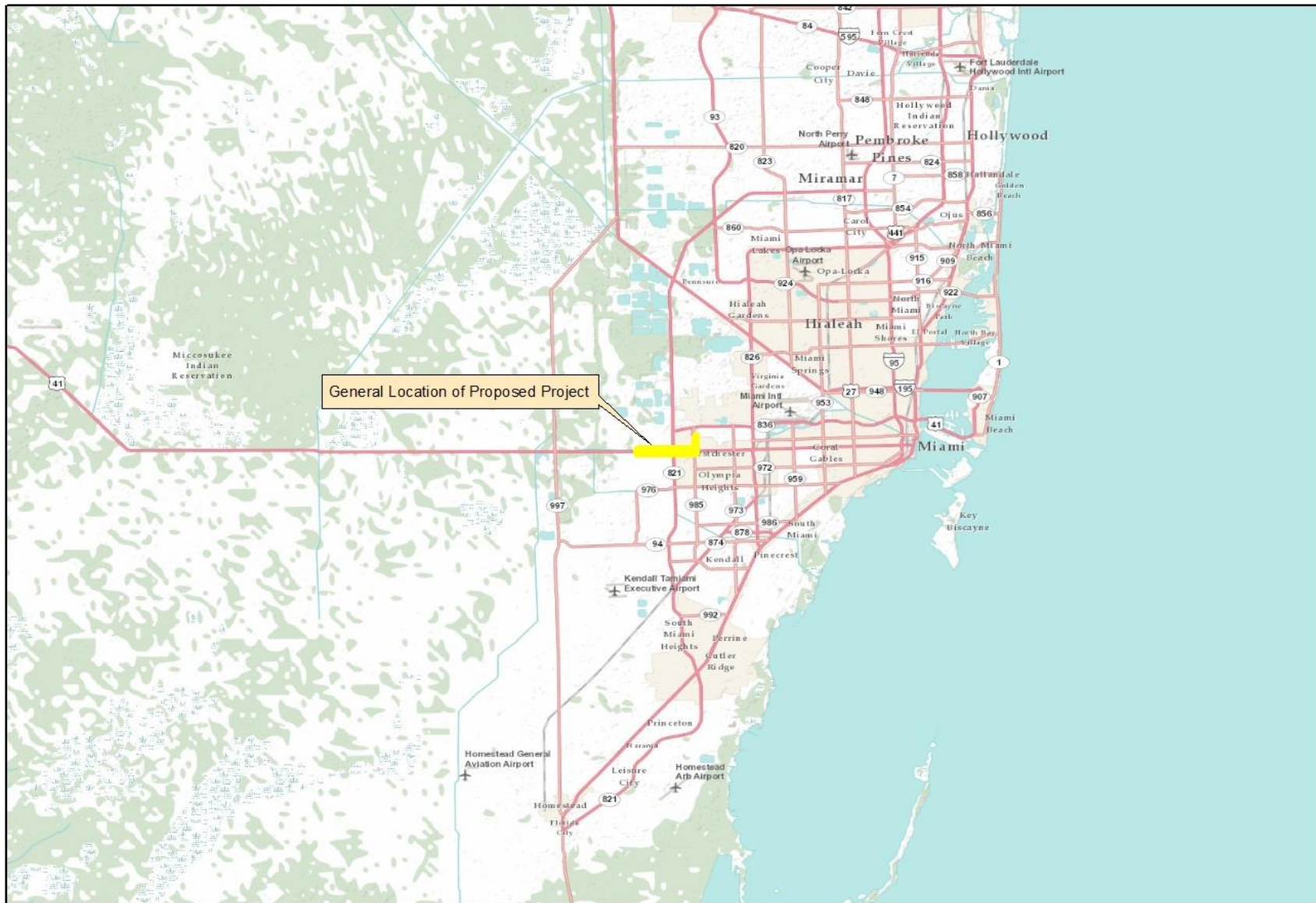


Figure 1: General Location of the Proposed Project.

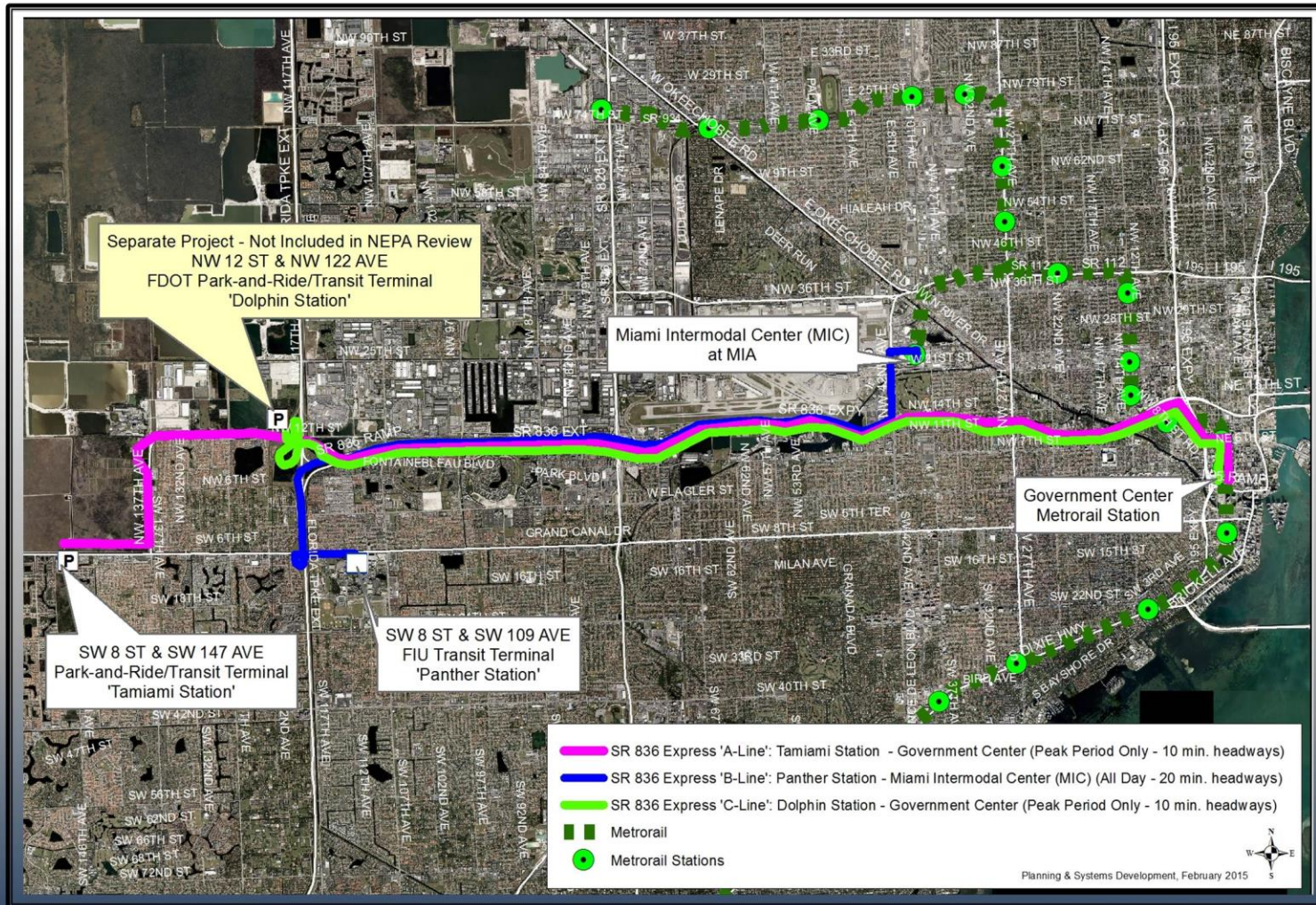


Figure 2 - Proposed SR 836 Express Bus Service Plan and Transit Station Locations

1.3 *Area of Potential Effects*

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist.

The proposed project's APE was defined based on the project description, a review of the Florida Master Site File (FMSF), the project analysis in the Efficient Transportation Decision Making Report (ETDM, FDOT, January 2010), the distribution of previously recorded archaeological and historic resources, and a field reconnaissance that took into account such factors as vegetation density, the elevation of existing State Route 836 in comparison to that of surrounding structures, noise levels, and an assessment of the corridor's general setting. The APE includes the existing and proposed right-of-way along State Route 836 (SW 8th Street) and adjacent parcels. Consideration was given to any visual, audible, and atmospheric effects the project might have on cultural resources within the APE.

The archaeological APE was defined as the area within the existing and proposed right-of-way along State Route 836 in which all construction and ground-disturbing activity would be confined. The survey for historic resources encompassed the entire archaeological APE (refer to Figures 1 and 2).

2.0 ENVIRONMENTAL OVERVIEW

2.1 *Environmental Setting*

The project corridor is located within the Everglades physiographic region. The Everglades region is characterized by low, poorly drained flatland that represents the shallow, flat bottoms of Pleistocene seas. Elevations range from sea level along Florida Bay to approximately 3 m (10 ft.) 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. Modern human attempts to drain, ditch, or divert water and development have severely altered much of the Everglades, including the project APE.

The sediments of Miami-Dade County are dominated by limestone and dolostone. Miami Limestone is at or near the surface in almost all of the survey area. 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 cherts, which were often sought out by precontact peoples as raw material sources for the manufacture of stone tools, do not occur in this area (cf. Lane et al. 1980). The closest known outcrops lie to the northwest along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982). As a consequence, shell was the material of choice for the manufacture of precontact tools in southern Florida. Large univalve and bivalve shells occur in abundance along nearby Biscayne Bay.

Water resources consist of both ground and surface water. The Biscayne aquifer system is the principal ground water aquifer. The water in the aquifer begins as rainfall, which percolates into the sand or limestone at the surface and flows by gravity below the water table (USDA 1996:4).

2.2 *Physical Environment of the Project Corridor*

Modern drainage and development have drastically changed the drainage patterns and overall environment of the project APE and surrounding area during the past century. Today the project APE consists of existing right-of-way that has been cleared of natural vegetation and subjected to land modification including berming, ditching, and the burying of utilities. At several locations, the right-of-way has been planted with ornamental vegetation or has been overgrown with invasive species.

The Dade County Area soil surveys were reviewed to examine soil drainage characteristics and environmental associations within the project APE. The primary soil types located within the project APE are listed in Table 1 and Figure 3.

Table 1. Soil Characteristics of Soil Types within the Project Corridor

Drainage Characteristic	Soil Type	Environmental Association
Well Drained	Opalocka-Rock outcrop complex	Slopes are smooth and range from 0-2 percent. Surface layer is brown sand about 6 in. deep. Rapid permeability; water table within limestone bedrock.
Somewhat poorly drained	Udorthents, limestone substratum-urban land complex	Stony loam and fill in developed areas underlain by hard limestone bedrock
Very poorly drained	Urban land	Natural soils cannot be observed because of land use. Very stony, loamy fill.

(Source: USDA 1984, 1996)

The urban and developed nature of the project APE makes it difficult to determine the original vegetative communities located in and around the survey area.

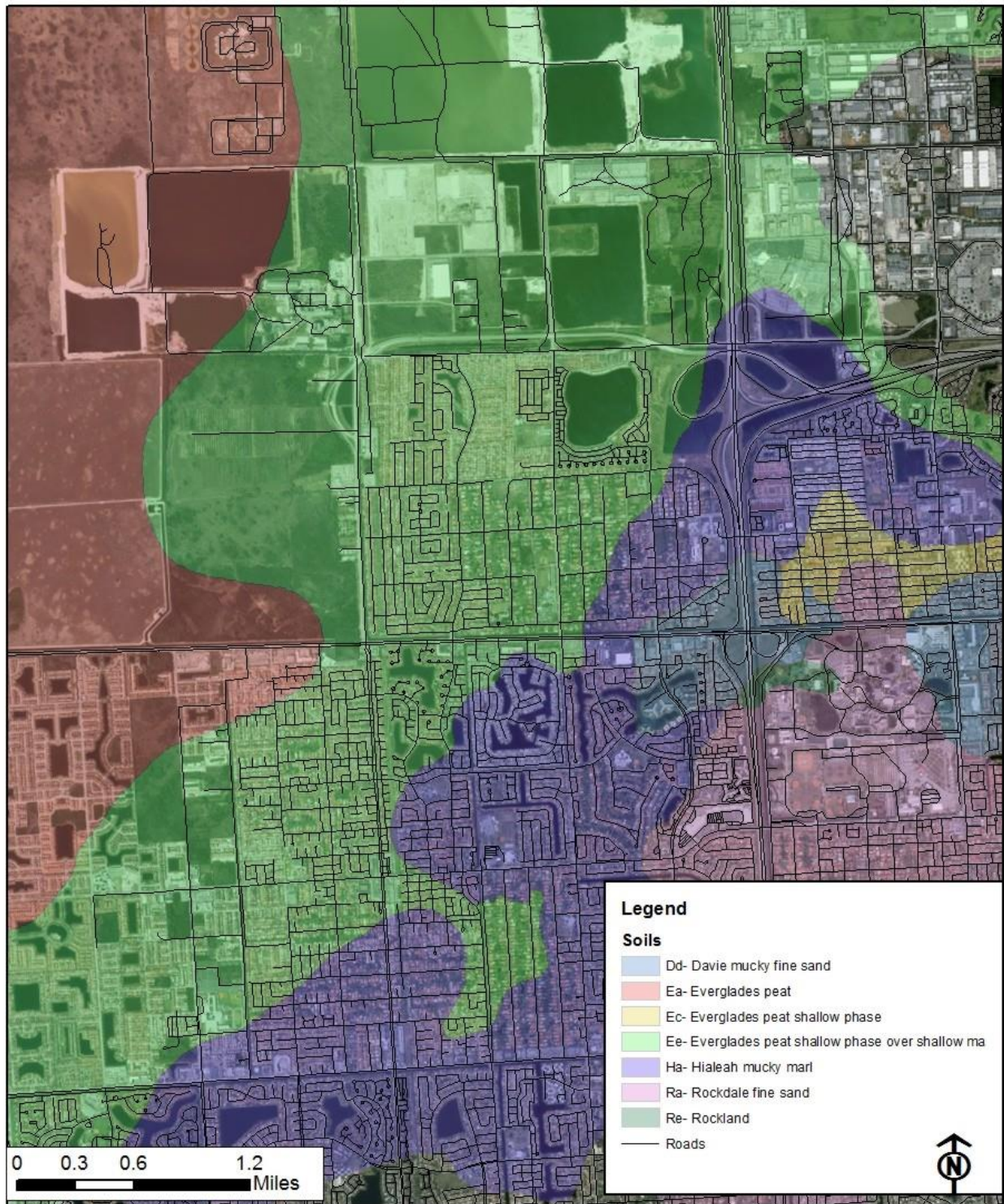


Figure 3—Soils Map of the Project Area

2.3 Pre-Contact 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 pre-contact time period of the general project corridor is included in order to provide a framework within which the local archaeological record can be understood. This cultural history provides a chronology, or broad sequence, of pre-contact cultures, defined largely in geographical terms, but also reflecting shared environmental and cultural factors.

The study area is located in the Glades (Milanich 1994:301). As defined by Milanich (1994:298), the Glades cultural region includes all of south Florida “east and south of the Caloosahatchee and Okeechobee regions (Figure 3). It includes most of St. Lucie County, “the Everglades itself, 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.”

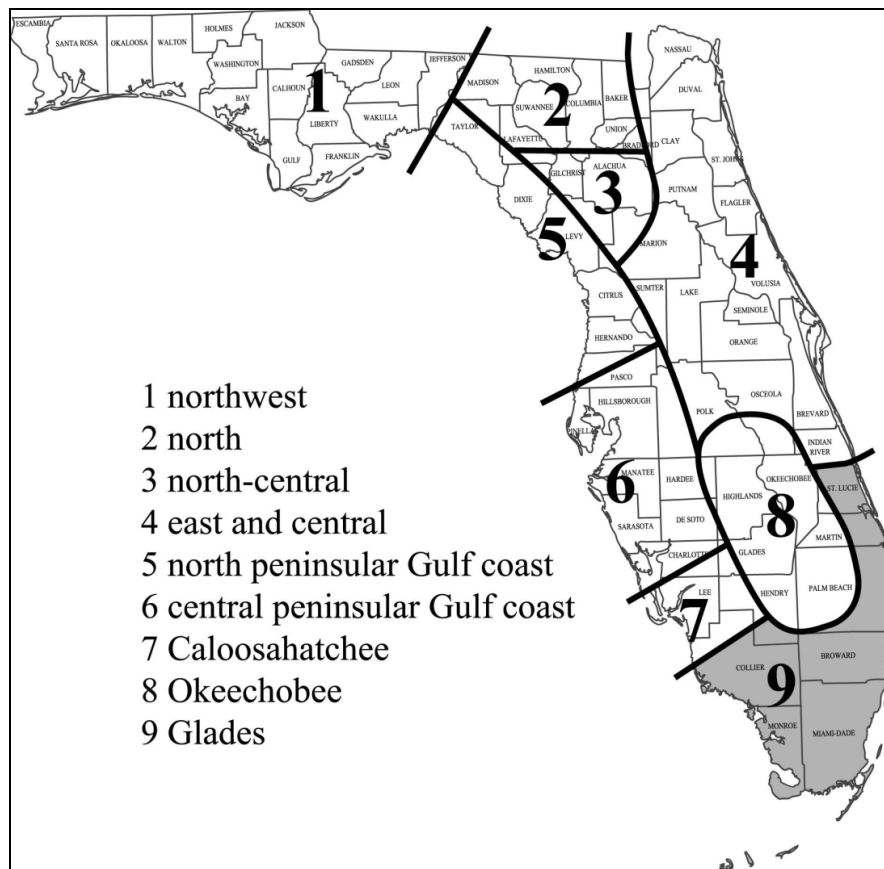


Figure 4. Glades Cultural Region

2.4 *Paleoindian Period (12,000–7500 BC)*

The earliest period of pre-contact cultural development dates from the time people first arrived in Florida. The greatest density of known Paleoindian sites in Florida is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Oklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at shallow fords and river crossings where Native Americans presumably ambushed Pleistocene mammals. The bones of extinct species such as mammoth, mastodon, and sloth are commonly found preserved in the highly mineralized waters of the area's springs and rivers. Despite early claims to the contrary, present evidence strongly supports the contemporaneity of Paleoindians and these extinct mammals.

The climate of Florida during the late Pleistocene was cooler and drier than at present, and the level of the sea was as much as 49 m (160 ft.) lower (Milanich 1994:38–41). Rising sea levels are assumed to have inundated many coastal sites dating to the Paleoindian and Early Archaic periods (e.g., Ruppe 1980; Goodyear and Warren 1972; Goodyear et al. 1980; Dunbar et al. 1988). It is difficult to determine the dependence of Paleoindian groups on estuarine and littoral resources because little is known of these submerged archaeological sites.

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 are known from the Harney Flats site (Daniel and Wisenbaker 1987:41–97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8–32). These Paleoindian 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, have been found at these sites (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87). However, some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

2.5 *Archaic Period (7500–500 BC)*

The Archaic period of cultural development was characterized by a shift in adaptive strategies stimulated by the onset of the Holocene and the establishment of increasingly modern climate and biota. It is generally believed to have begun in Florida around 7500 BC (Milanich 1994:63). This period is further divided into three sequential periods: the Early Archaic (7500–5000 BC), the Middle Archaic (5000–3000 BC), and the Late Archaic (3000–500 BC). The Late Archaic is subdivided into the Preceramic Late Archaic (3000–2000 BC) and the Orange Period (2000–500 BC).

Early Archaic (7500–5000 BC)

Cultural changes began after about 8000 BC in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63).

Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34). However, it appears that the distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be largely restricted to natural springs and the extensive perched water sources of northern Florida.

With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

Middle Archaic Period (5000–3000 BC)

Throughout the Middle Archaic, environmental and climatic conditions would become progressively more like modern conditions, which would appear by the end of the period, circa 3000 BC. During this period, rainfall increased, surface water became much less restricted and, as a result, vegetation patterns changed. The Middle Archaic period is characterized by increasing population and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points. The Newnan point is the most distinctive and widespread in distribution (Bullen 1975:31). Other stemmed points of this period include the less common Alachua, Levy, Marion, and Putnam points (Bullen 1968; Milanich 1994). In addition to these stemmed points, the Middle Archaic lithic industry, as recognized in Florida, includes production of cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, “hump-backed” unifacial scrapers, and sandstone “honing” stones (Purdy 1981; Clausen et al. 1975). Additionally, thermal alteration, a technique in stone tool production, reached its peak during the Middle to Late Archaic periods.

Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975). The first are small, special-use camps, which appear archaeologically as scatters of lithic waste flakes and tools such as scrapers, points, and knives. These sites are numerous in river basins and along wetlands and probably represent sites of tool repair and food processing during hunting and gathering excursions (Milanich 1994:78). The second common site type is the large base camp. This type of site may cover

several acres or more, and contains several thousand or more lithic waste flakes and tools. The third common type of site is the quarry-related site that occurs in localities of chert outcrops.

Late Archaic Period (3000–500 BC)

After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). By the Late Archaic period, a regionalization of precontact cultures began to occur as human populations became adapted to specific environmental zones. Based on current evidence, it appears that relatively large numbers of Late Archaic peoples lived in some regions of the state but not in others. For example, large sites of this period are uncommon in the interior highland forests of northwestern Florida and northern peninsular Florida, regions where Middle Archaic sites are common. The few Late Archaic sites found in these areas are either small artifact scatters or components in sites containing artifacts from several other periods. This dearth of sites in the interior forests suggests that non-wetland locales either were not inhabited year-round or were only inhabited by small populations (Milanich 1994:87).

Extensive Late Archaic middens are found along the northeastern coast inland waterway from Flagler County north, along the coast of southwestern Florida from Charlotte Harbor south into the Ten Thousand Islands, and in the braided river-marsh system of the central St. Johns River, especially south of Lake George. The importance of the wetlands in these regions to precontact settlements was probably duplicated in other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). However, in many of these coastal areas, such as Tampa Bay, many of the Late Archaic sites are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

2.6 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. Traditionally, it has been described archaeologically in terms of cultural periods based on variations in ceramic types. The ceramic tradition for southern Florida, characterized by sand-tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition.

2.7 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 only served to refine his basic chronological framework. The most recent revision was presented by John Griffin (1988), who based his research on a series of radiocarbon dates from the Granada site in Dade County (Griffin et al. 1982) and research he conducted on the Bear Lake site in Everglades National Park. In presenting his revisions, Griffin makes a point to emphasize that the Glades sequence represents a chronology of stylistic and technological changes in ceramics to which other cultural traits have been added.

Table 2 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.

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 (e.g., 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 (e.g., 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.

Table 2. 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 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
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

3.0 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 documentary review is to serve as a guide to field investigations by identifying the possible locations of any historic sites within the project corridor and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any historic resources encountered during the CRAS. To this end, books, maps, and manuscripts located at the University of South Florida Special Collections Department, Florida Department of Environmental Protection, Division of State Lands, the Miami-Dade Public Library, the Historical Museum of Southern Florida, and the library at Janus Research were examined.

3.1 *European Contact and Colonial Period (c. 1513–1821)*

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).

Jesuit missions established in the region included the mission of Carlos at Charlotte Harbor, the mission of Tocobaga at Tampa Bay, and a mission at a Tequesta village at the mouth of the Miami River. In March of 1567, Menéndez sailed into the Bay of Tocobaga (now Old Tampa Bay) with a group of 30 soldiers, Captain Martinez de Coz, and Fray Rogel. The mission was established at the village of the cacique known as Tocobaga and consisted of 24 houses (Velasco 1571:161). It was abandoned in January of 1568 due to the hostility of the Native Americans (Solis de Meras 1964:223–230). This Jesuit mission represented the final Spanish attempt to colonize the region.

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 the 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).

In southern Florida 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 may be why they were called "Spanish Indians" in Anglo-American documents (Wright 1986:219). The origins and ethnicity of these "Spanish Indians" is not clear and has been a matter of considerable historical debate.

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.

3.2 Territorial and Statehood Period (1821–1860)

Miami's earliest permanent land records date from the Second Spanish Period. John Egan's grant from the King of Spain was included as part of his son James's claim after Florida became a territory of the United States in 1821. A commission was set up to validate claims from the Spanish Period. James Egan's claim

for the north bank of the Miami River (640 acres) and his mother Rebecca Egan's claim for the south bank (640 acres) were validated in 1825. These two grants included most of the original limits of the City of Miami (Robbins, Graham and Chillingworth Examining Counsel 1897). Key West resident Richard Fitzpatrick, formerly of South Carolina, purchased the James Egan grant in 1830 for \$400. By 1833, he had also purchased the Rebecca Egan grant for \$640 and two other grants (Polly and Jonathan Lewis), each 640 acres. These latter two grants were located along the bay, south of Rebecca Egan's grant. Fitzpatrick cleared the land and was in the process of building a large plantation when the Second Seminole War erupted in late 1835. Early in 1836 Fitzpatrick left the area, and the Seminole Indians burned his plantation to the ground. Just weeks before, as President of the Territorial Council, he had successfully pushed for the creation of Dade County from the larger Monroe County.

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The Anglo-American population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee; although by the mid-1820s a few scattered plantations were recorded on the southwest Gulf coast, as far south as Marco Island. These plantations generally were owned by European-American settlers and employed Native Americans and escaped slaves (Tebeau 1966:33–34).

Although generally indifferent to the United States, after the Creek War, the original Alachua band of Seminoles soon found themselves outnumbered by strongly anti-U.S. Creeks. Some of these dissidents spoke Hitchiti/Mickasuky, whereas others spoke Muscogee. However, by 1828, it seems that many Anglo-Americans had come to call all dissident native groups in Florida "Mickasuky," regardless of the language spoken (Pepe et al. 1998:65). On the other hand, many Anglo-Americans began, or continued, to call all Native Americans in Florida by the term Seminoles, no matter their origins, native language, or political leanings.

As more European-American settlers moved into Florida, conflicts arose with the Seminole and Mickasuky people over available land. Pressure began to bear upon the government to remove the Native Americans from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole/Mickasuky 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/Mickasuky 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/Mickasuky immigration 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.

During the Second Seminole War, the area around Lake Tohopekaliga was a Seminole/Mickasuky stronghold. They kept their cattle in the woods around the lake and retreated into the cypress swamp west of the lake at the approach of soldiers (Mahon 1967; Sprague 1964; Moore-Willson 1935). Tohopekaliga means "Fort Site" and the lake was so named because the islands within the lake housed the forts and stockades of the Seminoles/Mickasuky (Moore-Willson 1935:29).

In January 1837, General Jesup's men encountered the Seminoles/Mickasuky near the "Great Cypress Swamp." The soldiers drove the Indians into the swamp, across the "Hatcheelustee" and into even more dense swamp (Sprague 1964:172). On the 28th of January, the army "moved forward and occupied a strong position on Lake Tohopekaliga, within a few miles of the point at which the Cypress Swamp approaches it, where several hundred head of cattle were taken" (Sprague 1964:172). Hetherington (1980:3), citing Major Edward Keenan, a "noted authority on the Seminole Wars," believes that General

Jesup's base camp was located in the vicinity of the present-day Kissimmee Airport. The "Great Cypress Swamp" and "Hatcheelustee Creek" referred to by Sprague (1964) are now called Reedy Creek Swamp and Reedy Creek (MacKay and Blake 1839; Mahon 1967:Rear fold out map; USGS Lake Tohopekaliga Quadrangle Map 1953; Hetherington 1980:3).

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/Mickasuky 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. It is probable that these Seminoles were descendents of the original Alachua band of Seminoles (Pepe et al. 1998:66). 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, southern Florida was a frontier with few European-American settlers who were primarily involved in the milling of lumber and arrowroot.

By the time the war was over, Richard Fitzpatrick had lost interest in the area and sold his entire holdings to his nephew, William F. English, for \$16,000. English platted the "Village of Miami" on the south bank of the Miami River in 1843 and began building a large plantation house and slave quarters of native oolitic limestone on the north bank. When another Indian outbreak brought the troops back to the Miami River in 1849, English went to California to seek his fortune during the gold rush as a means to finance his new city. He was accidentally killed in California. The Army occupied the English plantation, renamed "Fort Dallas," improved the two stone buildings he had constructed, and added several others.

The troops left a year later, only to return and reactivate Fort Dallas in 1855, at the beginning of the Third Seminole War. During this occupation, the Army again occupied English's stone buildings. Military engineers also constructed the region's first road, connecting Fort Dallas with the military outpost at Fort Lauderdale. William Wagner, a settler who followed the troops to the wilderness, decided to stay after the war. Sometime between 1855 and 1858 he built a simple frame house on a creek that branched off the Miami River. This house and English's slave quarters (Fort Dallas) are now located in Lummus Park, and are the only known buildings of the pioneer era that remain in downtown Miami (Ammidown 1982:11). 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).

3.3 Civil War and Post War Period (1860–1898)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped, it is reported that in the decade between 1870 and 1879 more than 165,000 head were shipped (Grismer 1949). In 1879, R. H. Pratt, founder of the Carlisle Indian School, visited southern Florida in an attempt to determine the number of Seminoles left in the state. He reported 76, led by old Chief Tigertail, residing in the area of Fort Shackleford, along the borders of the Big Cypress Swamp. This group is now known as the Miccosukee. In 1881, Clay MacCauley counted 23 Miccosukee at Fort Shackleford, although settlement was said to be scattered (Tebeau 1966:51–52).

In the 1880s, interest in the resources of southern 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 \$.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of four million 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 3.5 million 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).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

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 Florida East Coast 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).

3.4 *Spanish-American War Period/Turn-of-the-Century (1898–1916)*

The early twentieth century represented a time during which the foundation of the modern metropolitan communities in Miami-Dade County were laid (Sessa 1950:ii). Small-scale settlement in Miami-Dade County began in the late-1800s, when various pioneers moved to the area to take advantage of the land available through the various Homestead Acts passed by the U.S. government during the mid- to late-nineteenth century. Henry Flagler's railroad made the area more accessible, and the growth precipitated by this continued after the turn-of-the-century.

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics. Several of Broward's major issues included the Everglades drainage project, railroad regulation, and the construction of roads. During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and

1910, the state population increased from 528,542 residents to 752,619. At this time, St. Lucie and Palm Beach counties were established, indicative of the increasing numbers of people moving to the east coast of the state.

The Everglades Drainage District was established in 1905, and soon after drainage began with the construction of the six primary canals. As a result of the construction of the Miami Canal, flooding was controlled in western Miami-Dade County and the land became available for agriculture and development. By 1912, small farming communities of the Redlands District materialized on land west of NW 27th Avenue that was formerly under water (Janus Research 1999b:26-27). By 1917, four canals were draining the Everglades from the southeast end of Lake Okeechobee towards Miami, Ft. Lauderdale, and Boca Raton (Clement 2002). The North New River Canal extended between Lake Okeechobee to the New River and was dredged between 1906 and 1911. A canal extending from the Caloosahatchee River in southwestern Florida was also dredged starting in 1906. Yet another canal was the Florida East Coast Canal (later the Intracoastal Waterway) which was completed in 1911; it stretched from Jacksonville to Biscayne Bay (Clement 2002). In the late 1920s, after two hurricanes had devastated the area, Congress passed the River and Harbor Act of 1930 and the construction of levees on the north and south sides of Lake Okeechobee began.

3.5 *World War I and Aftermath Period (1917–1919)*

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points. An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons like Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

The idea of constructing the Tamiami Trail, a highway across the Everglades, which would link the Gulf and Atlantic coasts in southern Florida, was first promoted by James Franklin Jaudon in 1915. Jaudon, a former Miami-Dade County tax assessor, wanted to develop property he owned in the western Everglades and around Chevalier Bay in northern Monroe County, and believed that construction of the Tamiami Trail would make this feasible (Burnett 1988). Apparently with this scheme in mind, Jaudon, L. T. Highleyman, eventual Supervisor of the Southern Drainage District, and R. E. McDonald purchased 20,000 acres of land in the Everglades from the Trustees of the Internal Improvement Board in 1917 (Jaudon 1924). Jaudon and a promotion group then convinced Lee, Miami-Dade, and Monroe county officials of the value and feasibility of a road and canal through his landholdings. At the time, there was even serious talk of the construction of a railroad alongside the Tamiami Trail and Canal (Jaudon 1917–1934). Consequently, Miami-Dade County raised \$125,000 and graded a rough road from the eastern part of the county to the edge of the Everglades, while Lee County worked on the western end of the highway. Work on the project temporarily

stopped during World War I, when the war and problems connecting the Miami-Dade and Lee County portions delayed the road's completion.

Miami-Dade County experienced a tremendous amount of growth and development in the years following World War I. 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). Large areas of land in southwest and northwest Miami-Dade County were transformed from swampland to agricultural use during this period (Metro-Dade Community and Economic Development Historic Preservation Division 1981:175). Much land in these areas was purchased by two real estate firms: the Florida East Coast Railway's Model Land Company, and the Tatum Brothers. B.B. Tatum leased a portion of their holdings in northwest Miami-Dade County (now along Route 27) to the Pennsylvania Sugar Company as an experimental sugar plantation (Metro-Dade Community and Economic Development Historic Preservation Division 1981:176).

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, included Palm Island, Hibiscus Island, La Gorce Island, Sunset Islands, and Venetian Islands.

3.6 *Florida Land Boom Period (1920–1929)*

After World War I, many people relocated to Florida including those who worked in Florida as part of the wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in Central and South Florida (Weaver et al. 1996:3).

Between 1919 and 1920, agricultural production in the area reached record levels. However, the Pennsylvania Sugar Company was struggling as they cleared the land purchased from B.B. Tatum, planted, and lost an entire crop to frost in December of 1920 (Graham 1951:30). They then sent Ernest R. Graham to be the resident manager of the sugar enterprise, and in 1924 constructed him the oolitic limestone house which still remains to the north of the Miami Canal along SR 27, outside of the current project APE. After facing continued problems with inadequate drainage and soil deficiency the Pennsylvania Sugar Company withdrew from the Florida Everglades in the early 1930s. Graham purchased a portion of their land and buildings, including the oolitic limestone house, and began to develop a dairy farm on the site.

In the early 1920s, the real estate "boom" hit Miami-Dade County and the population doubled. 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). Real estate was rapidly changing hands and several small new communities were developed as new land was acquired and former agricultural areas gave way to residential subdivisions. Opa-locka, Miami Springs, Hialeah, Buena Vista, Shorecrest, 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). The Sweetwater Community was platted in 1923 by the Pittsburgh-Miami Land Company as part of the early real estate boom.

Road building became a statewide concern during the Florida Boom period of the 1920s as its responsibility shifted from a local to a state level. Roads made remote areas of the state accessible and allowed the boom to spread. On a daily basis up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

Work on the Tamiami Trail resumed after the war ended. Undaunted by depleting funds, Jaudon surveyed and staked out the most feasible route. In the spring of 1923, a group of Lee County promoters organized a motorcade to attract public interest and demonstrate that automobile travel across the Everglades was possible. On April 4, 1923, these motorists, called the "Trail Blazers," left Fort Myers to drive across the flooded and rock-bottomed prairies of the Everglades. The expedition, which consisted of 10 cars, 23 men, and two Seminole-Miccosukee guides, took 23 days to reach Miami and captured the attention of the nation as daily reports were wired to the press (Federal Writers' Project 1984:406; Covington 1993:202; Gaby 1993:163).

This trip stimulated interest in building the highway and also demonstrated the viability of overland automobile traffic across the Everglades. Following this journey, Barron G. Collier, a millionaire tycoon, guaranteed completion of the highway contingent on the establishment of a new county named after him in what was then southern Lee County. It also required the re-routing of the road across Collier's holdings in this new county, bypassing Monroe County and Jaudon's original tract. Although Collier's financing was depleted by 1926, the State Road Department took over the final 12 miles of the Everglades section of the road which would link the Miami-Dade County and Lee County portion. When the 143-mile-long Tamiami Trail officially opened on April 25, 1928, it had taken 13 years to build at a cost of \$13 million (Tebeau 1966:220-232; Burnett 1988:41-44).

By the end of 1925, over-speculation and over-development threatened South Florida's vigorous and unprecedented growth. Unfortunately, throughout Florida, the prosperity associated with the real estate market was short-lived. Additionally, in August of 1925, the F.E.C. Railway announced an embargo on all carload freight except fuel, petroleum, livestock, and perishable goods (Sessa 1950:264-265). This embargo delayed the arrival of supplies for building contractors and forced them to dismiss workers. Compounding the problems posed by the embargo was an active anti-Florida campaign in the northern states. Major magazines published articles on the unscrupulous practices of Florida developers and warned of the dangers of purchasing Florida real estate.

Another blow to the boom came with the hurricane in 1926. Because there had not been a major storm in Miami-Dade County for 16 years, the 1926 hurricane took everyone completely by surprise (Tebeau 1971:387). Before South Florida could completely recover from the storm of 1926, another more powerful hurricane struck the coast near West Palm Beach. Considerably more powerful than its 1926 counterpart, the September 16, 1928 storm washed out a great portion of the Okeechobee dike (Tebeau 1980:388). Damage to the coastal areas was staggering, and Florida's land boom turned to bust. By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996).

3.7 *Depression and New Deal Period (1930–1940)*

There were several factors prior to 1929 that caused Florida to suffer significantly during the Great Depression. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990). A grossly inflated real estate market, two hurricanes, and the Mediterranean fruit fly infestation that began in 1925 compounded the problems faced by the South Florida economy during the 1930s.

During the Depression years of the 1930s, the number of people residing in Miami-Dade County dramatically decreased. In addition to the depressed real estate market, the agricultural industry was suffering. As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990).

During the Great Depression, the Miami region fared better than many areas, as tourism helped keep the local economy alive. The city regained its vigor through the policies of Franklin Roosevelt's New Deal (Sessa 1950:350). Federal Emergency Relief Agency (FERA) funds were released to the unemployed, and the CCC started to build parks, such as Matheson Hammock and Greynolds Park, which became the nucleus of Miami's future park system. By 1935, the WPA was in Miami and new public buildings, such as the Miami Beach Post Office, Coral Gables Fire Station, and Miami Shores Golf Club, were constructed. These WPA projects gave jobs to construction workers, who also 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.

Disaster struck on Labor Day of 1935, when a devastating hurricane with wind speeds of more than 200 miles-per-hour hit South Florida and the Florida Keys, killing thousands and causing several million dollars in building damage. The major fatalities were World War I veterans working on the Overseas Highway extension who were housed in tents and temporary barracks (Hopkins 1986:51). The Red Cross, WPA, and FERA were the major organizations responsible for funding and labor of the rehabilitation projects throughout the state. However, the American Legion, local and amateur radio stations, volunteers and newspapers also played a valuable role. Businesses and homes were destroyed, as was Flagler's railroad, which was in receivership, so the bankruptcy courts ruled against rebuilding. The F.E.C. Railway went bankrupt; the railroad was abandoned, and its tracks and cars lay in ruins (Wilkinson n.d.: 1).

Although the Sweetwater Community was platted in 1923 by the Pittsburgh-Miami Land Company, development did not begin to take form until the late 1930s when a man by the name of Clyde Andrews acquired most of the platted "Sweetwater Groves". One of the earlier groups of people buying the land was a troupe of midget Russian circus performers looking to retire (Ferrer). The group built a series of mini-sized houses and were among the earliest members of the community.

3.8 *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. With the United States involvement in World War II and the influx of military personnel and their families in the 1940s, growth in Miami-Dade County was

revitalized. 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.

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).

By 1944, tourists started returning to Miami-Dade County 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 the area decided to settle there. Consequently, neighborhoods throughout the County 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).

In 1941, the City of Sweetwater held its first election to become incorporated. The Russian midget troupe's manager was the first mayor, Joe Sanderlin and later one of the midget women became his wife becoming the first lady of Sweetwater. The community began to expand in the 1950s and by 1959, there were 500 residents (City of Sweetwater website www.cityofsweetwater.fl.gov/about.htm).

During the post-war period the Miami area saw a sharp increase in air travel and aviation related employment, the airport was expanded, and much growth occurred in nearby Miami Springs. The suburb's proximity to the Miami International Airport made it attractive to airline employees. Curtiss' initial planning during the 1920s laid the foundation for Miami Springs' development during the post-war years in an organized manner with adequate green space, schools, and services. Miami Springs' population increased from less than 900 in 1940 to around 10,000 in 1955 (Trumbull 1955). The community was zoned to limit industrial development and allow only retail facilities necessary to support the residential life.

Medley was established during the World War II and post-war era of the late-1940s. Incorporated in 1949 with a population of less than 150 people, the town was named after Sylvester Medley, one of the town's earliest settlers and a local farmer. Following the incorporation of the small municipalities, like Medley, the County passed a special act in 1949 that no longer allowed further incorporation under the general laws of Florida. The small size and siting of new towns in flood prone areas was the impetus behind the development of this special act (Patricios 1994:18). Following the passage of the act, municipalities in Miami-Dade County would be created through a special act by the legislature.

The flooding associated with a 1945 storm and two smaller hurricanes in 1947 prompted the Florida Legislature to create the Central & Southern Florida Flood Control District. The organization, renamed the South Florida Water Management District in 1972, was responsible for designing, building, and maintaining the massive system of canals, levees, and pumping stations protecting low-lying communities and opening new areas to development (SFWMD 2002). While the post-war economic boom, expansion of the Air Command base, and improved flood control combined to spur unprecedented growth in south Miami-Dade County, these factors also put pressure on the federal government to protect the Everglades from encroaching development. President Harry S. Truman dedicated Everglades National Park during ceremonies in the town of Everglades on December 6, 1947; a smaller ceremony was held that afternoon at Florida City, acknowledging the town as the eastern gateway and only entrance by road into the park

(Tebeau 1968:180). With the establishment of the park, the Miccosukee lands within its boundaries became property of the federal government and many were forced to move to reservations set aside for them earlier (Downs 1982).

3.9 *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.

SR 826 (Palmetto Expressway) was constructed in 1960 and construction of SR 836 (Dolphin Expressway) began in 1967. SR 836 was completed and opened to the public in 1969. Originally called the East-West Expressway, it was renamed the Dolphin Expressway after the Miami Dolphins won the Super Bowl in 1973 and in 1974 (AA Roads 2006). Construction on State Route 874 began in 1971 with the entire route opening in 1975. The construction of these roads impacted the western portions of Miami-Dade County drastically. With easier access to the City of Miami, the area quickly became a popular choice of residency.

In 1971, an extension of I-75 was proposed from Naples to Miami along the Tamiami Trail and SR 836 to I-95 in downtown Miami. This proposed route was shifted in 1977 to follow Alligator Alley/SR 84 and terminate at SR 826 in Hialeah and construction began. I-75 from SR 826 to US 27 was opened in 1986. Much growth continued in the area surrounding I-75 in Miami-Dade County after its construction.

Between the 1950s and into early 1970, the community of Sweetwater had grown steadily to 3,000 people. Then in the early 1970s, a major state university was constructed almost immediately south and the Hispanic community began to settle in the area and in a single decade the population of Sweetwater doubled. Then in 2010, the City of Sweetwater annexed a large portion of the northern side including the Dolphin Mall more than tripling the size of the incorporated city. Currently the community is approximately 93% Hispanic with a large portion being from Nicaragua.

4.0 RESEARCH DESIGN

4.1 *Project Goals*

A research design is a plan to coordinate the cultural resource assessment survey from inception to completion of the proposed project. This plan should minimally accomplish three things:

1. It should clearly explain the goals and intentions of the research;
2. It should define the sequence of events to be undertaken in pursuit of the research goals; and
3. It should provide a basis for evaluating the findings and conclusions drawn from the investigation.

The goal of this cultural resource assessment survey was to identify and record evidence of historic or prehistoric occupation or use within the APE, in the form of either archaeological sites, archaeological occurrences, or historic structures, and evaluate these resources for potential eligibility for listing on the National Register of Historic Places (NRHP). The research strategy consisted of a background investigation of previous cultural resource surveys undertaken near the project area; a review of relevant literature, web sites, property records, aerial photography, and other documents pertaining to the project corridor, and a field survey.

4.2 *Background Investigation: Previous Cultural Resource Assessment Surveys*

A review of existing information at the FMSF revealed that five cultural resource assessment surveys have been conducted in the immediate vicinity of the project corridor/APE (refer to Table 3). Four of these surveys overlap portions of the proposed project area and are highlighted in green in Table 3 below:

Table 3. Previous Cultural Resource Assessment Surveys in the Vicinity of the Project APE

FMSF Survey No.	Title	Reference
7154	C-4 Basin Survey, Dade County, Florida	Carr 2002
4554	Tamiami Trail, Dade County, Florida	Janus Research 1995/2000
15641	Cultural Resource Assessment Survey of the Homestead Extension of Florida Turnpike from SR 874/Don Shula Expressway to SR 836, Miami-Dade County, Florida	Janus Research 2007
1327	SW 107 th Ave from Tamiami Trail to W. Flagler Street, Dade County, Florida	Janus Research 2006
	National Register Nomination Form – Tamiami Canal/C-4 Canal	Janus Research 2006

Of the four previous surveys that overlap the proposed project's APE, two of these resulted in the identification of cultural resources. Only the Survey No. 4554 Tamiami Trail and the National Register nomination form for the Tamiami Canal were identified as being in the APE, the remaining sites are considered adjacent or do not have eligible resources within the APE of this project.

4.3 Previously Identified Resources

A review of the FMSF revealed that five cultural resources have been previously documented within the immediate vicinity of the project areas (refer to Figures 5 and 6). These resources are comprised of two canals, one bridge, one archaeological site, and one linear district (Table 4). Two of the resource groups are located within the project's APE and are highlighted in green in Table 4:

Table 4. Previously Identified Cultural Resources within the Project APE

Site Number	Site Name	Site Type	NRHP Status
8DA10754	Snapper Creek Canal	Canal	Ineligible for NRHP by SHPO
8DA00033	Archaeological Site	Land	Potentially Eligible for NRHP by SHPO
8DA05892	Tamiami Trail Bridge	Bridge	Ineligible for NRHP by SHPO
8DA05610	Tamiami Trail	Linear	Eligible for NRHP by SHPO
8DA06453	Tamiami Canal	Canal	Eligible for NRHP by SHPO

The Snapper Creek Canal (8DA10754) is located north of the project's APE and flows into the Tamiami Canal prior to the APE. Due to a lack of architectural integrity, a compromised setting, and the absence of any unique engineering features, portions of the Snapper Creek Canal beyond the project's APE have previously been determined ineligible for the NRHP by the SHPO.

The archaeological site (8DA00033) is an extensive and deeply stratified Everglades Tree Island midden where some disarticulated human bones and a dog burial was uncovered during a 2002 study for the C-4 canal expansion. No associated grave goods were observed with the human remains. Monitoring resulted in determining that the principal portion of the site lies north of the canal. However, part of a prehistoric cemetery was located near the southwest edge of the site. The area to the south of the Tamiami Trail was further surveyed by Janus Research with a total of 151 shovel tests. Only one shovel test yielded any material remains including three fragments of what appear to be deer bone and one undecorated, sand-tempered sherd. The majority of the area was disturbed by the installation of utilities (Janus Research 2002)

The Tamiami Trail Bridge (8DA05892) was a bridge built in 1942 and was located east of SW 137th Avenue and carries the westbound portion of the Tamiami Trail/SR 90 over a canal which runs in a north-south direction from the Tamimi Canal. The intersection of SW 8th Street (Tamiami Trail/SR 90) and SW 137th Avenue were completely reconstructed in 1998 and the bridge no longer exists.

The Tamiami Trail (8DA06510) was a major east-west transportation route in south Florida completed in 1928. The trail is 245 miles in length. Although the road has experienced changes, the Tamiami Trail continues to retain its historic character and is eligible for listing on the National Register of Historic Places. Although drastically changed in the area of the proposed project with modern development the majority of the trail maintains its historic feeling, association, design and elements of its setting. The portion of the Tamiami Trail within the proposed study area is approximately 4 miles.

The Tamiami Canal (8DA06453) is an NRHP eligible linear historic district, located on the north side of the Tamiami Trail. The canal was constructed during the construction and development of the Tamiami Trail. The portion of the Tamiami Canal within the study area is approximately 4 miles.

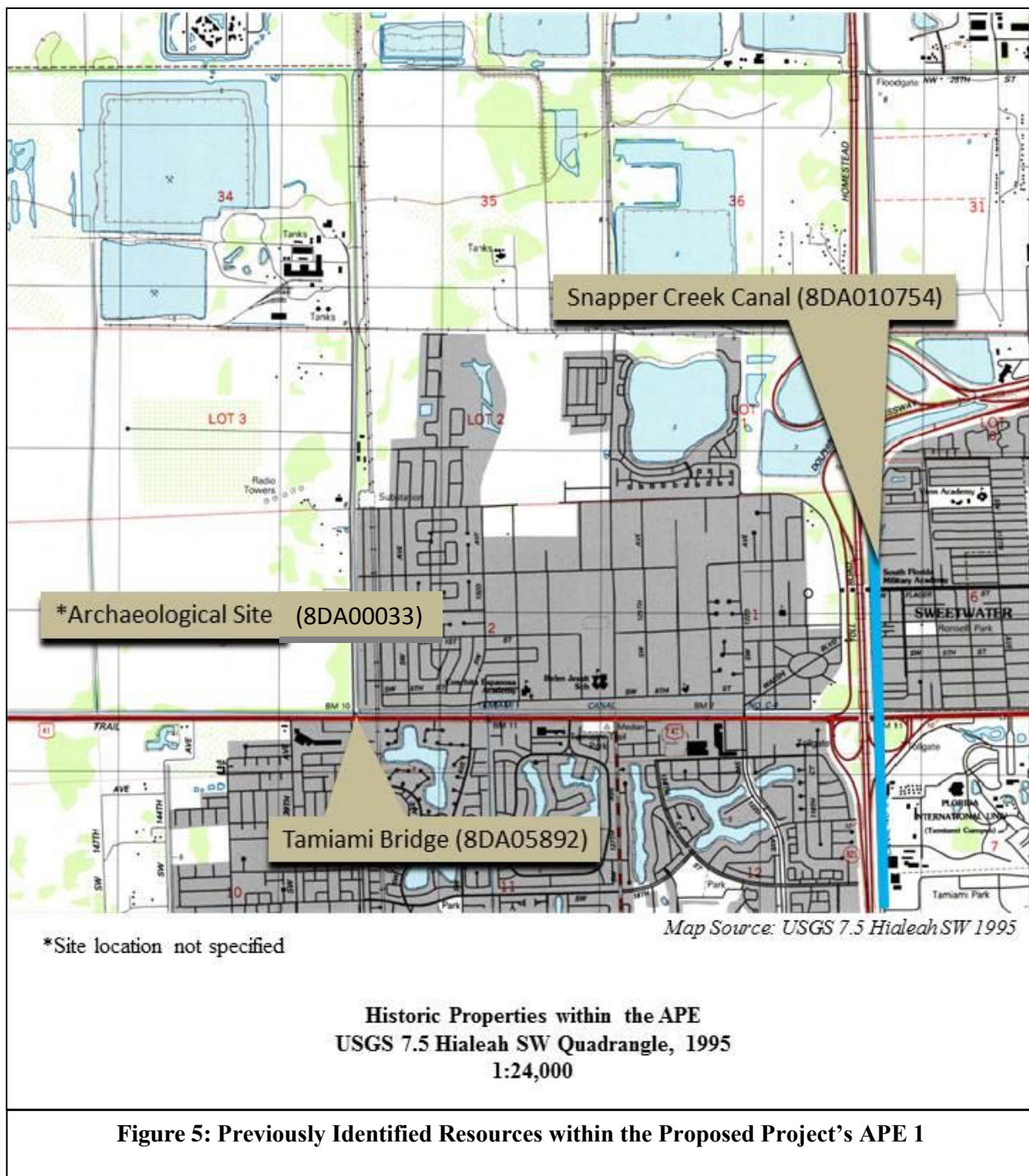




Figure 6: Previously Identified Resources within the Proposed Project's APE 3

4.4 Background Investigation: Literature and Records Review

Along with a review of the FMSF, additional sources of information were investigated including:

- Relevant archaeological and historical literature records;
- Historic maps;
- Historic photos and other documents associated with the project area were consulted to further determine the types of known cultural resources along the project corridor; and
- Their temporal and cultural affiliations, locations, and other relevant data.

This background investigation was also undertaken to provide a useful context for evaluating the NRHP eligibility of any cultural resources subsequently identified during the field survey. Research efforts included:

- A review of sites in Miami-Dade County listed in the NRHP;
- Online property records of the Miami-Dade County Tax Assessor; and
- Historic maps and aerial photography of the project corridor, subdivision plat maps, and various books, articles, newspapers, and other relevant documents.

Numerous web sites were also reviewed for potential information related to cultural resources along the project corridor including the Miami Digital Archives, the Miami Metropolitan Archives, and the Florida Heritage Collection.

4.5 Cultural Resource Potential

Archaeological Resources

The FMSF search and literature review contributed to the determination of the archaeological site potential for the current project corridor. Based on the archaeological literature concerning the validity of such site predictive models and the various environmental variables used to formulate such predictions, four environmental variables were employed in predicting pre-contact site potential: distance to fresh water, soil type (soil drainage), distance to hardwood hammocks, and relative elevation. Soil type and relative elevation relate to the water drainage pattern found in a particular area.

Fresh water is obviously an important resource, as the need for water is universal. This 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. In later years, the Miami River would have been the most important source of fresh water and freshwater resources in the vicinity of the project corridor.

The characteristics of soils have been used successfully by several researchers in the formulation of predictive models for pre-contact 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. Areas with a low elevation relative to perched water systems tend to be wet or inundated. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. As described previously in Table 1, the soils associated with the project corridor are primarily

very poorly drained or indicative of land modification. These soil types are indicative of low archaeological site probability.

However, soil characteristics alone are not necessarily the best predictors of site location in this region. Other variables, such as the presence of tree islands or hardwood hammocks, serve as more reliable indicators of site location in southern Florida. One site within the vicinity of the proposed project consisted of a tree island.

Previous survey analysis of the tree island, originally identified by John Goggin in the 1940s was additionally field tested by Janus Research and was determined potentially eligible on the National Register of Historic Places in 2002 by the SHPO

The preceding analysis of the soils, drainage, and vegetation within the project corridor suggests that the majority of the project corridor has been subjected to extensive filling and land shaping for the construction of highways, right-of-way, and development. The remaining project corridor has been evaluated as possessing low potential for archaeological sites.

Historic Resources

Based on the results of the preliminary research undertaken for the project, the potential for the presence of historic resources along the project corridor was considered low. It was anticipated that the Tamiami Trail (8DA06453) and the National Register listed Tamiami Canal (8DA06510) previously identified in the FMSF would be extant as it was identified on recent aerial photography of the project corridor, as was the Snapper Creek Canal (8DA10754). Research did indicate the presence of an early to mid-twentieth century community, now known as the City of Sweetwater, platted in 1923 and incorporated in 1941. The city is predominantly residential resources until a recent annex of the city tripled the size and now includes the Dolphin Mall. Very few of the original pre 1960s houses remain as there appears to have been a housing boom, based on tax assessor's records in 1970 correlating with the construction of neighboring Florida International University.

5.0 SURVEY METHODS

5.1 *Archaeological Resources*

An archaeological desktop analysis was conducted to determine the presence of previously recorded sites, National Register-listed or eligible sites, and the likelihood for unrecorded archaeological sites with the project APE. The desktop analysis included a search of the FMSF, and a review of pertinent historic aerial maps, historic plat maps, surveyor's notes, and environmental data.

Subsurface archaeological testing of the APE was not feasible as the entire project APE is contained within existing areas of paved roadway, made-land, and right-of-way, much of which contains junction boxes, frontage for commercial properties, buried utilities and railroad right-of-way. However, due to the proximity of a previously identified archaeological site, Janus Research was tasked to conduct a detailed survey which included a shovel test of the Tamiami Station park-and-ride lot. The results included in Appendix B identified no archaeological material within the archaeological APE. If any archaeological remains are discovered during construction, MDT will cease construction activities and contact the State Historic Preservation Officer (SHPO).

5.2 *Historic Resources*

The historic resources survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a review of the FMSF and other relevant sources for any previously recorded historic properties within the project's APE, GIS Data Sets were utilized in conjunction with the Miami-Dade County Property Assessor and Google Earth Pro aerial photography to approximate construction dates of structures within the project APE. These sources generally yield the majority of known resources within a project area while the surveying historian identifies any resources not accounted for in the source data during the field survey.

A reconnaissance survey of the APE and adjacent surroundings was conducted by an architectural historian on December 1st and 2nd 2011 to identify any conditions that might assist or hinder the field survey, to verify the location of previously recorded structures in the FMSF, and identify any previously unrecorded resources. One area of historic resources was identified adjacent to the project right-of-way and the district's distinguishing characteristics, representative types and styles, and physical condition were noted in terms of potential inclusion as a historic district. Resources were photographed using a Canon PowerShot Elph 300 HS digital camera and documented on a FMSF Group Resource Form. The resources both previously and newly identified were also noted on aerial photography and a USGS Quadrangle map.

Additional research was then conducted through a review of various primary and secondary records to determine any significant historical associations of the newly identified resource. Upon completion of fieldwork, field notes and photographs were analyzed in determining the potential historic boundaries of the Sweetwater community including the resource's date(s) of construction, notable architectural features, and overall integrity, as well as its relationship to the surrounding area. This information was then used in the subsequent evaluation of the resource for eligibility for listing in the NRHP. A resource is then recommended as eligible, potentially eligible, or not eligible.

6.0 RESULTS

6.1 *Archaeological Resources*

The background research revealed one previously recorded archaeological sites within or adjacent to the archaeological APE. A vehicular and pedestrian survey of the area was conducted. Janus Research was tasked to conduct a detailed survey which included a shovel test of the Tamiami Station park-and-ride lot. The results included in Appendix B identified no archaeological material within the archaeological APE. Therefore, the proposed project should have no impact on site 8DA33 or any other archaeological site.



Figure 7: View of proposed Tamiami Station park-and-ride lot
On southwest quadrant of SW 8th Street and SW 147th Ave.

6.2 Historic Resources

Because of the nature of the express bus survey, the APE included the Tamiami Station park-and-ride lot on the southwest corner of SW 8th Street and SW 147th Avenue. Within those perimeters the historic resources survey resulted in the identification of 5 historic resources within the project's APE (refer to Table 5 and Figures 5 and 6). One of the 5 recorded resources contains residential structures. The remaining four structures consist of two canals, one bridge and a linear road.

These resources were evaluated for their potential eligibility for listing on the NRHP (refer to Table 5 and Appendix A). Of the 5 resources, four were previously recorded in the FMSF. These resources are identified as the Snapper Creek Canal (8DA10754), the Tamiami Bridge (8DA05892), the Tamiami Trail (8DA05610) and the Tamiami Canal (8DA06453). Updated FMSF forms were completed for these three resources. The remaining one historic resource was previously unrecorded. A FMSF group form was completed for the resource. Of the 5 resources evaluated, 2 appear potentially eligible for listing on the National Register. The remaining three resources do not meet the minimum eligibility criteria for the National Register due to their lack of sufficient historic significance and architectural integrity.

Table 5. Historic Resources Identified within the Project APE

FMSF #	Original/Updated Site File	Address/Name	Type/Style	Construction Date	NR Recommendation
8DA10754	Update	Snapper Creek Canal	Canal	c. 1925	Ineligible
8DA05892	Update	Tamiami Bridge	Bridge	c. 1942	Ineligible
8DA05610	Update	Tamiami Trail	Linear District	c. 1928	Eligible
8DA06453	Update	Tamiami Canal	Canal	c. 1929	Eligible
8DA12346	Original	Sweetwater	District	c. 1923-1965	Ineligible



Figure 8: Historic Properties within the Immediate Vicinity of the Proposed Project's APE

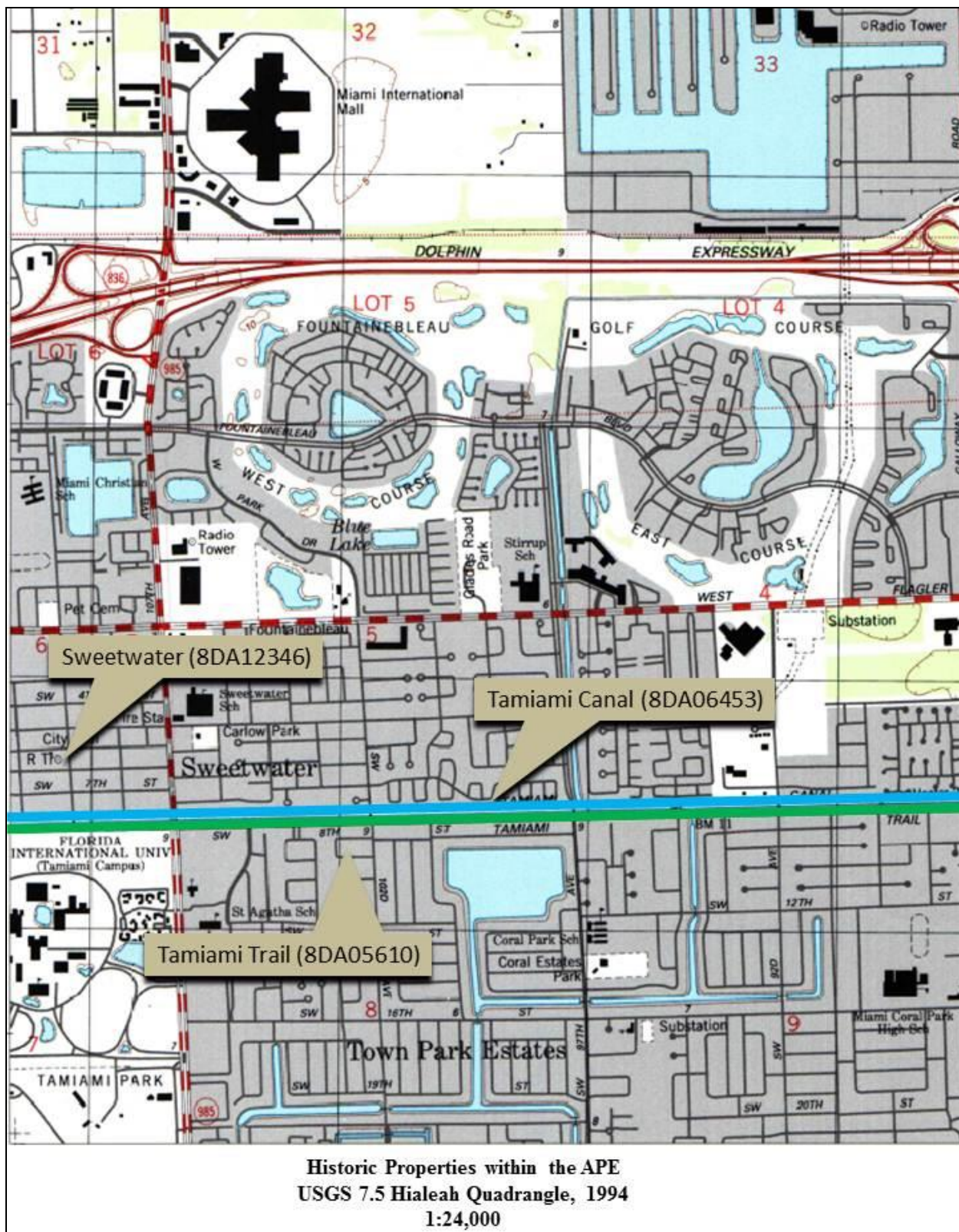


Figure 9: Historic Resources within the Immediate Vicinity of the Proposed Project's APE

The Sweetwater Community was platted in 1923 by the Pittsburgh-Miami Land Company. It was originally platted as the "Sweetwater Groves" subdivision. However development did not begin to take form until the late 1930s when a man by the name of Clyde Andrews acquired most of the platted "Sweetwater Groves". The delay in development was due in part to the devastating effects of the 1926 Hurricane and a bust in the real estate market in South Florida. One of the earlier groups of people buying the land was a troupe of midget Russian circus performers looking to retire (Ferrer). The group built a series of mini-sized houses and were among the earliest members of the community which held its first election for incorporation. The midget's manager was the first mayor, Joe Sanderlin and later one of the women became his wife. The community began to expand in the 1950s and by 1959, there were 500 residents. In early 1970, the community had grown to 3,000. Then in the early 1970s, a major state university was constructed almost immediately south, the Hispanic community began to settle in the area and in a single decade the population of Sweetwater doubled. Then in 2010, the City of Sweetwater annexed a large portion of the northern side including the Dolphin Mall more than tripling the size of the incorporated city.

Currently only a small portion of the historic age houses and commercial properties within Sweetwater remain in existence today. They are scattered along the between 2nd Street and 7th Terrace and between 112th Ave and 107th Avenue.

Know All Men By These Presents: That the PITTSBURG - MIAMI INVESTMENT COMPANY, a Corporation under the laws of the State of FLORIDA, has caused to be made the attached plat of the property to be known as "SWEETWATER GROVES", the same being a subdivision of Section 6 in Twp. 54 South in Range 40 East.

The Roads and Streets as indicated upon said plat are hereby dedicated to the perpetual use of the Public, for proper purposes, reserving to the said Corporation, its successors or assigns, the reversion or reversions thereof whenever discontinued by law.

In testimony whereof, the Pittsburg-Miami Investment Company has caused these presents to be signed by its President, attested by its Secretary, and its corporate seal to be affixed this 17th day of FEBRUARY A.D. 1923.

PITTSBURGH-MIAMI INVESTMENT Co

By James J. Marshall
President.

Attest: Grace Drutt Latus
Secretary.

Witnesses: M. E. Kelly
Louis J. Groudis

State of Pennsylvania.
County of Allegheny, ss.

I hereby certify that this day, before me personally appeared James J. Marshall and GRACE DRUTT LATUS, respectively President and Secretary of Pittsburg-Miami Investment Company, a Corporation, to me known to be the persons described in and who executed the foregoing instrument and severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned, and that they affixed thereto the official seal of said corporation, and that the said instrument is the act and deed of said Corporation.

Witness my hand and seal at PITTSBURGH, PA this 17th day of FEBRUARY A.D. 1923.

Louis J. Groudis
Notary Public.

My Commission expires March 6, 1923

I hereby certify that the survey and attached plat of "Sweetwater Groves" were made under my direction and that the information shown upon said plat is true and correct to the best of my knowledge and belief.

F. K. Ashworth
Reg. Engr. State of Florida.

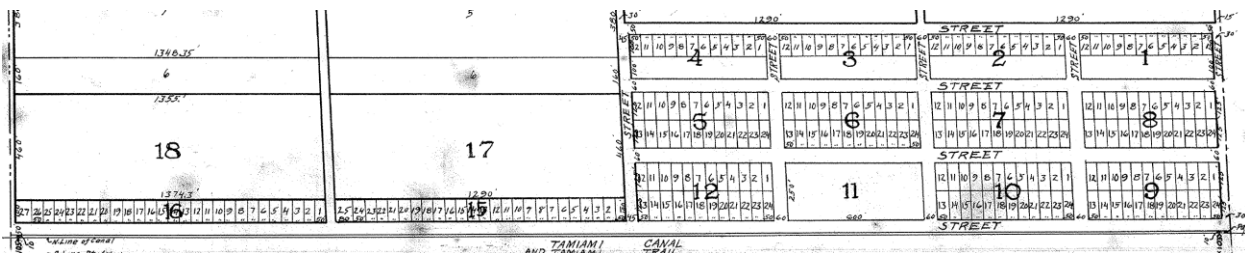


Figure 10: Portion of 1923 Plat for Sweetwater Groves

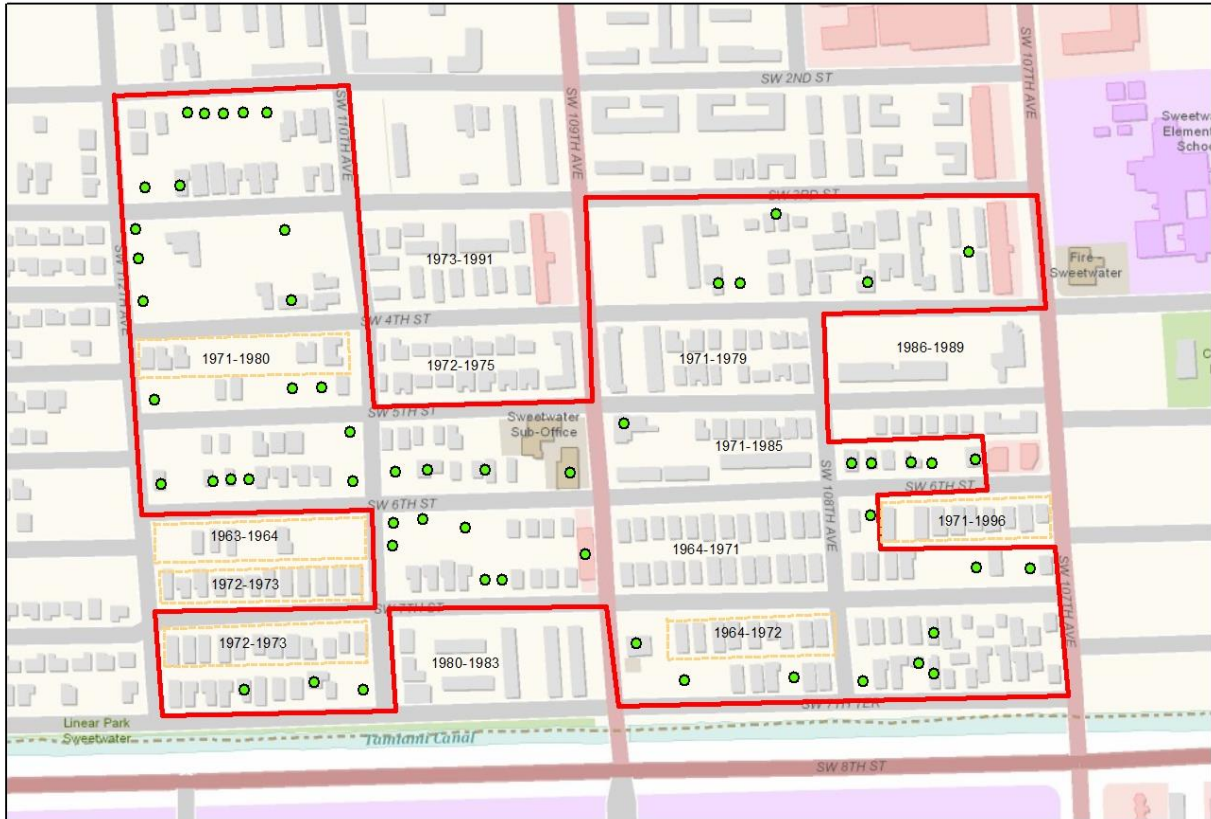


Figure 11: Current Sweetwater (8DA12346) Historic Boundary Map

Green dots depict contributing properties (55 structures of the roughly several thousand housing units within the greater Sweetwater Community). The outlying blocks to the west consisted of predominantly post 1970 development.



Figure 12: 10795 SW 7th Terrace (c. 1949)



Figure 13: View of 1970s development along SW 7th Street.



Figure 14: Typical Street view within Sweetwater



Figure 15: 10985 SW 8th Street (c. 1940) photo courtesy of Google Earth Streetview



Figure 16: 630-646 109th Avenue (c. 1947) photo courtesy of Google Earth Streetview

One linear historic district, two canals and one bridge were identified within or adjacent to the project's APE. The Snapper Creek Canal (8DA10754) is located to the north of the station location APE and is considered ineligible for the NRHP due to compromised integrity and lack of unique historical association and engineering significance.

The Tamiami Bridge carrying SW 137th Avenue over the Tamiami Canal has undergone changes and is also considered not eligible due to compromised integrity and lack of unique historical association and engineering significance.

Four miles of both the eligible Tamiami Canal (8DA06453) and the Tamiami Trail (8DA05610) are located within the APE. Detailed descriptions and evaluations of significance are included in the FMSF forms (Appendix A)

6.3 *Representative Architectural Styles*

In general the building styles located within the Sweetwater community exhibit a Masonry Vernacular architectural style typical in the late 1940s through the 1950s in south Florida. They tend to be largely unornamented and constructed from accessible materials often found locally. The buildings are constructed of concrete block and are often covered with a stucco veneer. Most if not all the houses within the district built before 1960 and also into the 1970s have shallow-pitched gabled or hipped roofs, and the concrete block walls are covered with a stucco veneer. Other notable features include a continuous or slab foundation, integral porches, symmetrical elevations, integral planters arched entrances and many are duplexes. Fenestration patterns usually consist of various metal window types including casement, single-sash, fixed, awning, and jalousie windows. Few of the houses displayed architectural styles other than elements of Mediterranean Revival and Neo-Classical Revival.

Commercial structures within the Sweetwater district are simple concrete block long linear buildings with multiple units. Most have been upgraded with mansard type roofs along the front façade and upgrades to the display windows and entrances.

7.0 CONCLUSIONS

This report documents the findings of a Phase I cultural resource assessment survey conducted in support of the Miami-Dade Expressway Authority (MDX) SR 836 Express Bus Study. The purpose of the CRAS was to locate and evaluate archaeological resources within the APE and to assess their eligibility for inclusion in the National Register.

One previously recorded archaeological site (8DA00033) was identified adjacent to the APE during the FMSF evaluation and the area is considered to have a medium probability for archaeological sites within the Tamiami Station park-and-ride lot only. Janus Research was tasked to conduct a detailed survey which included a shovel test of the Tamiami Station park-and-ride lot. The results included in Appendix B identified no archaeological material within the archaeological APE. Therefore, the proposed project should have no impact on site 8DA33 or any other archaeological site.

The historic resources survey resulted in the identification and evaluation of 5 historic resources. Of these four were previously recorded in the FMSF. These four resources are identified as the Snapper Creek Canal (8DA10754), the Tamiami Bridge (8DA05892), the Tamiami Trail (8DA05610) and the Tamiami Canal (8DA06453). Of the five resources evaluated, three were considered to not be potentially eligible for listing on the National Register of Historic places due to their lack of sufficient historic significance and/or architectural integrity. Two historic linear resources (8DA6453 and 8DA6510) are considered eligible for listing on the National Register of Historic Places for their historic significance and integrity by the SHPO. Based on the project plans and the boundaries for the new proposed Tamiami Station, it appears that there will be no adverse impacts to these resources.

Because the Tamiami Station is not adjacent to a historic building or structure, the project is determined to have no adverse effects on the two eligible properties.

Therefore, based upon the results of this survey and the currently proposed plans, no further archaeological testing or historic investigations within the proposed project area are recommended.

7.1 *Unanticipated Finds*

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, the provisions of Chapter 872.05, *F.S.* will apply. Chapter 872.05, *F.S.* 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 (if the remains are less than 75 years old) or the State Archaeologist (if the remains are more than 75 years old). If human remains that are less than 75 years old are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are determined to be more than 75 years in age, then the State Archaeologist overtakes jurisdiction in determining appropriate treatment and options for the remains.

7.2 *Curation*

No cultural material was collected. The Survey Log Sheet (Appendix B) is curated at the FMSF in Tallahassee, along with a copy of this report. Field notes and other pertinent project records are temporarily stored at Janus Research and returned to the client, as appropriate.

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☐ Original
☒ Update



RESOURCE GROUP FORM FLORIDA MASTER SITE FILE Version 4.0 1/07

Site #8 1000754
 Field Date 12-1-2011
 Form Date 12-22-2011
 Recorder# _____

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Snapper Creek Canal Multiple Listing [DHR only] _____
 Project Name CRAS of SR 836 Express Bus Study FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☒ canal ☐ railway ☐ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction
 City/Town (within 3 miles) Sweetwater In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Dade
 Name of Public Tract (e.g., park) Unknown
 1) Township 54S Range 40E Section 6 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name HIALEAH SW USGS Date 1995
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) See Continuation Sheet

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTIONConstruction Year: 1925 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer (last name first): UnknownBuilder (last name first): Unknown

Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

1. c. 1925 to present

3. _____

2. _____

4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See Continuation Sheet**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☒ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☒ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☒ historic photos☐ interior inspection☐ HABS/HAER record search☐ other methods (specify) _____

Bibliographic References (give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places?

☐ yes☒ no☐ insufficient information

Potentially eligible as contributor to a National Register district?

☐ yes☒ no☐ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See Continuation SheetArea(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Community planning & development

3. _____

5. _____

2. _____

4. _____

6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____

Maintaining organization _____

Document description _____

File or accession #'s _____

2) Document type _____

Maintaining organization _____

Document description _____

File or accession #'s _____

RECORDER INFORMATIONRecorder Name Charlotte WeberAffiliation HNTB CorporationRecorder Contact Information 3715 Northside Pkwy, 200 Northcreek, Ste 800, chweber@hntb.com 404-946-5712
(address / phone / fax / e-mail)**Required Attachments****① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED****② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED****③ TABULATION OF ALL INCLUDED RESOURCES** (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)**④ PHOTOS OF GENERAL STREETScape OR VIEWS** (Optional: aerial photos, views of typical resources)Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: SNAPPER CREEK CANAL

A. NARRATIVE DESCRIPTION

Only the portion of the Snapper Creek Canal located adjacent the proposed project's APE was surveyed. This portion of the canal intersects with the historic Tamiami Canal just east of the Florida Turnpike. The width of the canal in this area is approximately 40 feet. The canal consists of earthen embankments and is crossed by a non-historic road bridge. The surrounding area is comprised of dense residential and institutional development and the immediate area has been significantly impacted by the construction of the Florida Turnpike and its ramps at this location.

B. DISCUSSION OF SIGNIFICANCE

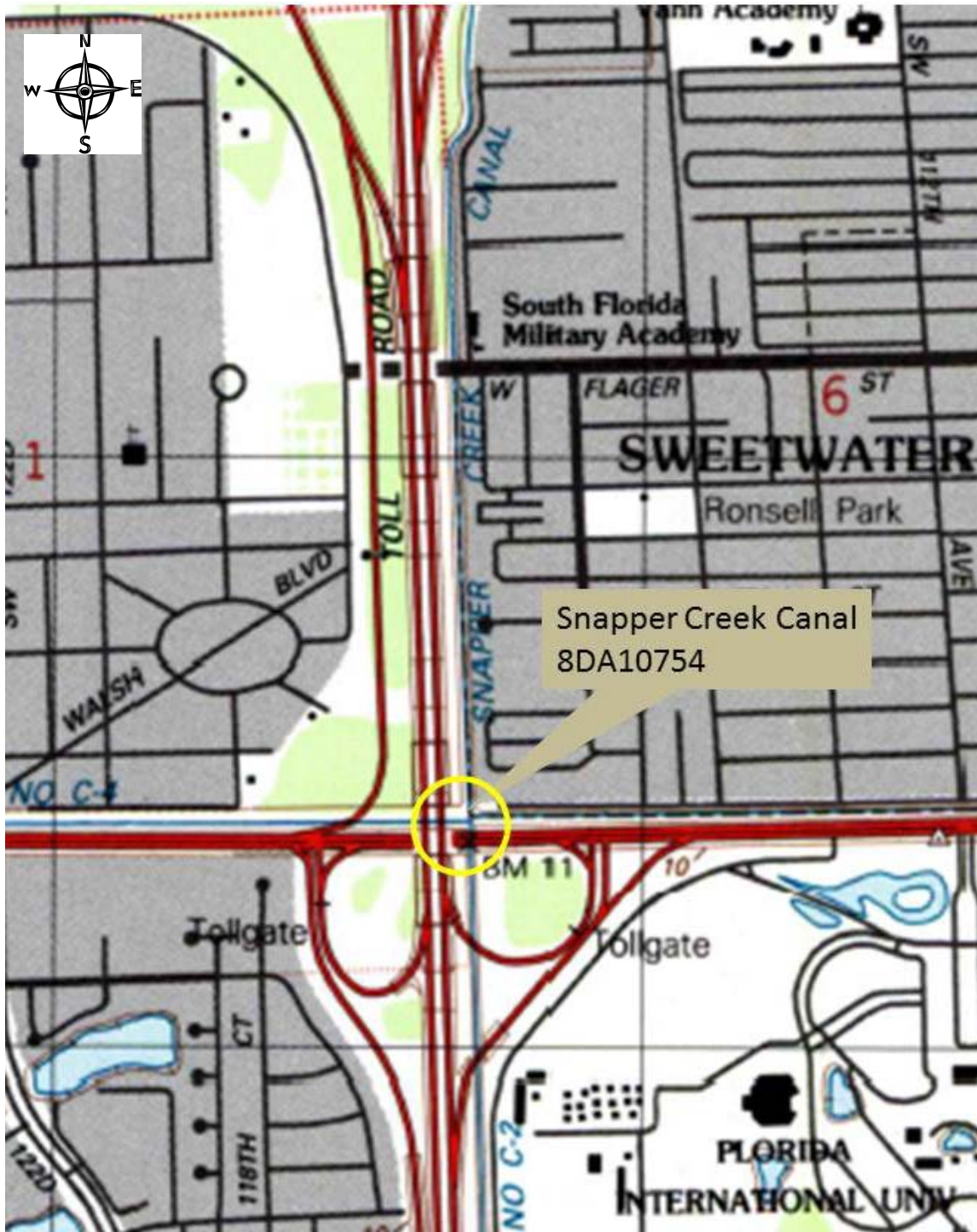
The Snapper Creek Canal was constructed circa 1925 and conveys typical design elements and construction techniques associated with canal structures built for drainage purposes. Within the project APE, the canal features earthen embankments and is crossed by a non-historic road bridge. The areas both north and south of the canal consist of dense residential and institutional development and the, along with the railroad bridge and State Route 874, has altered its historic setting. The Snapper Creek Canal is representative of similar drainage canals found throughout south Florida and is not one of the original six significant primary canals associated with the Everglades Drainage Project. Due to a lack of integrity and unique engineering significance, this section of the Snapper Creek Canal is recommended not eligible for listing on the National Register of Historic Places.

C: BIBLIOGRAPHY

Grindstaff, Mark

2010 CRAS of SR 874 Widening from SW 88th Street/Kendall Drive to SR 826. Manuscript on file Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

SITE NAME: SNAPPER CREEK CANAL



Hialeah SW, Florida
USGS 7.5 Minute Series Topographic)
1995
Scale 1:24,000

SITE NAME: SNAPPER CREEK CANAL



Site Plan -

Photo 1. View northward of Snapper Creek Canal from SW 8th Street/Tamiami Trail.

SITE NAME: SNAPPER CREEK CANAL



Photo 2. View southward of the Snapper Creek Canal from SW 8th Street/Tamiami Trail.



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 DA12346
 Field Date 12-1-2011
 Form Date 12-15-2011
 Recorder# _____

☒ Original
☐ Update

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

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- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
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- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Sweetwater Multiple Listing [DHR only] _____
 Project Name SR 836 Express Bus Study FMSF Survey # DA1234
 National Register Category (please check one): ☐ building(s) ☐ structure ☒ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction
 City/Town (within 3 miles) Sweetwater In Current City Limits? ☒ yes ☐ no ☐ unknown
 County or Counties (do not abbreviate) Dade
 Name of Public Tract (e.g., park) _____
 1) Township 54S Range 40E Section 6 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name HIALEAH USGS Date 1994
 2) Name HIALEAH SW USGS Date 1995
 Plat, Aerial, or Other Map (map's name, originating office with location) 1923 Sweetwater Groves Plat Map 8/50, Miami Dade
 Landgrant Unknown
 Verbal Description of Boundaries (description does not replace required map) Roughly incorp. SW 7th Terrace along the S end from SW 107th Ave to 112th Ave, W boundary along SW 112th Ave to SW 2nd Street, turning S on 110th Ave to SW 5th Ave one block to SW 3rd St to SW 107th, then to corner of SW 107th and SW 7th Terrace.

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date _____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info Keeper – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	Date _____ Init. _____ Date _____
---	--	--------------------------------------

HISTORY & DESCRIPTIONConstruction Year: 1938 ☐ approximately ☐ year listed or earlier ☒ year listed or laterArchitect/Designer (last name first): UnknownBuilder (last name first): UnknownTotal number of individual resources included in this Resource Group: # of contributing 55 # of non-contributing 280

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

1. 1923 - 1961

3. _____

2. _____

4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See Continuation sheet**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☒ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☒ property appraiser / tax records☐ newspaper files☒ neighbor interview☐ Public Lands Survey (DEP)☐ cultural resource survey☒ historic photos☐ interior inspection☐ HABS/HAER record search☐ other methods (specify) Historic Aerial Photography, interviewsBibliographic References (give FMSF Manuscript # if relevant) See Continuation Sheet**OPINION OF RESOURCE SIGNIFICANCE**

Potentially eligible individually for National Register of Historic Places?

☐ yes☒ no☐ insufficient information

Potentially eligible as contributor to a National Register district?

☐ yes☒ no☐ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See Continuation SheetArea(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Community planning & development

3. _____

5. _____

2. Architecture

4. _____

6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____**RECORDER INFORMATION**Recorder Name Charlotte Weber Affiliation HNTB CorporationRecorder Contact Information 3715 Northside Pkwy, 200 Northcreek, Ste 800, Atlanta, GA 30327 404.946.5712 chwek+
(address / phone / fax / e-mail)**Required Attachments****① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED****② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED****③ TABULATION OF ALL INCLUDED RESOURCES** (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)**④ PHOTOS OF GENERAL STREETScape OR VIEWS** (Optional: aerial photos, views of typical resources)Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Sweetwater

A: NARRATIVE DESCRIPTION OF THE SITE.

The City of Sweetwater is located just north of the Tamiami Canal and Trail and in an area roughly extending west to the Snapper Creek canal and north to now include the Dolphin Mall area, a 2010 annex and along the east side along SW 107th Ave; however some portions stretch further east. Because of modern development boom in the late 1960s and early 1970s, the historic boundary for the City of Sweetwater is limited to an area that roughly includes the areas of SW 7th Terrace along the southern end from SW 107th Ave to 112th Ave, the western boundary along SW 112th Ave to SW 2nd Street, turning south on 110th Ave to SW 5th Ave one block to SW 3rd St to SW 107th, then to corner of SW 107th and SW 7th Terrace. The majority of the historic age houses are no longer existent. Only 55 structures remain intact in the proposed historic boundary.

The Sweetwater Community was platted in 1923 by the Pittsburgh-Miami Land Company as part of the early real estate boom. 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). Real estate was rapidly changing hands and several small new communities were developed as new land was acquired and former agricultural areas gave way to residential subdivisions. By the end of 1925, over-speculation and over-development threatened South Florida's vigorous and unprecedented growth. Unfortunately, throughout Florida, the prosperity associated with the real estate market was short-lived.

Another blow to the boom came with the hurricane in 1926. Because there had not been a major storm in Miami-Dade County for 16 years, the 1926 hurricane took everyone completely by surprise (Tebeau 1971:387).

Although the Sweetwater Community was platted in 1923 by the Pittsburgh-Miami Land Company, development did not begin to take form until the late 1930s when a man by the name of Clyde Andrews acquired most of the platted "Sweetwater Groves". One of the earlier groups of people buying the land was a troupe of midget Russian circus performers looking to retire (Ferrer). The group built a series of mini-sized houses and were among the earliest members of the community. In 1941, the City of Sweetwater held its first election to become incorporated. The Russian midget troupe's manager was the first mayor, Joe Sanderlin and later one of the midget women became his wife becoming the first lady of Sweetwater. The community began to expand in the 1950s and by 1959, there were 500 residents (City of Sweetwater website www.cityofsweetwater.fl.gov/about.htm).

Between the 1950s and into early 1970, the community of Sweetwater had grown steadily to 3,000 people. Then in the early 1970s, a major state university was constructed almost immediately south and the Hispanic community began to settle in the area and in a single decade the population of Sweetwater doubled. Then in 2010, the City of Sweetwater annexed a large portion of the northern side including the Dolphin Mall more than tripling the size of the incorporated city. Currently the community is approximately 93% Hispanic with a large portion being from Nicaragua.

SITE NAME: Sweetwater**B: DISCUSSION OF SIGNIFICANCE**

The City of Sweetwater's period of significance was established as 1923 – 1962 and it was evaluated for significance in the areas of Criterion A for community planning and development as a community platted in early 1923, incorporated in 1941 and that grew exponentially in the 1960-1980s and into the present. The City gained notoriety due to the troupe of Russian Midgets that settled in the community and built miniature size houses. None of the houses built by the midgets remain and there is no remaining evidence other than recorded history that they lived there and they did not contribute to the development of the community. However, so few of the original structures built during the period of significance remain and of those many have been altered. There are commercial businesses within the district, they are scattered and do not convey a cohesive to depict a center core. The houses that are historic are scattered as well, so many infill structures have interrupted the rhythm of the historic platted area. Although the lot sizes are relatively maintained, many of the newer houses are duplexes where the older, houses built before the 1960s tend to be single family dwellings.

The Sweetwater district was also evaluated under Criterion C for its significance in architecture. In general the building styles located within the Sweetwater community exhibit a Masonry Vernacular architectural style typical in the late 1940s through the 1950s in south Florida. They tend to be largely unornamented and constructed from accessible materials often found locally. The buildings are constructed of concrete block and are often covered with a stucco veneer. Most if not all the houses within the district built before 1960 and also into the 1970s have shallow-pitched gabled or hipped roofs, and the concrete block walls are covered with a stucco veneer. Other notable features include a continuous or slab foundation, integral porches, symmetrical elevations, integral planters arched entrances and many are duplexes. Fenestration patterns usually consist of various metal window types including casement, single-sash, fixed, awning, and jalousie windows. Few of the houses displayed architectural styles other than elements of Mediterranean Revival and Neo-Classical Revival.

Commercial structures within the Sweetwater district are simple concrete block long linear buildings with multiple units. Most have been upgraded with mansard type roofs along the front façade and upgrades to the display windows and entrances.

Because there are so few structures remaining and due to a lack of historic significance, the City of Sweetwater does not retain integrity in the areas of community planning and development nor in the areas of architecture and is recommended not eligible for listing on the National Register.

C: BIBLIOGRAPHY

City of Sweetwater

n.d. Website – www.cityofsweetwater.fl.gov/about.htm

Ferrer, Rick

n.d. Brief History of the Russian Midget Colony of Sweetwater, FL. Miami-Dade County Office of Historic & Archaeological Resources.

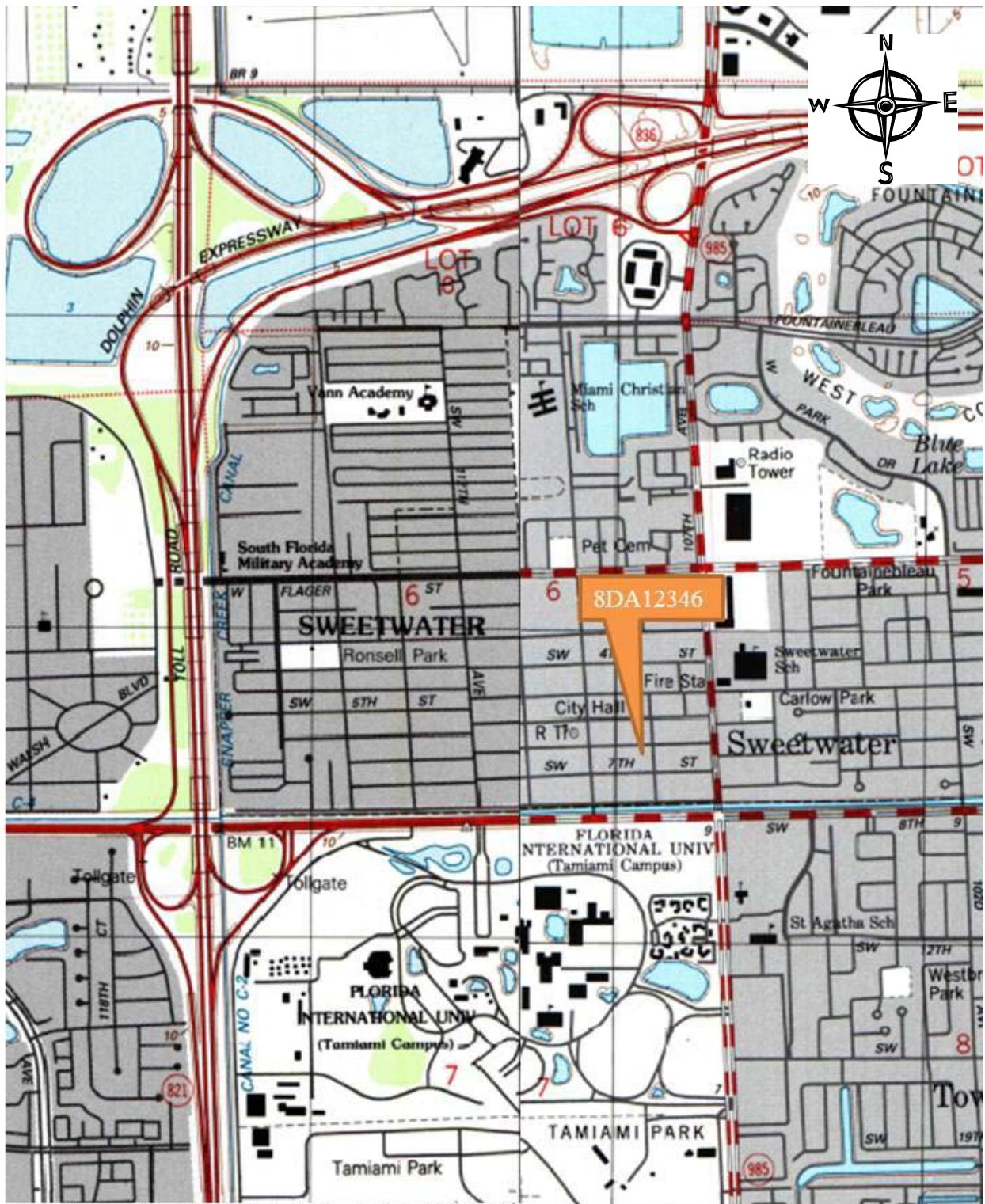
SITE NAME: Sweetwater

Parks, Arva Moore

1991 Miami: The Magic City. Centennial Press, Miami, Florida.

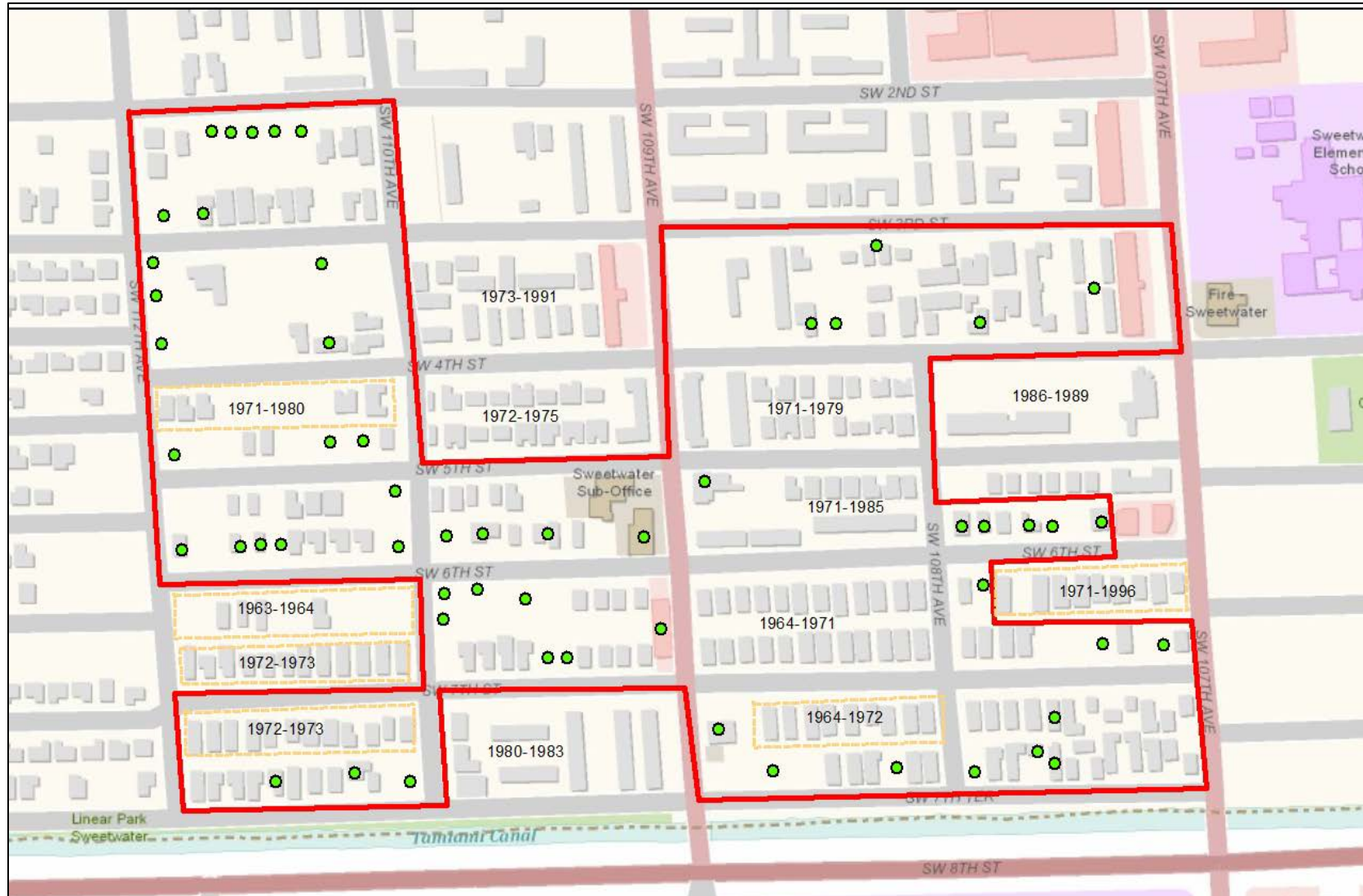
Tebeau, Charlton W.

1971 *A History of Florida*. University of Miami Press, Miami.

SITE NAME: Sweetwater

Map Source: USGS 7.5 Hialeah 1994 and Hialeah SW 1995

USGS 7.5 Minute Series
1:24,000

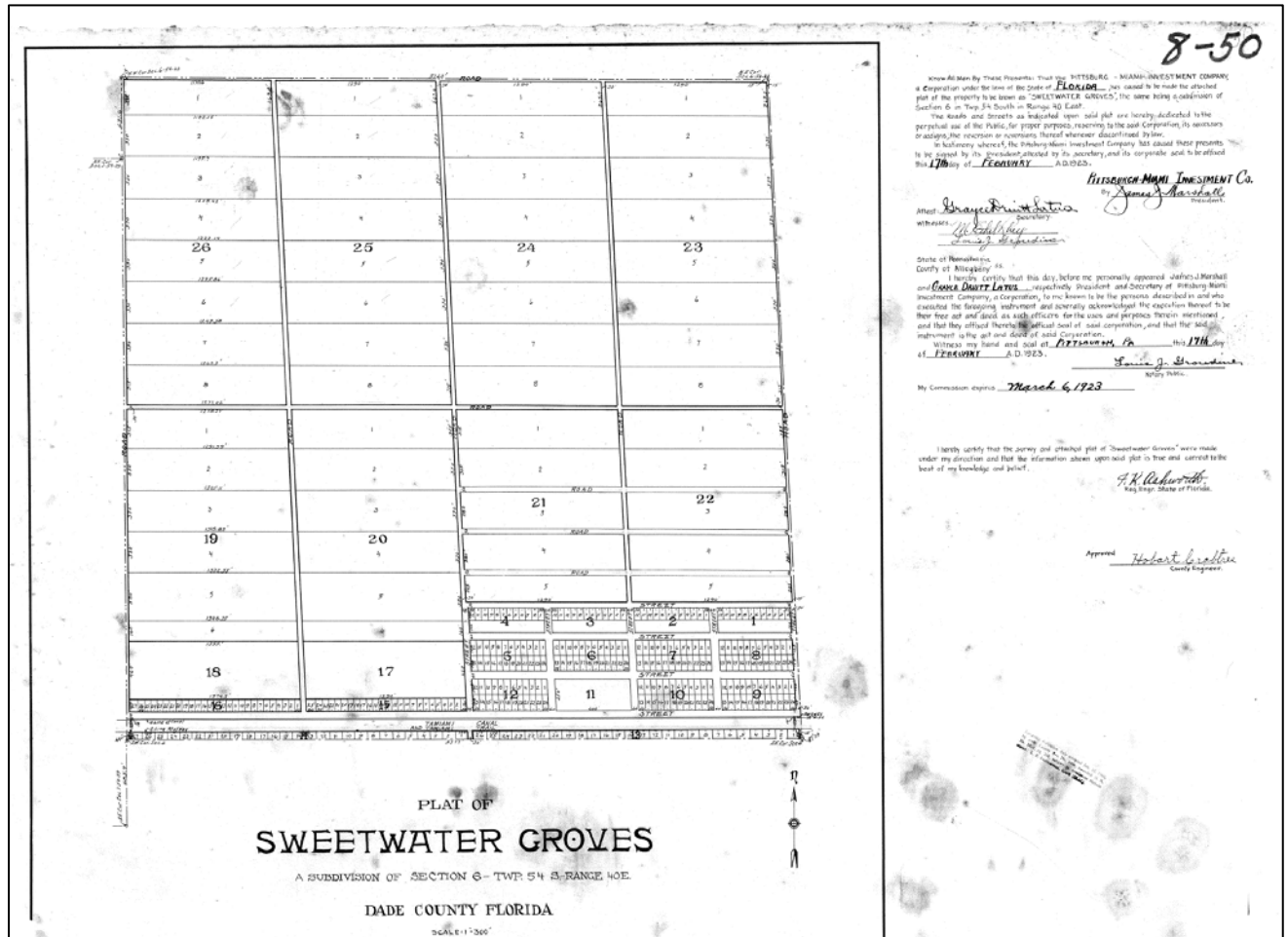
SITE NAME: Sweetwater

*Proposed Historic Boundary for the City of Sweetwater
Green dots signify contributing properties*

SITE NAME: Sweetwater



*1950 Aerial courtesy of the George A Smathers Libraries
Yellow box shows emerging development in the incorporated City of Sweetwater.*

SITE NAME: Sweetwater

Plat map from 1923

SITE NAME: Sweetwater



Photo 1: 10795 SW 7th Terrace (c. 1949)



Photo 2: View of 1970s development along SW 7th Street.

SITE NAME: Sweetwater



Photo 3: Typical Street view within Sweetwater



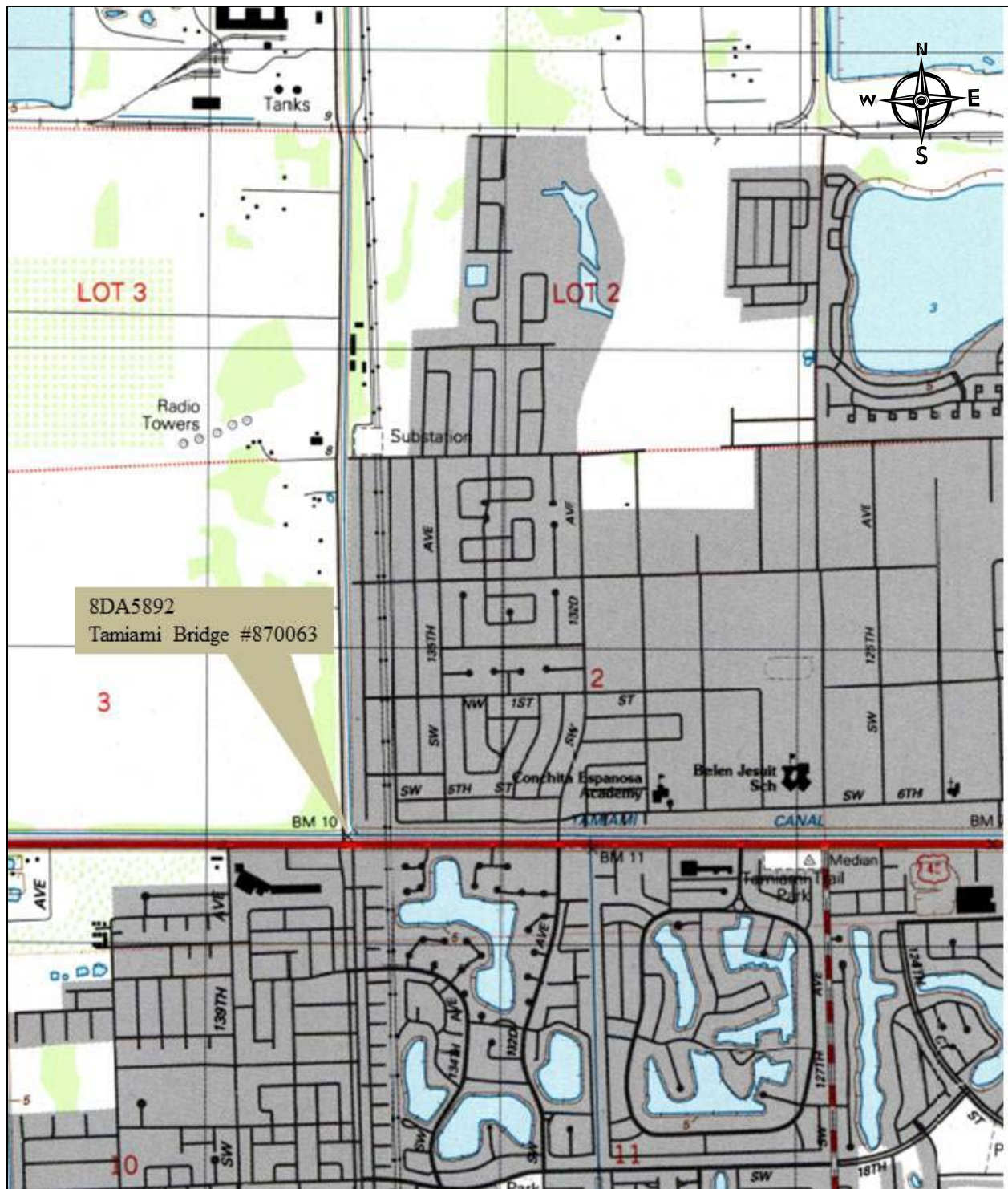
Photo 4: 10985 SW 8th Street (c. 1940) photo courtesy of Google Earth Streetview

SITE NAME: Sweetwater

Photo 5: 630-646 109th Avenue (c. 1947) photo courtesy of Google Earth Streetview



Photo 6: The midgets in formal attire (circa 1930s). Photo from the City of Sweetwater website at www.cityofsweetwaterfl.gov/about.htm

SITE NAME Tamiami Bridge

Hialeah SW Florida
USGS 7.5 Minute Series (Topographic)
1995
Scale 1:24,000

☐ Original
☒ Update



ARCHAEOLOGICAL SITE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **DA06453**
 Field Date 12-1-2011
 Form Date 12-22-2011
 Recorder # 4

Consult *Guide to Archaeological Site Form* for detailed instructions

Site Name(s) Tamiami Canal Multiple Listing (DHR only) _____
 Project Name CRAS for SR 836 Express Bus Study Survey # (DHR only) _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☒ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

USGS 7.5 Map Name HIALEAH USGS Date 1995 Plat or Other Map _____
 City/Town (within 3 miles) Sweetwater In City Limits? ☒ yes ☐ no ☐ unknown County _____
 Township 54S Range 39E Section 1-4 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE Irregular-name: _____
 Township 54S Range 40E Section 6-7 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE
 Landgrant Unknown Tax Parcel # Unknown
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 563340 Northing 2849430
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Address / Vicinity / Route to: Canal between SW 147th Avenue and SW 107th Avenue

Name of Public Tract (e.g., park) _____

TYPE OF SITE (select all that apply)

SETTING		STRUCTURES OR FEATURES		FUNCTION
<input checked="" type="checkbox"/> Land (terrestrial)	<input type="checkbox"/> Wetland (palustrine)	<input type="checkbox"/> log boat	<input type="checkbox"/> fort	<input type="checkbox"/> campsite
<input type="checkbox"/> Lake/Pond (lacustrine)	<input type="checkbox"/> usually flooded	<input type="checkbox"/> agric/farm building	<input type="checkbox"/> midden	<input type="checkbox"/> extractive site
<input type="checkbox"/> River/Stream/Creek (riverine)	<input type="checkbox"/> usually dry	<input type="checkbox"/> burial mound	<input type="checkbox"/> mill	<input type="checkbox"/> habitation (prehistoric)
<input type="checkbox"/> Tidal (estuarine)	<input type="checkbox"/> Cave/Sink (subterranean)	<input type="checkbox"/> building remains	<input type="checkbox"/> mission	<input type="checkbox"/> homestead (historic)
<input type="checkbox"/> Saltwater (marine)	<input type="checkbox"/> terrestrial	<input type="checkbox"/> cemetery/grave	<input type="checkbox"/> mound, nonspecific	<input type="checkbox"/> farmstead
	<input type="checkbox"/> aquatic	<input type="checkbox"/> dump/refuse	<input type="checkbox"/> plantation	<input type="checkbox"/> village (prehistoric)
		<input type="checkbox"/> earthworks (historic)	<input type="checkbox"/> platform mound	<input type="checkbox"/> town (historic)
			<input type="checkbox"/> well	<input type="checkbox"/> quarry

Other Features or Functions (Choose from the list or type a response.)
 1. Canal 2. _____

CULTURE PERIODS (select all that apply)

ABORIGINAL				NON-ABORIGINAL
<input type="checkbox"/> Alachua	<input type="checkbox"/> Englewood	<input type="checkbox"/> Manasota	<input type="checkbox"/> St. Johns (nonspecific)	<input type="checkbox"/> First Spanish 1513-99
<input type="checkbox"/> Archaic (nonspecific)	<input type="checkbox"/> Fort Walton	<input type="checkbox"/> Mississippian	<input type="checkbox"/> St. Johns I	<input type="checkbox"/> First Spanish 1600-99
<input type="checkbox"/> Archaic, Early	<input type="checkbox"/> Glades (nonspecific)	<input type="checkbox"/> Mount Taylor	<input type="checkbox"/> St. Johns II	<input type="checkbox"/> First Spanish 1700-1763
<input type="checkbox"/> Archaic, Middle	<input type="checkbox"/> Glades I	<input type="checkbox"/> Norwood	<input type="checkbox"/> Santa Rosa	<input type="checkbox"/> First Spanish (nonspecific)
<input type="checkbox"/> Archaic, Late	<input type="checkbox"/> Glades II	<input type="checkbox"/> Orange	<input type="checkbox"/> Santa Rosa-Swift Creek	<input type="checkbox"/> British 1763-1783
<input type="checkbox"/> Belle Glade	<input type="checkbox"/> Glades III	<input type="checkbox"/> Paleoindian	<input type="checkbox"/> Seminole (nonspecific)	<input type="checkbox"/> Second Spanish 1783-1821
<input type="checkbox"/> Cades Pond	<input type="checkbox"/> Hickory Pond	<input type="checkbox"/> Pensacola	<input type="checkbox"/> Seminole: Colonization	<input type="checkbox"/> American Territorial 1821-45
<input type="checkbox"/> Caloosahatchee	<input type="checkbox"/> Leon-Jefferson	<input type="checkbox"/> Perico Island	<input type="checkbox"/> Seminole: 1st War To 2nd	<input type="checkbox"/> American Civil War 1861-65
<input type="checkbox"/> Deptford	<input type="checkbox"/> Malabar I	<input type="checkbox"/> Safety Harbor	<input type="checkbox"/> Seminole: 2nd War To 3rd	<input type="checkbox"/> American 19th Century
	<input type="checkbox"/> Malabar II	<input type="checkbox"/> St. Augustine	<input type="checkbox"/> Seminole: 3rd War & After	<input checked="" type="checkbox"/> American 20th Century
			<input type="checkbox"/> Prehistoric (nonspecific)	<input type="checkbox"/> American (nonspecific)
			<input type="checkbox"/> Prehistoric non-ceramic	<input type="checkbox"/> African-American
			<input type="checkbox"/> Prehistoric ceramic	

Other Cultures (Choose from the list or type a response. For historic sites, give specific dates.)
 1. _____ 2. _____ 3. _____ 4. _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information
 Potentially eligible as contributor to a National Register district? ☒ yes ☐ no ☐ insufficient information
 Explanation of Evaluation (required if evaluated; use separate sheet if needed) See Continuation Sheet

Recommendations for Owner or SHPO Action _____

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____ Init. _____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)	

FIELD METHODS (select all that apply)

SITE DETECTION

- ☐ no field check
☒ literature search
☐ informant report
☐ remote sensing
☒ exposed ground
☐ posthole tests
☐ auger tests
☐ unscreened shovel
☐ screened shovel
☐ screened shovel-1/4"
☐ screened shovel-1/8"
☐ screened shovel-1/16"

Other methods; number, size, depth, pattern of units; screen size (attach site plan) _____

SITE BOUNDARY

- ☐ bounds unknown
☐ none by recorder
☒ literature search
☐ informant report
☐ remote sensing
☒ exposed ground
☐ posthole tests
☐ auger tests
☐ unscreened shovel
☐ screened shovel
☐ block excavations
☐ estimate or guess

SITE DESCRIPTION

Extent Size (m²) _____ Depth/stratigraphy of cultural deposit _____Temporal Interpretation - Components (check one): ☐ single component ☐ multiple component ☐ uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations: _____

Integrity - Overall disturbance: ☐ none seen ☒ minor ☐ substantial ☐ major ☐ redeposited ☐ destroyed-document! ☐ unknown
Disturbances / threats / protective measures _____Surface collection: area collected _____ m² # collection units _____ Excavation: # noncontiguous blocks _____

ARTIFACTS

Total Artifacts # _____ Count _____ Estimate _____ Surface # _____ Subsurface # _____

COLLECTION SELECTIVITY

- ☐ unknown
☐ unselective (all artifacts)
☐ selective (some artifacts)
☐ mixed selectivity

SPATIAL CONTROL

- ☐ uncollected ☐ general (not by subarea)
☐ unknown ☐ controlled (by subarea)
☐ variable spatial control
☐ other (describe in comments below)

Artifact Comments _____

ARTIFACT CATEGORIES and DISPOSITIONS

_____ - _____
 _____ - _____
 _____ - _____
 _____ - _____
 _____ - _____
 _____ - _____
 _____ - _____
 _____ - _____

select a disposition from the list below for each artifact category selected at left

A - category always collected
 S - some items in category collected
 O - observed first hand, but not collected
 R - collected and subsequently left at site
 I - informant reported category present
 U - unknown

DIAGNOSTICS (type or mode, and frequency: e.g., *Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware*)

1. _____ N= _____ 4. _____ N= _____ 7. _____ N= _____
 2. _____ N= _____ 5. _____ N= _____ 8. _____ N= _____
 3. _____ N= _____ 6. _____ N= _____ 9. _____ N= _____

ENVIRONMENT

Nearest fresh water: Type Other Name Canal Distance from site (m) 0
 Natural community OTHER Topography Other Elevation: Min 0 m Max 5 m
 Local vegetation Predominantly Urban Land
 Present land use Canal
 SCS soil series Predominantly Urban Land Soil association _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____
 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER & INFORMANT INFORMATION

Informant Information: Name _____
 Address / Phone / E-mail _____

Recorder Information: Name Charlotte Weber - HNTB Corporation Affiliation _____
 Address / Phone / E-mail 3715 Northlake Pkwy, 200 Northcrest 800, chweber@hntb.com, 404-946-5712

Required Attachments

❶ **PHOTOCOPY OF 7.5' USGS QUAD MAP WITH SITE BOUNDARIES MARKED and SITE PLAN**
 Plan at 1:3,600 or larger. Show boundaries, scale, north arrow, test/collection units, landmarks and date.

SITE NAME Tamiami Canal

A: NARRATIVE DESCRIPTION OF SITE

The entire Tamiami Canal parallels the Tamiami Trail and is approximately 245 miles in length, and the Miami-Dade County portion is approximately 24 miles. For the purposes of this survey, Of the 245 miles, approximately 4 miles are evaluated, between SW 147th Avenue and SW 107th Avenue. The area within this study includes portions of Township 54 South, Range 39 East, in parts of Sections 1, 2, 3, and 4; Township 54 South, Range 40 East on the edges of Sections 6 and 7. The historic canal in this study is located along the north side of the Tamiami Trail/SW 8th Street west of Miami. The canal ranges from approximately 30 to 70 feet wide and is bridged at several locations.

B: DISCUSSION OF SIGNIFICANCE

The Tamiami Canal is tied to the construction of the Tamiami Trail and it was constructed over a period from the 1915s to 1928. When the original 143-mile-long Tamiami Trail officially opened on April 25, 1928, it had taken 13 years to build at a cost of \$13 million (Tebeau 1966:220–232; Burnett 1988:41–44).

A National Register Nomination Form and determination of eligibility was completed by Janus Research and included a 14.25 mile portion from Krome Avenue to the Miami River. The assessment was broken down into evaluations by Townships. Each was evaluated for its significance as contributing to the linear district. The following are the results from the nomination form.

Portions taken directly from the Nomination Form prepared by Janus Research 2006 as the Nomination form evaluates areas also within the APE of the proposed project.

Segment #3 – Township 54 South Range 39, Section 4

This segment of the Tamiami Canal is approximately 0.759 miles long and is approximately 45 feet wide except where noted. The canal has an earthen berm on the north side and a grass buffer with a slight grade on the south side. Most of the area to the north of the canal is swamp land, but almost the entire area to the south of the canal and the Tamiami Trail has been developed with residential neighborhoods. Although there have been some minor alterations to the alignment where the Dade-Broward levee and the Tamiami canal intersect and a modern concrete bridge was added to the north side of the canal, the features of the canal's integrity remain intact and this segment was determined to be a contributing section of the linear district.

Segment #4 – Township 54 South, Range 39 East, Section 3

This segment of the Tamiami Canal is approximately 0.9375 miles long and is approximately 70 feet wide. The canal has an earthen berm on the north side and a grass buffer with a slight grade on the south. Most of the area to the north is swamp land, but almost the entire area to the south of the canal and the Tamiami Trail has experienced dense residential development and commercial centers. A single dirt frontage road continues along the north side of the canal until it reaches SW 13th Avenue. A modern concrete bridge carries SW 137th over the Tamiami Canal at the far eastern edge of this segment. There is a 330 foot concrete abutment from the west side of the bridge on the south side of the canal. A small canal intersects with the Tamiami Canal just

SITE NAME Tamiami Canal

east of the SW 137th Avenue Bridge and runs parallel to the road northward. This crossing and the smaller appear on earlier aerial maps. Although a wide modern bridge carries SW 137th over the canal, it does not diminish this segment of the canal's integrity and it is considered contributing.

Segment #5 – Township 54 South, Range 39 East, Section 2

This segment of the Tamiami Canal is approximately 0.8807 miles long and is approximately 70 feet wide in general. The canal has a grass buffer with a steep grade on the north side and a grass buffer with a slight grade on the south side. Both the north and south sides of the canal and the Tamiami Trail have been developed heavily with both residential and commercial developments. There is a modern bridge that crosses the canal at SW 132nd Ave and another at SW 127th Avenue. The canal has been widened to accommodate these crossings. A smaller canal intersects with the Tamiami canal from the south just east of the SW 132nd Avenue Bridge. Just to the east of the 132nd bridge, the canal narrows to about 45 feet in width. The modern bridges along this segment of the canal while non-historic, do not diminish the canal's integrity and the segment is considered contributing to the linear district.

Segment #6 – Township 54 South, Range 39 East, Section 1

This segment of the Tamiami Canal is approximately .08807 miles long and is generally 45 feet wide. The area to the north is residential and the area to the south is primarily modern commercial development. The canal has been widened to about 70 feet to accommodate the SW 122nd Avenue Bridge. At the east end of this segment, the Florida Turnpike crosses the Tamiami Canal as well as a small frontage road bridge just to the west of the Turnpike. These bridges are modern concrete designs and in this area the canal has been widened to 75 feet and altered with concrete abutments to accommodate these crossings. Because there have been significant modifications to the canal to accommodate the Florida Turnpike and associated off ramp, this segment is considered to not be contributing to the linear district.

Segment #7 – Township 54 South, Range 40 East, Section 6

This segment of the Tamiami Canal is approximately .08807 miles long and is 45 feet wide from the intersection of Snapper Creek Canal eastward to the SW 107th Avenue crossing. The city of Sweetwater is located on the north side along the canal in this portion and the Florida international University campus is located to the south. Beginning at the Snapper Creek Canal, SW 7th Terrace runs parallel to the Tamiami Canal on the north side and is separated by a landscaped greenspace featuring pedestrian paths, pavilions, and exercise equipment. The embankment of the canal along this stretch of greenspace is steep and appears eroded in places. Modern concrete bridges cross the canal at SW 109th Avenue and SW 107th Avenue. Located just to the east of the SW 109th Avenue Bridge is the historic Sweetwater Bridge, which is no longer in use. It has been marked with a Miami-Dade County Historic Site Marker. While the Sweetwater Bridge is historic, the modern bridges over SW 107th and 109th Avenues are not; however, the overall integrity of the canal is maintained and the segment is considered a contributing feature to the linear district.

SITE NAME Tamiami Canal

As stated in previous surveys, the Tamiami Canal maintains importance as one of the state's major engineering projects of the early twentieth century and is considered eligible under Criterion A for its significance in the area of Transportation and Engineering. This is based on its historic and continued association with the developmental, commercial and transportation history in southern Florida and in Miami-Dade County.

C: BIBLIOGRAPHY

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1993 The Seminoles of Florida. University Press of Florida, Gainesville, Florida.

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Janus Research

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2006 Cultural Resource Assessment Survey of SW 107th Avenue from Tamiami Trail to W Flagler Street. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, FL

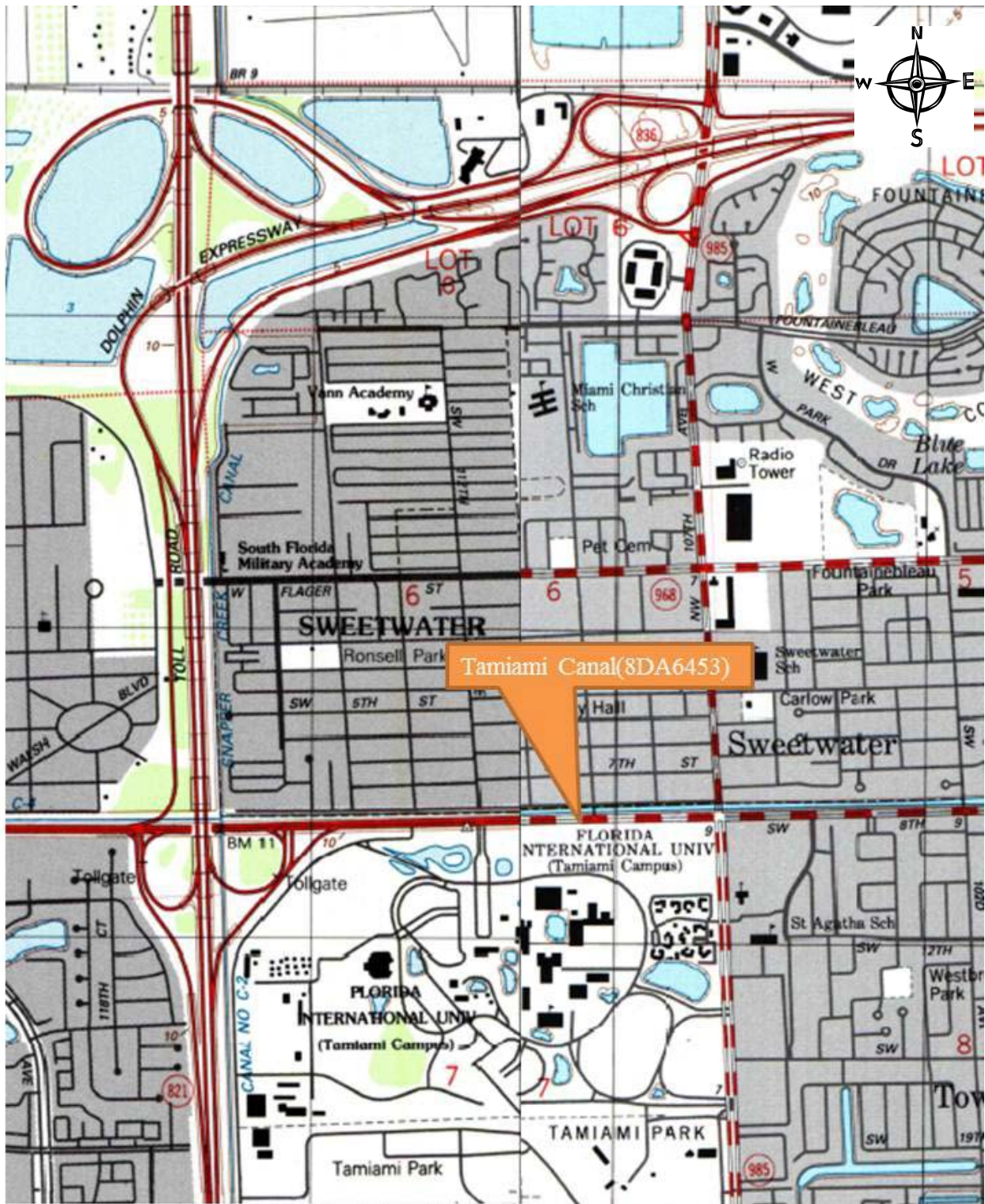
Jaudon, James Franklin

1917-1934 James Franklin Jaudon Papers. On file at the Historical Museum of Southern Florida, Miami, Florida.

1924 Letter to the Editor of the Miami Daily News and Metropolis, 14 July 1924. James Franklin Jaudon Papers, Box 11, Folder 6. On file at the Historical Museum of Southern Florida, Miami, Florida.

Tebeau, Charlton W.

1966 Florida's Last Frontier: The History of Collier County. (Revised edition.) University of Miami Press, Miami, Florida.

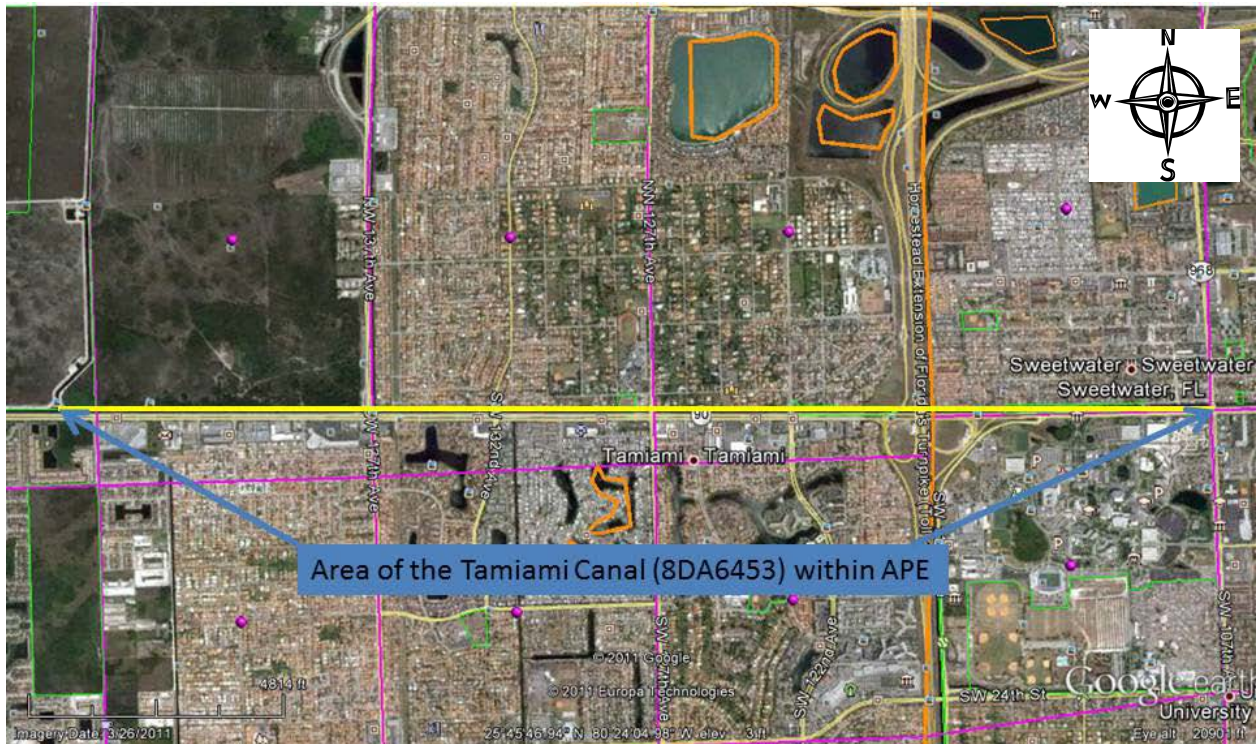
SITE NAME Tamiami Canal

Map Source: USGS 7.5 Hialeah 1994 and Hialeah SW 1995

USGS 7.5 Minute Series (Topographic)

Scale 1:24,000

SITE NAME Tamiami Canal



8D6453_A Facing West

SITE NAME Tamiami Canal



1950 Aerial from the George A Smathers Libraries

☐ Original
☒ Update



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 DA06510
 Field Date 12-1-2011
 Form Date 12-22-2011
 Recorder# 2

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Tamiami Trail/SR90/SW 8th Street Multiple Listing [DHR only] _____
 Project Name CRAS for SR 836 Express Bus Study FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☒ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction
 City/Town (within 3 miles) Sweetwater In Current City Limits? ☒ yes ☐ no ☐ unknown
 County or Counties (do not abbreviate) Dade
 Name of Public Tract (e.g., park) _____
 1) Township 54S Range 40E Section 6 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township 54S Range 39E Section 2 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name HIALEAH USGS Date 1994
 2) Name HIALEAH SW USGS Date 1995
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant Unknown
 Verbal Description of Boundaries (description does not replace required map) Approximately 4 miles along SW 8th Street between SW 147th Avenue and SW 107th Avenue

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date		Init.	
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTION

Construction Year: 1928 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Architect/Designer(last name first): Unknown Builder(last name first): Unknown
 Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____
 Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)
 1. c. 1928-2011 3. _____
 2. _____ 4. _____
 Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See Continuation Sheet

RESEARCH METHODS (check all that apply)

☒ FMSF record search (sites/surveys) ☐ library research ☐ building permits ☐ Sanborn maps
☐ FL State Archives/photo collection ☐ city directory ☐ occupant/owner interview ☐ plat maps
☐ property appraiser / tax records ☐ newspaper files ☐ neighbor interview ☐ Public Lands Survey (DEP)
☒ cultural resource survey ☐ historic photos ☐ interior inspection ☐ HABS/HAER record search
☒ other methods (specify) Historic Aerial Photograph review
 Bibliographic References (give FMSF Manuscript # if relevant) See Continuation sheet

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information
 Potentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient information
 Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See Continuation Sheet

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. Community planning & development 3. _____ 5. _____
 2. Transportation 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____
 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Charlotte Weber Affiliation HNTB Corporation
 Recorder Contact Information 3715 Northside Pkwy, 200 Northlake Ste 800, Atlanta, GA 30327 404-946-5712 chweber@hntb.com
 (address / phone / fax / e-mail)

Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME Tamiami Trail

A: NARRATIVE DESCRIPTION OF SITE

The entire Tamiami Trail is approximately 245 miles in length, and the Miami-Dade County portion is approximately 24 miles. For the purposes of this survey, of the 245 miles, approximately 4 miles are evaluated, between SW 147th Avenue and SW 107th Avenue. The area within this study includes portions of Township 54 South, Range 39 East, in parts of Sections 1, 2, 3, and 4; Township 54 South, Range 40 East on the edges of Sections 6 and 7. The historic trail in this study ranges from 12 traffic lanes to six traffic lanes separated by either a concrete or planted median. The Tamiami Canal runs parallel to the north of the road and non-historic development abuts the road along the south. The road was widened from 2 travel lanes to multiple travel lanes from just west of Krome Avenue eastward in recent history and then widened again in the 1990s.

B: DISCUSSION OF SIGNIFICANCE

The idea of constructing the Tamiami Trail, a highway across the Everglades, which would link the Gulf and Atlantic coasts in southern Florida, was first promoted by James Franklin Jaudon in 1915. Jaudon, a former Miami-Dade County tax assessor, wanted to develop property he owned in the western Everglades and around Chevalier Bay in northern Monroe County, and believed that construction of the Tamiami Trail would make this feasible (Burnett 1988). Apparently with this scheme in mind, Jaudon, L. T. Highleyman, eventual Supervisor of the Southern Drainage District, and R. E. McDonald purchased 20,000 acres of land in the Everglades from the Trustees of the Internal Improvement Board in 1917 (Jaudon 1924). Jaudon and a promotion group then convinced Lee, Miami-Dade, and Monroe county officials of the value and feasibility of a road and canal through his landholdings. At the time, there was even serious talk of the construction of a railroad alongside the Tamiami Trail and Canal (Jaudon 1917–1934). Consequently, Miami-Dade County raised \$125,000 and graded a rough road from the eastern part of the county to the edge of the Everglades, while Lee County worked on the western end of the highway. Work on the project temporarily stopped during World War I, when the war and problems connecting the Miami-Dade and Lee County portions delayed the road's completion.

Work on the Tamiami Trail resumed after the war ended. Undaunted by depleting funds, Jaudon surveyed and staked out the most feasible route. In the spring of 1923, a group of Lee County promoters organized a motorcade to attract public interest and demonstrate that automobile travel across the Everglades was possible. On April 4, 1923, these motorists, called the "Trail Blazers," left Fort Myers to drive across the flooded and rock-bottomed prairies of the Everglades. The expedition, which consisted of 10 cars, 23 men, and two Seminole-Miccosukee guides, took 23 days to reach Miami and captured the attention of the nation as daily reports were wired to the press (Federal Writers' Project 1984:406; Covington 1993:202; Gaby 1993:163).

This trip stimulated interest in building the highway and also demonstrated the viability of overland automobile traffic across the Everglades. Following this journey, Barron G. Collier, a millionaire tycoon, guaranteed completion of the highway contingent on the establishment of a new county named after him in what was then southern Lee County. It also required the re-routing of the road across Collier's holdings in this new county, bypassing Monroe County and

SITE NAME Tamiami Trail

Jaudon's original tract. Although Collier's financing was depleted by 1926, the State Road Department took over the final 12 miles of the Everglades section of the road which would link the Miami-Dade County and Lee County portion. When the 143-mile-long Tamiami Trail officially opened on April 25, 1928, it had taken 13 years to build at a cost of \$13 million (Tebeau 1966:220–232; Burnett 1988:41–44).

The completion of the road became the primary east-west transportation route for south Florida. Although the road has been widened from Krome Avenue eastward, the majority of the original two lane road remains intact is designated as a scenic roadway.

Janus Research and others have previously evaluated portions of the Tamiami Trail as part of various CRAS documentation. During all of the studies, the State Historic Preservation Officer determined that the resource was potentially eligible for listing in the national Register. Portions of the road were included in the 2006 CRAS of SW 107th Avenue from Tamiami Trail to W. Flagler Street and the 2000 CRAS of the Tamiami Trail. The areas included in the APE along the route has undergone substantial non-historic alterations such as the additional travel lanes, guardrails, planted and paved medians and the sidewalks, however, the route because the alignment remains intact has been determined in previous surveys as being potentially eligible for listing in the national Register.

As stated in previous surveys, the Tamiami Trail maintains importance as one of the state's major engineering projects of the early twentieth century and is considered eligible under Criterion A for its significance in the area of Transportation and Engineering. This is based on its historic and continued association with the developmental, commercial and transportation history in southern Florida and in Miami-Dade County.

C: BIBLIOGRAPHY

Burnett, G. M.

1988 Florida's Past, Volume 2: People and Events that Shaped the State. Pineapple Press, Sarasota, Florida.

Covington, James W.

1993 The Seminoles of Florida. University Press of Florida, Gainesville, Florida.

Federal Writers' Project of the Work Projects Administration for the State of Florida

1984 The WPA Guide to Florida: The Federal Writer's Project Guide to 1930s Florida. Pantheon Books, New York City, New York.

Gaby, Donald C.

1993 The Miami River and Its Tributaries. The Historical Association of South Florida, Miami, Florida.

SITE NAME Tamiami Trail

Janus Research

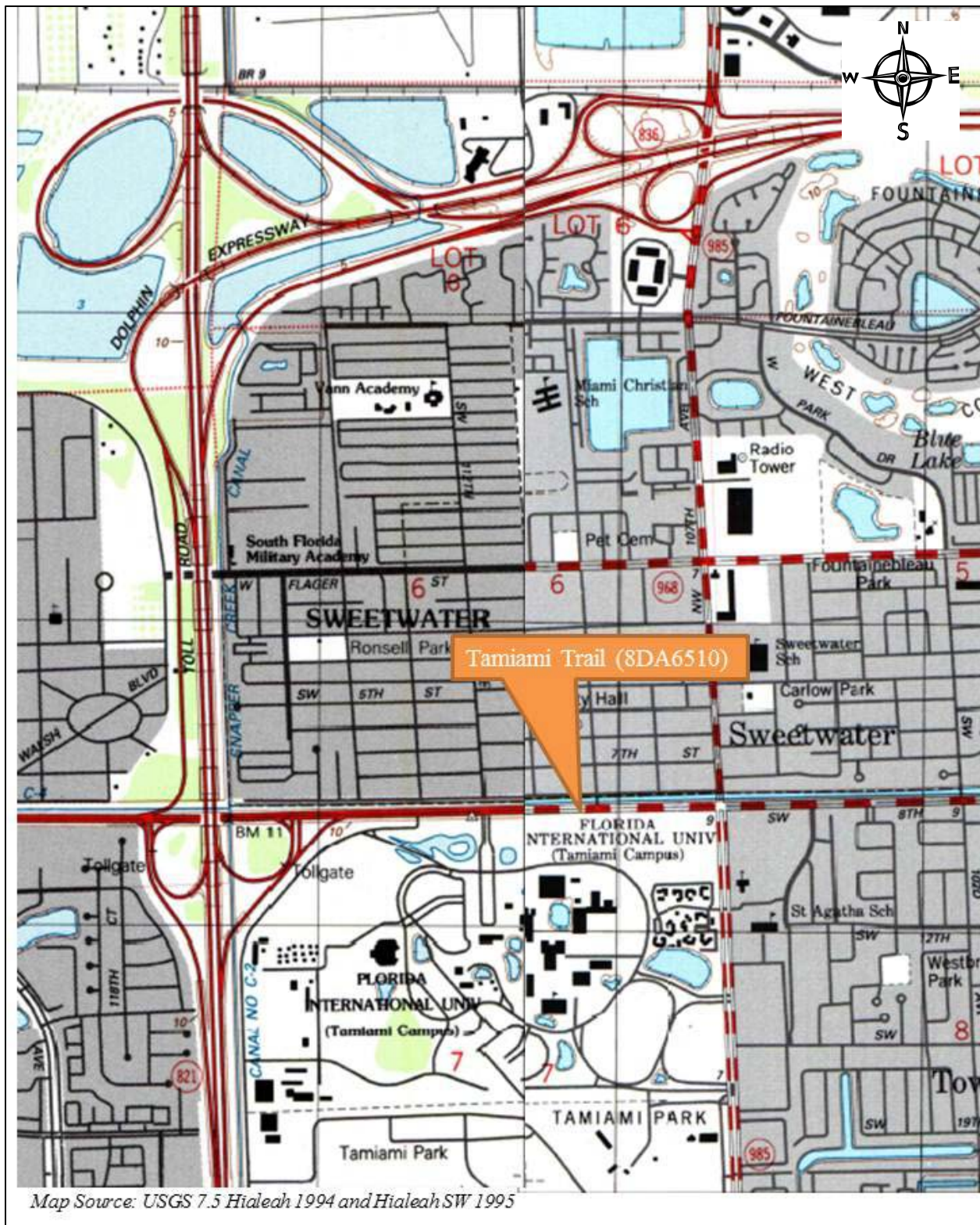
- 1995 Cultural Resource Assessment Survey of Tamiami Trail. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, FL
- 2000 Cultural Resource Assessment Survey of Tamiami Trail. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, FL
- 2006 Cultural Resource Assessment Survey of SW 107th Avenue from Tamiami Trail to W Flagler Street. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, FL

Jaudon, James Franklin

- 1917–1934 James Franklin Jaudon Papers. On file at the Historical Museum of Southern Florida, Miami, Florida.
- 1924 Letter to the Editor of the Miami Daily News and Metropolis, 14 July 1924. James Franklin Jaudon Papers, Box 11, Folder 6. On file at the Historical Museum of Southern Florida, Miami, Florida.

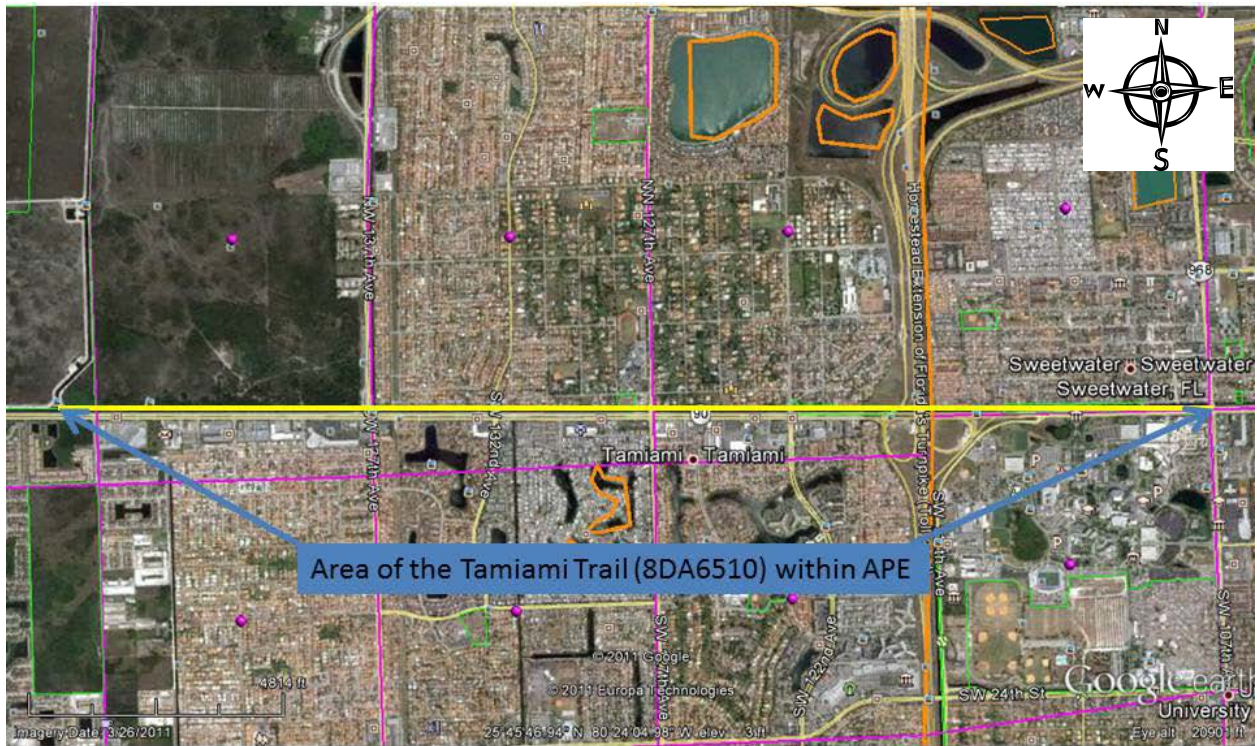
Tebeau, Charlton W.

- 1966 Florida's Last Frontier: The History of Collier County. (Revised edition.) University of Miami Press, Miami, Florida.

SITE NAME Tamiami Trail

Scale 1:24,000

SITE NAME Tamiami Trail



8D6510_A Facing West

SITE NAME Tamiami Trail



1950 Aerial from the George A Smathers Libraries

CRAS Appendix B: Shovel Test

METHODS

The archaeological survey methods consisted of a pedestrian survey and subsurface testing. In total, 50 round shovel tests were excavated during this investigation. Shovel tests were circular and roughly 50 cm (20 inches) in diameter. They were excavated until obstructed by water or solid limestone. All excavated soil was screened through ¼-inch hardware cloth suspended from portable wooden frames.

Due to the close proximity of site 8DA33, the entire project area was determined to be of high archaeological site potential. Shovel tests were conducted at 25-meter intervals. Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, soil descriptions, and environmental setting were recorded for every shovel test performed. The locations of all shovel tests were also recorded on 1" = 100 feet aerial photographs (Appendix A).

Agency Coordination

Because site 8DA33 was recorded previously as extending south into the subject parcel, and the site has been designated locally by Miami-Dade County, Jeff Ransom, the Miami-Dade County archaeologist, was consulted before and during the field survey. In a telephone conversation before the project began, Ransom expressed his concerns that site 8DA33 extended south into the subject parcel. Planned project methodology was discussed and agreed upon. Ransom was most concerned with the northern border of the subject parcel. After archaeological testing of the more elevated northern portion of the subject parcel was completed, Ransom was contacted again and informed that all shovel tests were negative for archaeological material and features. The project methodology and results were discussed and summarized and Ransom noted that he was satisfied with the level of testing and the project results.

1. RESULTS

Background research suggested a high probability of finding intact archaeological material within the archaeological APE due to the close vicinity of site 8DA33. A representative photograph of the archaeological APE is included in Figure 1. A total of 50 round shovel tests were conducted within the archaeological APE. The soil consisted of muck between the surface and 40 to 60 cm below surface (cmbs). Water and solid limestone were encountered below the muck (Figure 2). Standing water was encountered in portions of the archaeological APE (Figure 3). No archaeological material was recovered during shovel testing. A map illustrating the location of shovel tests is included as Figure 4.

Figure 1: Representative Photograph of Archaeological APE



Figure 2: Shove Test 43, facing North



Figure 3: Standing Water North of Shovel Test 47



Figure 4: Shovel Test Locations Illustrated On Field Aerial Maps



Figure 4: Survey Log Sheet

Page 1

Ent D (FMSF only) _____		<h2 style="margin: 0;">Survey Log Sheet</h2> <p style="margin: 0;">Florida Master Site File Version 4.1 1/07</p>	Survey # (FMSF only) _____
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Consult Guide to the Survey Log Sheet for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS of the SR 836 Park and Ride Lot Project

Report Title (exactly as on title page) Cultural Resource Assessment Survey of the SR 836 Park and Ride Lot Project

Report Authors (as on title page, last names first) 1. Janus Research 3. _____
2. _____ 4. _____

Publication Date (year) 2012 Total Number of Pages in Report (count text, figures, tables, not site forms) _____

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 Pepe, James P.

Affiliation of Fieldworkers: Organization Janus Research City _____

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

1. SR 836 3. _____ 5. _____ 7. _____
2. _____ 4. _____ 6. _____ 8. _____

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

Name Christopher Bucknor Organization Other

Address/Phone/E-mail 8700 West Flagler Street, Suite 480, Miami, FL 33174

Recorder of Log Sheet Janus Research Date Log Sheet Completed 6-22-2012

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

Mapping

Counties (List each one 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 <u>HIALEAH SW</u> Year <u>1988</u>	4. Name _____ Year _____
2. Name _____ Year _____	5. Name _____ Year _____
3. Name _____ Year _____	6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 6-5-2012 End 6-7-2012 Total Area Surveyed (fill in one) _____ hectares 21.5 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 (check all that apply): ☒ archaeological ☐ architectural ☐ historical/archival ☐ underwater
☐ damage assessment ☐ monitoring report ☐ other (describe): _____

Scope/Intensity/Procedures 50 round shovel tests about 50 cm in diameter and up to 1 meter in depth,
unless impeded by water. Soil screened through 1/4 in mesh.

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

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

Archaeological Methods (check 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)
☐ surface collection, uncontrolled ☐ water screen ☐ soil resistivity
☒ shovel test-1/4" screen ☐ posthole tests ☐ magnetometer
☐ shovel test-1/8" screen ☐ auger tests ☐ side scan sonar
☐ shovel test 1/16" screen ☐ coring ☒ pedestrian survey
☐ shovel test-unscreened ☐ test excavation (at least 1x2 m) ☐ unknown
☐ other (describe): _____

Historical/Architectural Methods (check 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 ☐ subdivision maps
☐ commercial permits ☐ exposed ground inspected ☐ occupant interview ☐ tax records
☐ interior documentation ☐ local property records ☐ occupation permits ☐ unknown
☐ other (describe): _____

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☐ Yes ☐ No

Count of Previously Recorded Sites _____ Count of Newly Recorded Sites _____

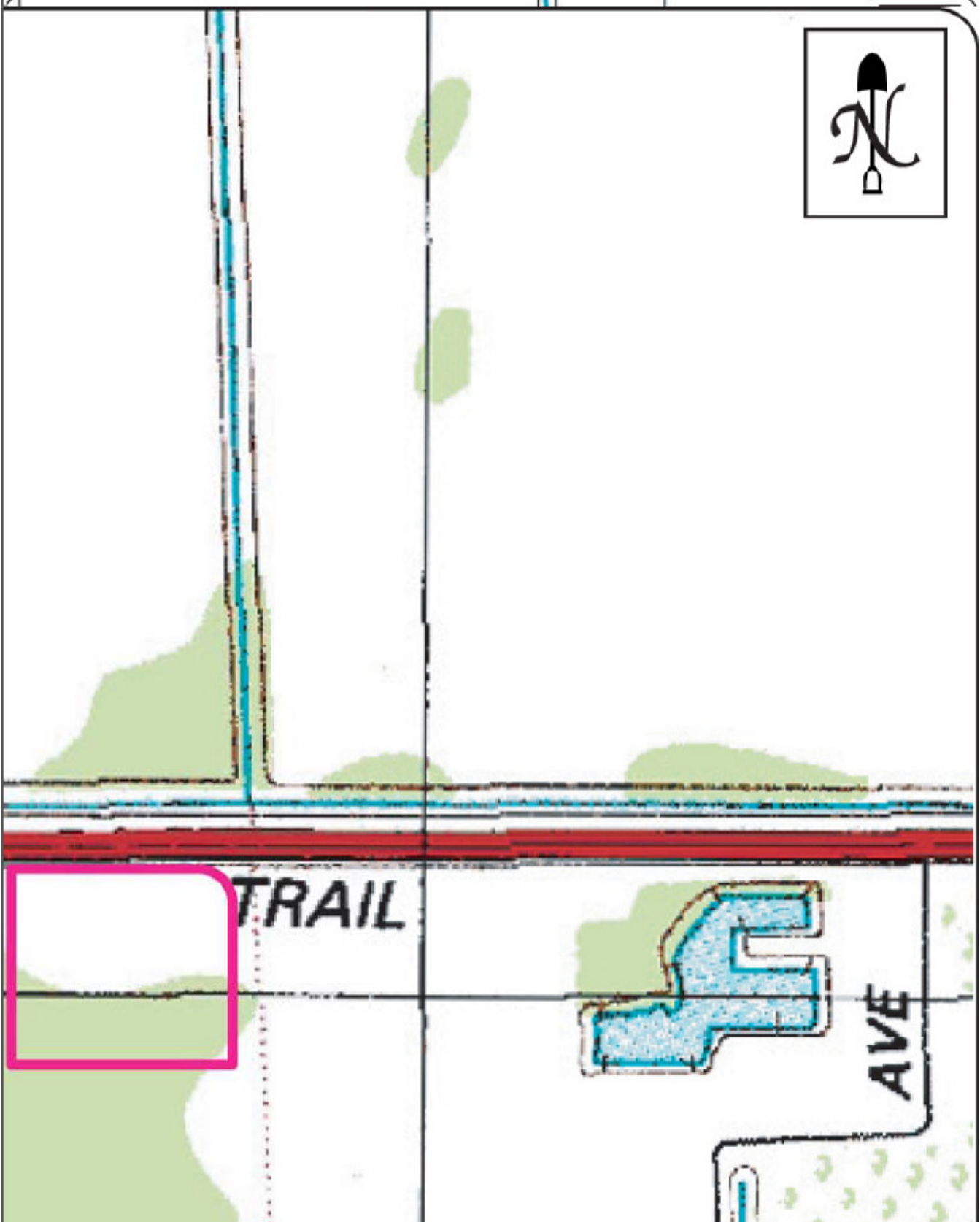
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "B". Attach additional pages if necessary.) _____

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "B". Attach additional pages if necessary.) _____

Site Forms Used: ☐ Site File Paper Form ☒ Site File Electronic Recording Form

*****REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)*****

SHPO USE ONLY	SHPO USE ONLY	SHPO USE ONLY
Origin of Report: <input type="checkbox"/> 872 <input type="checkbox"/> CARL <input type="checkbox"/> UW <input type="checkbox"/> 1A32 # _____ <input type="checkbox"/> Academic <input type="checkbox"/> Contract <input type="checkbox"/> Avocational	<input type="checkbox"/> Grant Project # _____ <input type="checkbox"/> Compliance Review: CRAT # _____	
Type of Document: <input type="checkbox"/> Archaeological Survey <input type="checkbox"/> Historical/Architectural Survey <input type="checkbox"/> Marine Survey <input type="checkbox"/> Cell Tower CRAS <input type="checkbox"/> Monitoring Report	<input type="checkbox"/> Overview <input type="checkbox"/> Excavation Report <input type="checkbox"/> Multi-Site Excavation Report <input type="checkbox"/> Structure Detailed Report <input type="checkbox"/> Library, Hist. or Archival Doc	
<input type="checkbox"/> MPS <input type="checkbox"/> MRA <input type="checkbox"/> TG <input type="checkbox"/> Other: _____		
Document Destination: _____	Plotability: _____	



Appendix J – Noise Analysis

Project:	SR 836 Express Bus Service - Tamiami Station - High Capacity
----------	--

Receiver Parameters	
Receiver:	Receiver 1
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	50 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Daytime hrs	Avg. Number of Autos/hr	123
	Avg. Number of Buses/hr	14
Nighttime hrs	Avg. Number of Autos/hr	34
	Avg. Number of Buses/hr	5
Distance	Distance from Source to Receiver (ft)	66
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	50 dBA
Total Project Ldn:	46 dBA
Total Noise Exposure:	51 dBA
Increase:	1 dB
Impact?:	None

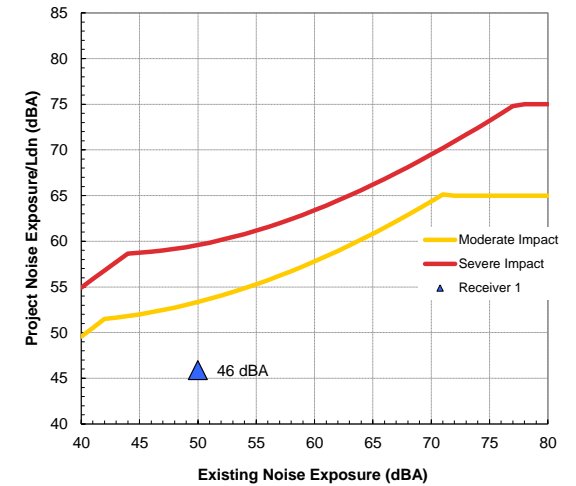
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	33 ft
Dist to Sev. Impact Contour (Source 1):	19 ft

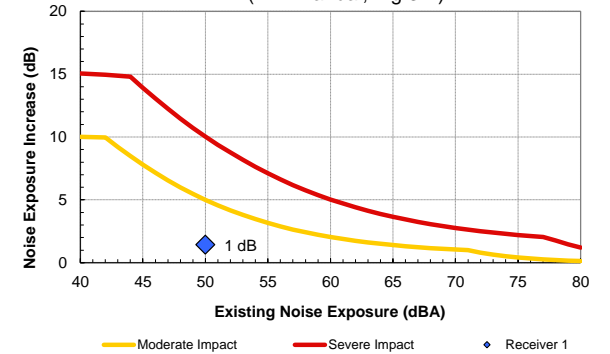
Source 1 Results

Leq(day):	47.7 dBA
Leq(night):	27.2 dBA
Ldn:	45.9 dBA

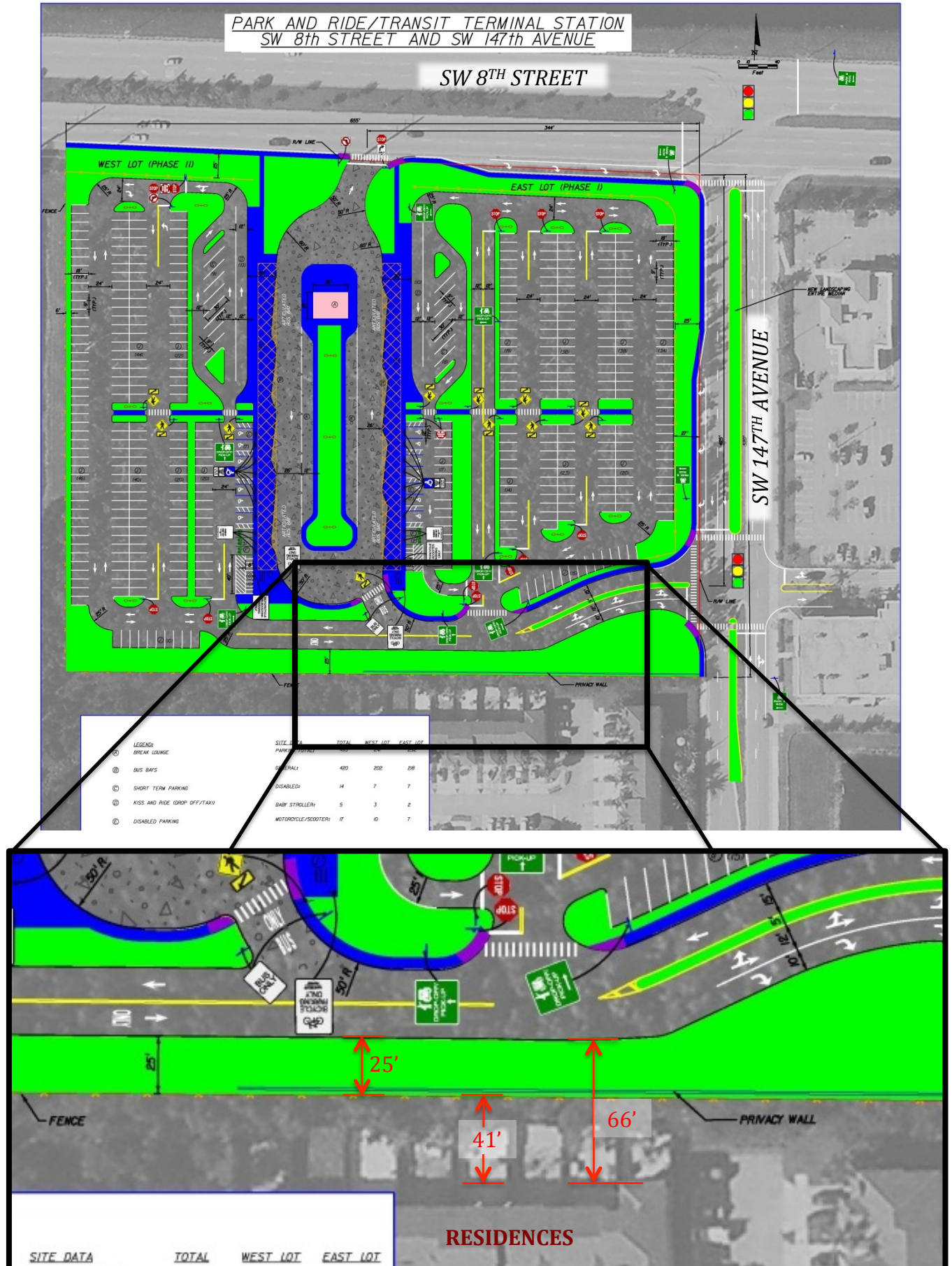
Noise Impact Criteria (FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed (FTA Manual, Fig 3-2)



Noise Distance to Source



CALCULATION OF BUSES TO SERVE TAMIAMI STATION FOR SR 836 EXPRESS BUS SERVICE CATEGORICAL EXCLUSION - HIGH CAPACITY OPERATING ASSUMPTION

MARCH 2015

Buses per Hour at proposed Tamiami Station (SW 8th Street & SW 147th Avenue)											
Route	Existing Rt. 8	Proposed Rt. 8	Proposed Rt. 8M	Existing Rt. 24	Proposed Rt. 24	Existing Rt. 40	Proposed Rt. 40	Existing Rt. 137	Proposed Rt. 137	Proposed 836 Express Bus Line A	
Duration of Service	4:37a - 12:54a	5a - 6p	6a - 12a	5:06a - 12:38a	5a - 12a	4:46a - 10:55p	5a - 10:30p	5:25a - 9:15p	5:30a - 9:00p	5:30a - 9:30a & 3:30p - 7:30p	
Peak (AM/PM) Headways	30	30	15	40	40	30	30	30	30	10	
Off-Peak (Midday) Headways	30	30	15	40	40	60	60	45	30	-	
Evening (at 8pm) Headways	20	30	30	60	60	45	45	60	30	-	
Late Night Headways	20	-	30	60	60	-	-	-	-	-	

													Tamiami Station Parking/Traffic Estimates				
Time of Day	Existing Rt. 8	Proposed Rt. 8	Proposed Rt. 8M	Existing Rt. 24	Proposed Rt. 24	Existing Rt. 40	Proposed Rt. 40	Existing Rt. 137	Proposed Rt. 137	Proposed 836 Express Bus Line A	Total Buses Per Hour	Time of Day	Hourly	Daily	Daily - Peak	Total OPS	Total - Peak
													Peak Hour	2137	1444	238	203
7:00 - 7:59a	2	2	4	1.5	1.5	2	2	2	2	6	17.5	7:00 - 7:59a	124		124		
8:00 - 8:59a	2	2	4	1.5	1.5	2	2	2	2	6	17.5	8:00 - 8:59a	385				
9:00 - 9:59a	2	2	4	1.5	1.5	1	1	1.3	2		10.5	9:00 - 9:59a	75		75		
10:00 - 10:59a	2	2	4	1.5	1.5	1	1	1.3	2		10.5	10:00 - 10:59a	75		75		
11:00 - 11:59a	2	2	4	1.5	1.5	1	1	1.3	2		10.5	11:00 - 11:59a	75		75		
12:00 - 12:59p	2	2	4	1.5	1.5	1	1	1.3	2		10.5	12:00 - 12:59p	75		75		
1:00 - 1:59p	2	2	4	1.5	1.5	1	1	1.3	2		10.5	1:00 - 1:59p	75		75		
2:00 - 2:59p	2	2	4	1.5	1.5	1	1	1.3	2		10.5	2:00 - 2:59p	75		75		
3:00 - 3:59p	2	2	4	1.5	1.5	2	2	2	2	6	17.5	3:00 - 3:59p	124		124		
4:00 - 4:59p	2	2	4	1.5	1.5	2	2	2	2	6	17.5	4:00 - 4:59p	124		124		
5:00 - 5:59p	2	2	4	1.5	1.5	2	2	2	2	6	17.5	5:00 - 5:59p	308				
6:00 - 6:59p	2	2	4	1.5	1.5	2	2	2	2	6	17.5	6:00 - 6:59p	124		124		
7:00 - 7:59p	2	2	4	1.5	1.5	1	1	2	2	6	16.5	7:00 - 7:59p	117		117		
8:00 - 8:59p	2		2	1	1	1.5	1.5	1	2		6.5	8:00 - 8:59p	46		46		
9:00 - 9:59p	2		2	1	1	1.5	1.5				4.5	9:00 - 9:59p	32		32		
10:00 - 10:59p	2		2	1	1	1.5	1.5				4.5	10:00 - 10:59p	32		32		
11:00 - 11:59p	2		2	1	1						3	11:00 - 11:59p	21		21		
12:00 - 12:59a	2			1	1						1	12:00 - 12:59a	7		7		
1:00 - 1:59a				1							0	1:00 - 1:59a	0		0		
2:00 - 2:59a											0	2:00 - 2:59a	0		0		
3:00 - 3:59a											0	3:00 - 3:59a	0		0		
4:00 - 4:59a	2					2					0	4:00 - 4:59a	0		0		
5:00 - 5:59a	2	2		3	3	2	2	2	2	6	15	5:00 - 5:59a	107		107		
6:00 - 6:59a	2	2	4	3	3	2	2	2	2	6	19	6:00 - 6:59a	135		135		

Tamiami Station Park-and-Ride/Transit Terminal **at SW 8 Street and SW 147 Avenue** **Preliminary Trip Generation**

Generic Description for Park-and-Ride Lot

Park-and-Ride lots with bus service are areas used for the transfer of people between private vehicles and buses. They usually contain a bus passenger shelter, a parking lot and circulation facilities for buses, as well as for private motor vehicles. In addition to park-and-ride, there is significant number of passengers who are dropped off or picked up (Kiss-and-Ride)

Weekday Daily **Equation T = 4.04(x) + 117.33**

Number of Parking Spaces	Total	Entering (50%)	Exiting (50%)
400	1733	867	867
450	1935	968	968
500	2137	1069	1069

*Based on ITE Trip Generation 7th Edition, Land Use 090 - Park-and-Ride Lot with Bus Service

Weekday AM Peak Hour **Equation T = 0.84(x) - 34.68**

Number of Parking Spaces	Total	Entering (80%)	Exiting (50%)
400	301	241	60
450	343	275	69
500	385	308	77

*Based on ITE Trip Generation 7th Edition, Land Use 090 - Park-and-Ride Lot with Bus Service. Peak Hour of Adjacent Street Traffic - One Hour between 7:00 and 9:00 AM.

Weekday PM Peak Hour **Equation T = 0.62(x) - 2.39**

Number of Parking Spaces	Total	Entering (23%)	Exiting (77%)
400	246	56	189
450	277	64	213
500	308	71	237

*Based on ITE Trip Generation 7th Edition, Land Use 090 - Park-and-Ride Lot with Bus Service. Peak Hour of Adjacent Street Traffic - One Hour between 4:00 and 6:00 PM.

Appendix K – Contamination Methodology and Results

HAZARDOUS MATERIALS

A preliminary contamination screening evaluation was performed for the proposed Project and identified and evaluated known or potential contamination problems. The evaluation presented recommendations concerning these problems and discussed possible impacts resulting from the proposed project.

Contamination Screening Methodology

Enforcement agency records were searched for evidence of documented contamination near the project area. The search radius was 0.25 mile for petroleum sites, dry-cleaning sites, and other waste cleanup sites. The search radius was 1.0 mile for Superfund and National Priority List (NPL) sites; these sites had a larger search radius due to potential for more severe and widespread contamination.

FDEP's Contamination Locator Map (CLM) was used to identify petroleum cleanup sites. CLM is currently limited to petroleum cleanup sites; FDEP is expanding the application to Brownfield sites, Superfund sites, and other waste cleanup sites such as dry cleaning, hazardous waste and state-owned lands. The FDEP Brownfields GeoViewer was used to locate state-designated Brownfield sites with signed rehabilitation agreements. FDEP Institutional Controls Registry (ICR) database was reviewed to locate any contaminated sites within 1 mile that are subject to institutional and engineering controls (none were found within 1 mile). EPA's Enviromapper tool was used to locate Resource Conservation and Recovery Act Regulated (RCRA) Facilities; EPA Toxic Release Inventory (TRI); and EPA Superfund/National Priority List (NPL) Sites. The Miami-Dade County Regulatory and Economic Resources (RER) list of contaminated sites and sites with underground storage tank permits were searched. For drycleaners, the review included FDEP's list of dry-cleaning facilities that have been issued a dry-cleaning registration certificate (database updated November 4, 2011) and FDEP's Priority Ranking List (October 2011). Each site was researched in FDEP's OCULUS database: an electronic document management system containing documents from the Storage Tanks, Hazardous Waste, Solid Waste, and Waste Cleanup Program Areas.

A field reconnaissance of the project area was conducted on November 10, 2011 to identify properties that could be potential environmental concerns. The field reconnaissance included walking through the proposed Park-and-Ride lot at SW 147th Ave. A walking transect around the perimeter of the proposed Park-and-Ride lot was conducted, as well as a meandering transect through the forested area of the interior of the site. The field reconnaissance included a windshield survey of roads within 0.25 mile of the Park-and-Ride perimeter. Some streets were entirely residential and were not driven. The windshield reconnaissance focused on searching for businesses that could be potential environmental concerns, such as but not limited to, gas stations, drycleaners, printing facilities, automobile repair shops, and industrial and manufacturing businesses. At each drycleaner, the inspector inquired with a sales worker whether the dry-cleaning was done on the premises or sent offsite to another location (i.e., serving as a drop-off facility only). No other interviews were conducted.

Risk Rating

Risk level is identified for each site. The contamination rating system is divided into four degrees of risk: No, Low, Medium, and High. This system expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a high cause for concern if the regulatory agencies are aware of the situation and actions, where necessary, are either complete or are underway, and these actions will not have an adverse impact on the proposed project. The ratings are explained in Volume 2, Section 22-2.2.3 of the FDOT PD&E Manual as follows:

No: A review of all available information finds there is nothing to indicate contamination would be a problem. It is possible that contaminants were handled on the property; however, all information (FDEP reports, monitoring wells, water and soil samples, etc.) indicate that contamination problems should not be expected. An example of an operation that may receive this rating is a wholesale or retail outlet that handles hazardous materials in sealed containers that are never opened while at the facility, such as cans of spray paint at a drug store.

Low: The former or current operation has hazardous waste generator identification number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination in relation to this project. This is the lowest possible rating a gasoline station operating within current regulations can receive. This rating could also apply to a retail store that blends paint. Some Low sites, such as gas stations in compliance, should be reevaluated during the design phase.

Medium: After a review of all available information, indications are found (reports, Notice of Violations, consent orders, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e., air stripping of the groundwater, etc.), or that continued monitoring is required. The complete details of remediation requirements are important to determine what MDT must do if the property were to be acquired. A recommendation should be made on each property falling into this category to its acceptability for use within the proposed project, what actions might be required if the property is acquired, and the possible alternatives if there is a need to avoid the property. This rating expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a high cause for concern if the regulatory agencies are aware of the situation and corrective actions are either underway or complete. The actions may not have an adverse impact on the proposed project.

High: After a review of all available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action. A recommendation must be included for what further assessment is required. Conducting the actual Contamination Assessment is not expected to begin until alignment is defined; however, circumstances may require additional screening assessments (i.e., collecting soil or water samples for laboratory analysis necessary to determine the presence and/or levels of contaminants) to begin earlier. Properties previously used as gasoline stations and which have not been evaluated or assessed would probably receive this rating.

Contamination Screening Results

Land use along the corridor is primarily mixed commercial and residential. Specific land uses at the proposed the Tamiami Station and the FIU Panther Station are:

- **Tamiami Station:** Land use of the proposed Park-and-Ride site is undeveloped forested land surrounded by a perimeter fence. To the north across U.S. 41/SW 8th Street/Tamiami Trail is the Tamiami (C-4) Canal and more undeveloped forested lands including the C-4 Emergency Detention Basin and associated SFWMD Pump Station G-422. To the east across SW 147th Ave is a commercial shopping plaza that is anchored by a grocery store. To the south and west are multi-family housing and associated stormwater ponds.
- **FIU Panther Station Access:** Land use of the proposed bus improvements is the existing roadway of U.S. 41/SW 8th Street/Tamiami Trail. To the northwest is the Tamiami (C-4) Canal and residential housing with some retail, including a gas station. To the northeast is the Tamiami (C-4) Canal and primarily residential housing. To the southeast are retail shopping plazas, restaurants, a BP gas station, and automobile repair shops. To the southwest is the university campus.

The following is a summary of the contamination screening.

Figures 1 and 2 contain locations of the potentially contaminated sites.

Figure 1: Potentially Contaminated Sites – 1

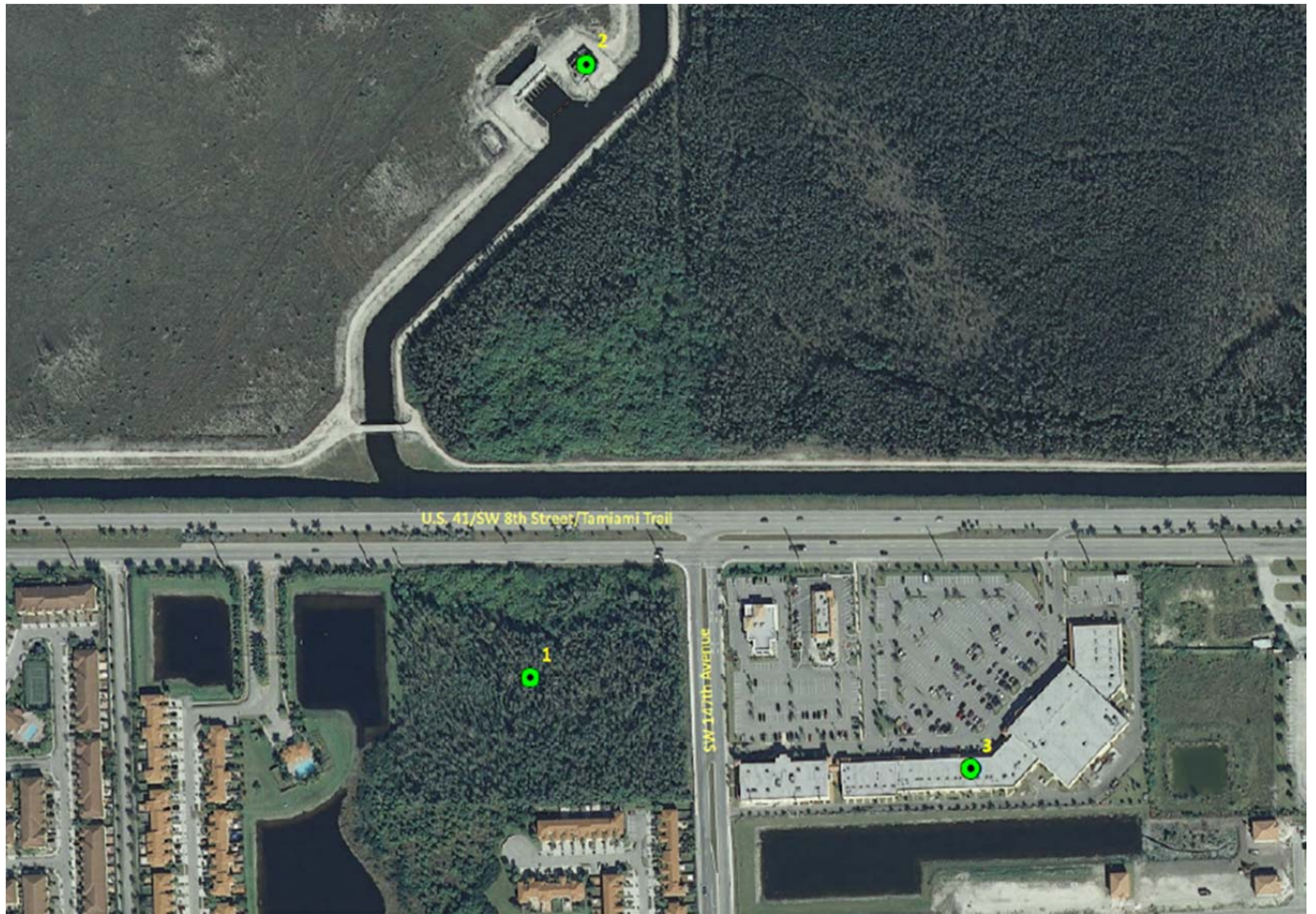
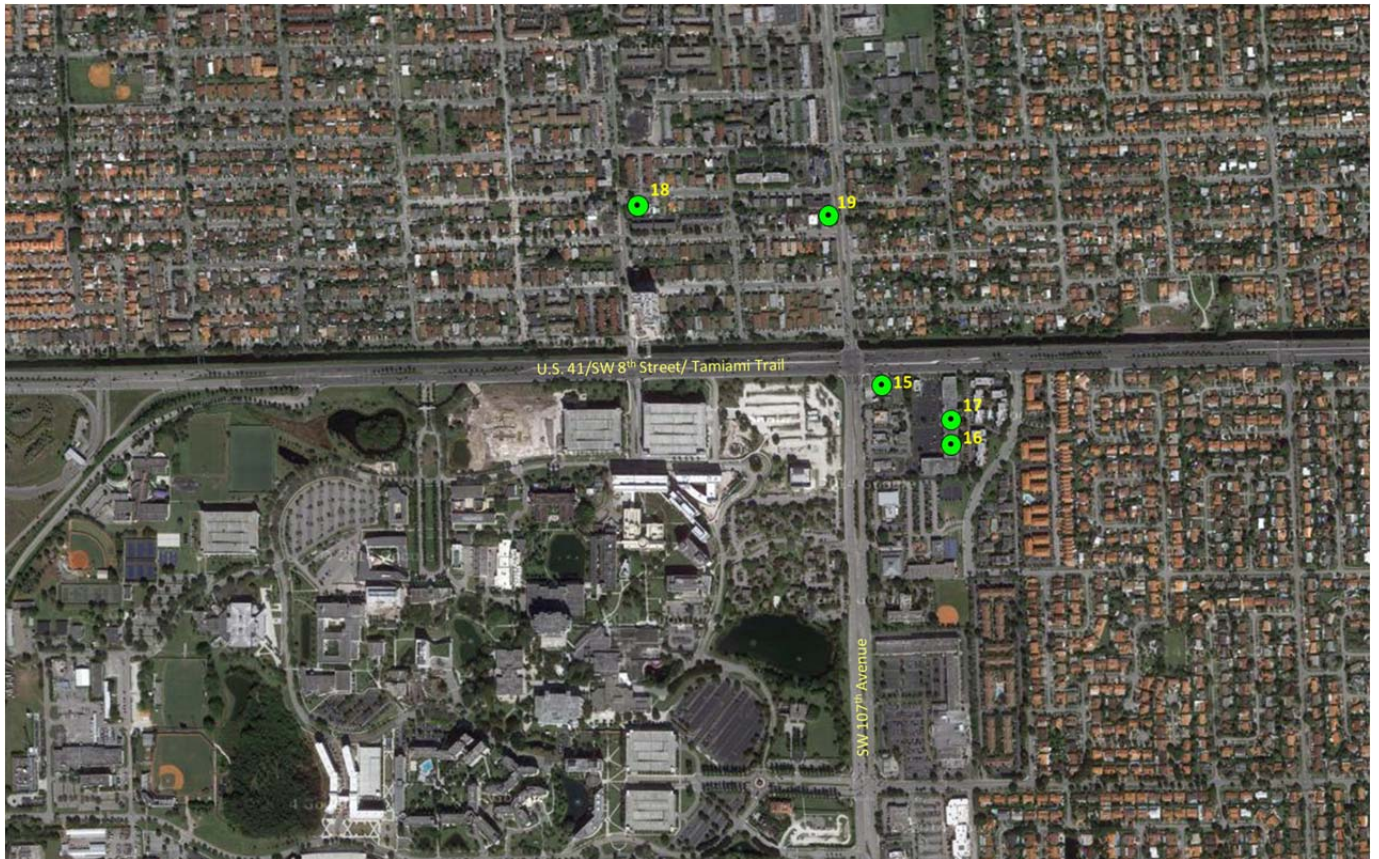


Figure 2: Potentially Contaminated Sites – 2



Park-and-Ride Lot at SW 147th Ave (Tamiami Station)

Vacant Lot Proposed for the Park-and-Ride

- Address: No street number, SW 8th St, Miami FL 33184
- Distance from proposed improvements: 0 feet.
- Facility Identification Number(s): none
- Map Identification Number: 1

Description: This is the vacant parcel of the proposed Park-and-Ride lot. Field reconnaissance on November 10, 2011 found minor evidence of illegal dumping within the southeastern corner of the property. Discarded debris included lumber and vehicle tires. No drums, soil staining, unusual odors, soil piles, hummocky terrain, disposal pits, or other evidence of contamination were found.

Risk Rating: **No Risk.** This site has no documented contamination. There was no visual evidence that the miscellaneous debris contains hazardous substances.

SFWMD Pump Station G-422

- Address: 14700 SW 8th St, Miami FL 33184
- Distance from proposed improvements: approximately 1,100 feet north.
- Facility Identification Number(s): UT-6502
- Map Identification Number: 2

Description: This is a pump station for pumping water into the C-4 Emergency Detention Basin. RER records indicate it has an underground storage tank, presumably diesel for operating the pumps.

Risk Rating: **Low Risk.** This site has no documented contamination. Given the distance of this site from the proposed improvements, and given that a major hydrologic feature (the Tamiami Canal) exists between the pump station and the proposed improvements, this site is unlikely to have a negative effect on the proposed project.

One Price Drycleaners

- Address: 14594 SW 8th St, Miami FL 33184
- Distance from proposed improvements: approximately 600 feet east.
- Facility Identification Number(s): None.
- Map Identification Number: 3

Description: This dry-cleaning facility was found during field reconnaissance in November 2011. It is not listed in any of the databases searched, including FDEP's list of dry-cleaning facilities that have been issued a dry-cleaning registration certificate (database updated November 4, 2011) and FDEP's Priority Ranking List (October 2011). During the field reconnaissance in November 2011, the sales worker stated that the facility was a drop-off facility only (no dry-cleaning done onsite).

Risk Rating: **No Risk.** There is no evidence that dry-cleaning solvents are handled on the premises.

FIU Panther Station Access Improvements

Sunshine #236 / Shell Service Station #136622 / Galf Inc. / Shell

- Address: 10690 SW 8th St, Miami, FL 33144
- Distance from proposed improvements: approximately 350 feet southeast
- Facility Identification Number(s): 13/8505996, UT-692
- Map Identification Number: 15

Description: This site is a gas station formerly known as Shell Service Station #136622. OCULUS records indicate that discharges dated 12/30/1988 and 12/21/1998 are eligible for cleanup under the Early Detection Incentive program and the Petroleum Liability and Restoration Insurance Program and are awaiting funding. The site also has a non-eligible discharge dated 4/21/2008 in the same area as the eligible discharges. In 2010,

the USTs were replaced and contaminated soils were removed. The owner and FDEP entered into an agreement in March 2011 to share the costs of site rehabilitation. Because the non-eligible discharge had a minimal effect on the site, the FDEP agreed to 100% of the site rehabilitation costs. The site has a priority score of 10 (current priority score funding threshold is 49) and is awaiting funding for cleanup. On December 21, 2010, groundwater sampling was performed for 8 monitoring wells for VOAs and PAHs. The analytical results indicated all BTEX, MTBE and PAH results were below GCTLs with the exception of PAHs in one well (MW-13). That well was re-sampled on January 11, 2011 for PAHs and no PAHs were detected above PAHs. Based on those data and previous results from all 18 wells on the site, the owner's consultant concluded in a letter to Miami-Dade RER dated 1/20/2011 that there is no longer a groundwater plume at the facility and there are no remaining known soil issues. Field reconnaissance in November 2011 found this site operating as a Shell gas station. Three USTs and several compliance monitoring wells were evident.

Risk Rating: **Low Risk.** Contamination has been previously documented at this site and completion of remediation is pending funding, but recent sampling data found limited to no contamination in the groundwater.

University Coin Laundry

- Address: 10560 SW 8th St, Miami FL 33184
- Distance from proposed improvements: approximately 900 feet southeast
- Facility Identification Number(s): None.
- Map Identification Number: 16

Description: This laundry facility was found during field reconnaissance in November 2011. It is not listed in any of the databases searched, including FDEP's list of dry-cleaning facilities that have been issued a dry-cleaning registration certificate (database updated November 4, 2011) and FDEP's Priority Ranking List (October 2011). During the field reconnaissance, the sales worker stated that the facility was a drop-off facility only (no dry-cleaning done onsite).

Risk Rating: **No Risk.** There is no evidence that dry-cleaning solvents are handled on the premises.

Professional Expert Drycleaners / Professional Experts

- Address: 10552 SW 8th St, Miami, FL
- Distance from proposed improvements: approximately 900 feet southeast
- Facility Identification Number(s): 13/9502334, FLD982138448, 139502334DC
- Map Identification Number: 17

Description: This site has had a hazardous materials license since 1989 and was identified as a Small Quantity Generator. The license was issued for handling of dry-cleaning solvents. On 4/16/1996, a single soil sample was collected near the back door of the facility. The soil sample was collected at 2.5 feet below land surface and analyzed for volatile halocarbons by EPA Method 8010. The sample was found to contain 2.27 ug/kg (0.00227 mg/kg) tetrachloroethene (PCE) (did not exceed the residential direct exposure SCTL of 8.8 mg/kg nor the groundwater leachability SCTL of 0.03 mg/kg) and 3.04 ug/kg (0.00304 mg/kg) 1,2-dichlorobenzene (did not exceed the residential direct exposure SCTL of 880 mg/kg nor the groundwater leachability SCTL of 17 mg/kg).

The site screening report noted that due to the limited assessment, the probable source of impact is unknown. In 1996, FDEP determined that the site is eligible for state-administered cleanup under the Drycleaning Solvent Cleanup Program. A FDEP inspection dated 1/6/2011 noted that the facility was closed and the property was operating as a food center, Florida Baby Food Center, and was a non-handler of hazardous substances. It is listed on FDEP's Priority Ranking List (October 2011) with a rank of 631 and a score of 30. Field reconnaissance in November 2011 did not note a drycleaner at this address.

Risk Rating: High Risk. Contamination has been documented at this site. Testing of the soil has not determined the extent of contamination in the soil, and no testing of the groundwater has been done so the extent of groundwater contamination, if any, is unknown. Assessment and cleanup is pending funding.

Pereda Brothers Corp / Domingo Pereda / Chino Radiadores

- Address: 501 SW 109th Ave, Sweetwater, FL 33174, also listed as 501 SW 109th Ave, Miami, FL 33174
- Distance from proposed improvements: approximately 1,000 feet north
- Facility Identification Number(s): 13/9100281, FLTMP9002449
- Map Identification Number: 18

Description: This site was formerly known as Chino Radiadores and formerly owned by Domingo Corporation. It was an automobile repair facility with fuel dispensing capability. The USTs (gasoline, diesel, and waste oil tanks) were excavated in September 1990. The site was accepted into the Abandoned Tank Restoration Program in September 1991. A Contamination Assessment Report was approved in June 1994, and a Remedial Action Plan was submitted to FDEP in August 1994. Soil and groundwater contamination was identified, including BTEX in groundwater up to 3160 ug/L. Sampling in August 1994 found that all groundwater contamination was onsite – there was no offsite contamination – and that groundwater concentrations had generally decreased (BTEX dropped to 570 ug/L). The 1994 remediation plan recommended soil excavation and groundwater extraction. An FDEP scoring review in 2008 indicated that the discharge dated 9/27/1990 is eligible for the ATRP program, has a score of 10, and cleanup is awaiting funding.

Risk Rating: Low Risk. This site has documented contamination, but as of 1994, no offsite contamination was known. Given the distance of this site from the proposed improvements, and given that a major hydrologic feature (the Tamiami Canal) exists between the contamination and the proposed improvements, this site is unlikely to have a negative effect on the proposed project.

BP#14190 / Sweetwater Amoco / Amerika

- Address: 10715 SW 6th Street, Miami, FL 33174
- Distance from Proposed improvement: 800 feet north
- Facility identification Number(s): FLR000111344, UT 3438
- Map Identification Number: 19

Description: OCULUS records indicate that BP #14190 had a hazardous waste identification number in 2004 for handling benzene. Field reconnaissance in November 2011 found that this site operating as an Amerika gas station, two USTs were readily evident.

Risk Rating: Low Risk. No contamination has been documented at this site, but the site is a gas station and the potential for undetected contamination exists. Given that a major hydrological feature (the Tamiami Canal) exists between the site and the proposed improvements, this site is unlikely to have a negative effect on the proposed project.

Potential Impacts from Contamination

Contamination potential is generally limited to small groundwater plumes of petroleum and the possibility of a solvent release from a drycleaner or a petroleum release from an underground storage tank. There is no evidence of major widespread contamination that would prevent construction of any parts of the proposed project. No further assessment is recommended at this phase.

Specialized construction dewatering permits may be required from SFWMD and/or RER, depending on the proximity to contaminated sites. For example, although the SFWMD has a no-notice dewatering permit for sites that meet certain conditions, it is not applicable for projects that dewater within one mile of a known contaminated site. If construction activities require dewatering of excavations and there is groundwater contamination nearby, the dewatering would need to be performed so that it would not spread the groundwater contamination. This may require limitations on the amount or duration of dewatering, or engineering controls such as hydraulic barriers or liners. Dewatering activities within contaminated groundwater plumes would also require a permitted treatment process before disposal to the ground surface or other surface water body.

During project design, a Level 2 Contamination Assessment should be conducted. The Level 2 assessment should include a re-assessment of the project area to identify any new contamination sites, and to update information on existing known cleanup sites. The Level 2 assessment should also include a review of any proposed stormwater pond sites. The Level 2 assessment should include lead-based paint and asbestos surveys as applicable. A Level 3 assessment should be developed if any contaminated properties need to be acquired.

Procedures specifying the Contractor's responsibilities in regard to encountering unidentified contamination are set forth in the FDOT *Standard Specifications for Road and Bridge Construction*. If identified contamination would be impacted, general notes addressing the contamination should be included in the plans as determined by MDT or be remediated prior to construction. It is anticipated that the Level of Impact for Hazardous Material is **Not Significant**. The proposed project area contains no known significant contamination.

Appendix L – Public Meeting Notes



PUBLIC MEETING SUMMARY

Subject: Project No.: CIP113-DE1-TR12-2 – WO#6
Project Name: SR 836 EBS and MDT Transit Terminal at FIU PGVI
FCSC: 49.01
Description: Public Meeting

Date/Time of Meeting: Friday, November 21, 2014, 6:00 P.M. – 8:30 P.M.

Location: Florida International University – Modesto Maidique Campus, Parking
Garage 5, Maket Station, Room PG5-153 (885 SW 109 Ave., Miami, FL
33199)

Attendees/Distribution: See Attached Sign-In Sheet

Meeting Objective:

This meeting was scheduled to present the environmental findings and preliminary concepts for the proposed SR 836 Express Bus Service (EBS), including the access concept for a Miami-Dade Transit (MDT) proposed transit terminal (Panther Station) into the Florida International University (FIU) Parking Garage VI (PG-VI). The meeting was also intended to allow residents, business owners and other interested parties the opportunity to learn about the project and provide their views concerning the location, conceptual design, social, economic and environmental impacts of the proposed SR 836 EBS, the Park-and-Ride Facility at SW 147 Avenue (Tamiami Station) and the planned station near the Dolphin Mall (Dolphin Station).

This meeting was advertised through popular local newspapers, including the “Miami Herald” and the “El Nuevo Herald”, meeting notices were also posted in the miamidade.gov website. In addition, MDT also notified nearby residential condominiums such as Emerald Lakes Townhomes via an email notification to First Service Residential and the Kendall Federation of Homeowners via email to their President Mr. Rosenberg.

Project Background:

The planning and environmental study for the SR 836 Express Bus Service (836 EBS) identifies stations along SW 8th Street. Prior to the completion of the MDT planning and environmental study for the 836 EBS, FIU and MDT expressed interest in relocating the stations from SW 8th Street to FIU property and integrating into the ground floor of PG-6, to what has been called, the “Panther Station”. The SR 836 Express Bus Service, is part of the East-West Corridor, which will provide three (3) express bus lines along State Road (SR) 836 from west Miami-Dade County (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and downtown Miami via SR 836 and the Homestead Extension of the Florida Turnpike (HEFT) to serve Florida International University (FIU). Line A would provide peak hour service between the proposed Tamiami Station (park-and-ride/transit terminal located at SW 8th Street and SW 147th Avenue) and the Government Center in downtown Miami. Line B would provide all-day service between the proposed FIU Panther Station (transit terminal located at SW 8th Street and SW 109th Avenue) and the Miami Intermodal Center (MIC) at the Miami International Airport (MIA). Line C,

would provide peak hour service between the proposed Dolphin Station (park-and-ride/transit terminal located at NW 12th Street and the HEFT) and the Government Center in downtown Miami. The SR 836 Express Bus would provide service every 10 minutes during peak hours between the Tamiami Station or Dolphin Station and Downtown Miami, and service every 20 minutes all-day between the Panther Station at FIU and the MIC.

Welcome Reception

- Meeting officially started at 6:00 PM.
- The meeting room was prepared with display boards and digital media over computer and projector for feature presentation.
- MDT and Premiere Design Solutions, Inc. (PDS) personnel made themselves available to the public to engage in open discussion between 6:00 PM and 7:00 PM.
- General public were greeted with handouts with a summarized project fact sheet and were also handed a comment card to provide their written comments about the project.
- Discussion during this period was general and included questions about the potential change of existing bus routes in the area, new bus routes, and the status of a Metrorail extension to service this area.

Public Presentation

- At 7:00 p.m., a formal presentation was provided by Douglas Robinson with MDT. Participants were allowed to ask questions during the presentation.
- The Presentation included the following topics, and it may also be made available upon request:
 - Purpose and need of this project was explained
 - Proposed 3 EBS Routes to become part of the East-West Corridor
 - Station Concepts
 - Panther Station – SW 8th Street and SW 109 Avenue (FIU) – Multimodal, High-Tech Transit Terminal
 - Tamiami Station – SW 8th Street and SW 147 Avenue – 500 Space Park-and-Ride in FDOT owned land
 - Dolphin Station – NW corner of the Intersection of the SR 836 and the SR 821 (Florida's Turnpike) – 800 Parking spaces, with an adjacent truck stop, in FDOT owned land
 - Environmental Review and Categorical Exclusion Report (CatEx) findings were presented
 - Traffic is one of the considerations analyzed, and it was found that this project will have a moderate impact to traffic around the proposed stations. Some attendees expressed their concerns and questioned the benefit of this project, if it will negatively impact the traffic in the area.
 - MDT responded that traffic in this area exhibits deteriorated conditions, even in a no-build scenario. This project will allow the public to use public transportation, increasing the number of passengers that can be moved through this corridor, while reducing the number of vehicles.
 - Dolphin Station is not part of our environmental review. It will be evaluated under a separate process.
 - Brief discussion about Flagler Enhanced Bus Service, which is in the early planning stages.

- Members of the public had comments on proposed stops recommending to change some of the stops shown for this new proposed route.
- MDT explained that the intent was to let the public know about the projects and obtain feedback. This route is in early planning stage and MDT intends to hold future meetings as that project progresses.
- An overview of how together the SR 836 Express Bus and the Flagler Enhanced Bus Service comprise the East-West Corridor, as identified in the People's Transportation Plan (PTP)
- Air quality improvements realized primarily through more frequent transit service that potentially reduces traffic congestion
- Success of the Express service depends on connections to existing and planned routes.

Public Meeting Closing Remarks

- The presentation concluded at about 8:15 PM and the floor was opened once again for questions.
- Members of the audience were, invited to send comment cards to express their concerns, comments or opinions on this project.
- Room was cleared and meeting was adjourned at 8:30PM.

We have attached to this meeting the following related documentation:

1. Sign in sheet
2. Public Meeting Notice Used for local newspapers
3. Pictures of the public meeting
4. Comment cards received during the comment period

These meeting minutes are our representation and recollection of discussions items discussed during this meeting. Please feel free to contact the sender to modify, remove or add any information as deemed necessary to edit the above minutes.

Meeting Adjourned

Minutes Prepared by:
Gustavo Eckardt, P.E.
Project Manager
Premiere Design Solutions, Inc.

Friday November 21, 2014 at 6 p.m.

Florida International University Modesto A. Maidique Campus

885 SW 109 Avenue, Miami FL 33199

[illegible]



2. Public Meeting Ads

Public Meeting Notice

Please join Miami-Dade Transit (MDT) for a **public meeting** to provide interested persons an opportunity to express their views concerning the location, conceptual design, social, economic and environmental impacts of the proposed SR 836 Express Bus Service, Park-and-Ride/Transit Terminal Facility at SW 8 Street & SW 147 Avenue, and the proposed Transit Terminal on the Florida International University (FIU) Modesto A. Maidique Campus near SW 8 Street & SW 109 Avenue.

Friday, November 21, 2014

6:00 p.m. to 8:00 p.m.

(FIU) Modesto A. Maidique Campus

Parking Garage 5 (PG5) - Market Station, Classroom PG5-153

885 SW 109 Avenue, Miami, FL 33199

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with advance notice. This Public Meeting can be made available in an accessible format upon request (audiotape, Braille, or computer disk). To request meeting material in an alternate format, a sign-language interpreter, or other accommodations, please contact Marcos Ortega at (786) 469-5225. Customers using TDD, please call through the Florida Relay Service 1 (800-955-8771) at least five (5) days in advance of this Public Meeting.

For legal ads online, go to <http://legalads.miamidade.gov>

AVISO AL PÚBLICO

Únase al Departamento de Transporte Público de Miami-Dade (MDT) en esta Reunión Pública que tiene como objetivo dar una oportunidad a las personas interesadas para que expresen sus puntos de vista en relación con el lugar, el diseño conceptual y los efectos sociales, económicos y medioambientales del servicio expreso propuesto SR 836 (SR 836 Express Bus Service), el estacionamiento y acceso al transporte público (Park-and Ride) ubicado en SW 8 Street & SW 147 Avenue, y la parada/estación de transporte público que se propone colocar en el Campus Modesto A. Maidique de la universidad Florida International University (FIU), cerca de SW 8 Street & SW 109 Avenue.

Viernes 21 de Noviembre del 2014

6:00 p.m. a 8:00 p.m.

(FIU) Modesto A. Maidique Campus

Garaje de estacionamiento 5 (PG5) – Market Station,

Aula PG5-153

885 SW 109 Avenue, Miami, FL 33199

El Condado de Miami-Dade brinda oportunidades equitativas en materia de empleo y no discrimina a nadie por motivo de su discapacidad en lo relativo al acceso a sus programas y servicios. Existen artículos y servicios auxiliares a disposición del público. Es necesario solicitarlos con anticipación. A pedido de los interesados, es posible poner a su disposición esta Reunión Pública en formato especial para personas con discapacidades (audiocinta, sistema Braille, o disco de computadora). Para solicitar material en formato especial para personas con discapacidades, los servicios de un intérprete del lenguaje de las señas u otras adaptaciones, comuníquese con Marcos Ortega por el (786) 469-5225. Los usuarios del sistema de retrasmisión TDD deben comunicarse con Florida Relay por el 1 (800-955-8771) como mínimo con cinco (5) días de antelación a esta Reunión Pública.

3. Public Meeting Pictures





COMMENT FORM

SR 836 Express Bus Service and Related Passenger Facilities

from SW 8th Street & SW 147th Avenue to
Miami Intermodal Center (MIC) at Miami International Airport (MIA) and to
Downtown Miami via SR 836 (Dolphin Expressway)

PUBLIC INFORMATION MEETING

Friday, November 21, 2014 from 6 p.m. to 8 p.m.

Florida International University (FIU), Modesto A. Maidique Campus
Parking Garage 5 (PG5) - Market Station, Classroom PG5-153
885 SW 109 Avenue, Miami, FL 33199

Please provide your comments below. If more space is needed, please use the back of the form or an additional comment form. You may leave your comments with any project team member, or send them to Doug Robinson at the address below by December 8, 2014. E-mailed comments are also acceptable.

This was a very informative presentation and discussion. Presentation materials were well done and presenters did a great job explaining the proposals.

Appears to be very much needed and very do-able. A great transit enhancement for this community.

OPTIONAL:

Ken Jessell

Name

FIU

Address

City, State, Zip

Telephone: _____ E-mail: _____

PLEASE RETURN COMMENTS TO:

Douglas Robinson, Project Manager

Miami-Dade Transit (MDT)
701 NW 1st Court, 15th Floor
Miami, FL 33136
Email: dkr@miamidade.gov

Correspondence should be postmarked
by **December 8, 2014**

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- EXP A & C BIDIRECTIONAL
- EXP B IS IT IN ADDITION TO 8/8A
- TAMMIAMI STATION - IS LOT EMPTY?
I AM CONCERNED - INTEREST IN BUS SERVICE WEST OF
SW 109 AV ON ^{LOCAL} SW 8 ST TO SW 147 AV
BEFORE ANY ENHANCED SERVICE IS STARTED.

OPTIONAL:

CARLOS A. ARGANDA

Name

11881 SW 18 ST UNIT-3

Address

MIAMI, FL 33175

City, State, Zip

Telephone: 786-226-5143 E-mail: SF@TRANSIT-FAN@AOL.COM

PLEASE RETURN COMMENTS TO:
Douglas Robinson, Project Manager

Miami-Dade Transit (MDT)
701 NW 1st Court, 15th Floor
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Email: dkr@miamidade.gov

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Title VI Comment Card



NAME: Taylor Olle Lee
(Nombre)

ZIP CODE (Código Postal): 33136-3128

RACE (Raza):

White ☐ Black ☒ Hispanic ☐ Other ☐
(Blanco) (Negro) (Hispano) (Otro)

DO YOU SPEAK ENGLISH? Yes ☒ No ☐
¿Habla inglés? (si) (no)

PREFERRED LANGUAGE: English
¿Qué idioma prefiere?

COMMENT (Comentarios): happy for these meetings

Requested information is optional and will be used to address the transportation needs of our community.
(La información que aquí se solicita será utilizada para mejorar las condiciones del transporte público en nuestra comunidad y es opcional proporcionarla).

Title VI Comment Card



NAME: Raul A Guzman
(Nombre)

ZIP CODE (Código Postal): 33184

RACE (Raza):

White ☐ Black ☐ Hispanic ☒ Other ☐
(Blanco) (Negro) (Hispano) (Otro)

DO YOU SPEAK ENGLISH? Yes ☒ No ☐
¿Habla inglés? (si) (no)

PREFERRED LANGUAGE: ENGLISH
¿Qué idioma prefiere?

COMMENT (Comentarios): I am not a frequent person support projects is to work with MPO and municipalities to make transit more the stations which would then feed riders into the system.

Requested information is optional and will be used to address the transportation needs of our community.
(La información que aquí se solicita será utilizada para mejorar las condiciones del transporte público en nuestra comunidad y es opcional proporcionarla).



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Apoyamos las nuevas rutas propuestas y pedimos que pongan más énfasis en la ruta NW 7th
Street Enhanced Bus Services que nos es de suma importancia.

Miguel Angel 1472 NW 14 St. Apartment 201 F 305 541 8004
RUBEN PIEDRO 2501 NW 75th St. MIA 305 541 8004
Manuel G. G. 1403 NW 702
DANIA MARTINEZ 800 NW 13th Ave #408 MIA 33125 786-253-2574
Jorge Martinez 1405 NW 78th #516- 305 975-9848
ALBERTO LAZARUE
Manuel Cuba 1405 NW 78th #116 MIA
Cynthia Diaz 1403 NW 7th Apt 708 Miami FL 33125 (786-985-8889)

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

PLEASE RETURN COMMENTS TO:
Douglas Robinson, Project Manager

Miami-Dade Transit (MDT)
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Street Enhanced Bus Services que nos es de suma importancia.

TERESITA DIAZ	3324 SW 87 AVE.	(786) 414-9272
Cándida P. Palacios	335 NW 12 St (6)	954 831.9464
America Leballo	800 NW 13 Ave	305 382 21-17
V. ignis	250 NW 25 AVE	
LUCIANO LOPEZ	1405 NW 75th APT 1223	305-215-7530
Jos Guerra	1405 N.W. 75th apt 716	786-444-8277

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

PLEASE RETURN COMMENTS TO:

Douglas Robinson, *Project Manager*

Miami-Dade Transit (MDT)
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Noemi Dorra 3030 Flagler 786 588 7174
Norma Lobe Silver 1405 NW 7 St 305-642-1522
Berta M. Cadun 786 416290 1405 NW 7 St
OCTAVIO GONZALEZ 2046 W FLAGLER ST APT 402 (305) 642 0541

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

PLEASE RETURN COMMENTS TO:
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Apoyamos las nuevas rutas propuestas y pedimos que pongan más énfasis en la ruta NW 7th Street Enhanced Bus Services que nos es de suma importancia.

Isabel Bello Flores	2150 N.W 3 rd St Miami	786-486-0323
Dequa Russell	2501 NW 7 th Street Miami	786-203-9168
Emilia Del Castillo	1403 N.W 7 th St	786-760-5553
Quila Gamm	1055 NW 5 th St	786-942-2450
Angel Rodriguez	780 NW 13 th Av.	786-800-0542
Martin Oliva	1245 NW 25 th St SOS	305-545-9759
Berta Ruiz	1403 N.W 7 th St Apt 606	305-631-9573
Noemi Garcia	1405 N.W 7 th St #1219	

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

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Beatriz Reyes 1527 77th W 8 Calle 33135 7862371645
Victor F. Andres 1390 NW 24 Ave Miami FL (305) 6388666
Ella M. Orono 2500 NW 12 Avenue Miami FL 786-285-1822
Shella Jimenez 740 N. W 25 Ave #406 Mia 305 6493574
Ramon H. 2501 - NW. 7 ST. #202
Osvaldo Herrera 1403 NW 7 St #1103 786-444-4721

OPTIONAL:

Name Beatriz Reyes

Address _____

City, State, Zip _____

Telephone: _____ E-mail _____

PLEASE RETURN COMMENTS TO:
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Miami-Dade Transit (MDT)
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Street Enhanced Bus Services que nos es de suma importancia.

Octaviana Martin	1840 N.W 9 St. Miami FL	305-541-0498
Isolanda Pdez	1405 NW 7 St Miami FL	786-718-6852
Graciela Lopez	750 NW 13 Ave #111 FL	305-649-2058
Ramirez Conde	750 N.W 7 Ave MIA.	786-409-9996
Minerva Lopez Triban	800 N.W. 13 th Ave #906 Miami FL	305-644-0250
Magaly Gonzalez	490 NE 2 ^{da} Ave #808 H. FL	786-222-7245
Marta Denis	800 NW 13 Ave apt 407	786-346-0801
Sunny Castell	5199 NW 7 St	305-46-2042

OPTIONAL:

Name _____

Address _____

City, State, Zip _____

Telephone: _____ E-mail _____

PLEASE RETURN COMMENTS TO:

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Street Enhanced Bus Services que nos es de suma importancia.

Emmerito Lopez 1405 NW 7th St 305-541-2738
MARIA C Rodriguez 1405 NW 7th St 786 333-1327
Judith Kuhn 2243 SW 22 Ter 305-856-5834
Esther Ayala 750 NW 13 Ave - T 786 260 9327
Estrella Martin 1310 NW 16th St 786 587 7563
Radys Regera 1405 NW 7th Miami - Fla.
M. Gonzalez 430 SW 7th
Georgina Gonzalez 1403 apt 412

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

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Street Enhanced Bus Services que nos es de suma importancia.

José A. Lopez 1405 N.W. 7 St #714 Miami FL 33125 786-4439342

Rene Ruiz 1403 NW 7th Miami FL 33125-786-3705938

Luc B. Gjin 1405 NW 7 St. APAN. 325

Boullens Geyels 1405 NW 7 St MIAMI FL 33125
APT 920 TL 786.344.2934

DUEL CARDENET 786-237-4292
1405 NW 7ST APT 414 33125

OPTIONAL:

Name

Address

City, State, Zip

Telephone: _____ E-mail: _____

PLEASE RETURN COMMENTS TO:

Douglas Robinson, Project Manager

Miami-Dade Transit (MDT)
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From: Robinson, Douglas K. (MDT) dkr@miamidade.gov
Subject: FW: From Carlos Arganda - Phone Conversation on old LINE 00147
Date: December 5, 2014 at 12:56 PM
To: Gustavo Eckardt, P.E. geckardt@pds-eng.com

DR

Gustavo:

Please make sure to include in public meeting summary section of CatEx.

Thanks,

Doug

From: Cejas, Monica (MDT)
Sent: Wednesday, December 03, 2014 3:17 PM
To: 'sfltransitfan@aol.com'
Cc: Robinson, Douglas K. (MDT)
Subject: RE: From Carlos Arganda - Phone Conversation on old LINE 00147

Mr. Arganda,
Thank you again for your comments and suggestions. The information provided below as well as the information that you submitted on 11/21/14, will be part of the SR 836 Express Bus Service Public Meeting record.

We really appreciate you taking the time to provide this valuable feedback.

Best regards,

Monica

Mónica D. Cejas, P.E.
Miami-Dade Transit
701 NW 1st Court, Suite 1500, Miami, FL 33136
786-469-5290
www.miamidade.gov/transit
"Delivering Excellence Every Day"

WHERE PUBLIC TRANSPORTATION GOES
COMMUNITY GROWS

From: sfltransitfan@aol.com [<mailto:sfltransitfan@aol.com>]
Sent: Wednesday, December 03, 2014 3:09 PM
To: Cejas, Monica (MDT); Sfltransitfan@aol.com
Subject: From Carlos Arganda - Phone Conversation on old LINE 00147

Dear Monica,

It was great speaking with you this afternoon.

Here is the scanned map of old LINE 000147.

Please remember my suggested options on having bus service to SW 8 ST-147 AV prior to year 2019, first extend 00137, followed by 00051, 00040 and lastly 00008. Remember, buses can circulate west on SW 8 ST to SW 147 AV, make left turn south to SW 12 ST to either 149th or 150th AV, right turn north to SW 8 ST, make a right Eastbound on SW 8 ST the bus pull in bay east of SW 147 AV and SW 8 ST.

I also attached a picture of the Bus Stop sign that was located on SW 137 AV and 112 ST, currently only LINES 00136 and 00137.

Sincerely Yours,

Carlos A. Arganda

THE South Florida Transitfan

786-226-5143

From: Robinson, Douglas K. (MDT) dkr@miamidade.gov
Subject: FW: Comments on FIU Public Information Meeting
Date: November 24, 2014 at 6:00 PM
To: Cejas, Monica (MDT) mcejasm@miamidade.gov, Gustavo Eckardt, P.E. geckardt@pds-eng.com
Cc: Cartaya, Nilia M. (MDT) cartaynm@miamidade.gov, Carranza, Jacqueline (MDT) CarraJ@miamidade.gov

DR

Thought I would share this very thoughtful email from a bright young mind.:)

From: Raul Guzman [mailto:rguzm008@fiu.edu]
Sent: Monday, November 24, 2014 5:46 PM
To: Robinson, Douglas K. (MDT)
Subject: Comments on FIU Public Information Meeting

Good evening, Mr. Robinson,

This is Raul Guzman, the FIU student which was present during the Public Meeting last Friday at FIU, but had to leave early. I hope to portray in this email my thoughts and recommendations on your agency's plans, from the perspective of a not-so-transportation-savvy Miami student, in a holistic -not so technical- approach.

I found all of the plans presented in the meeting to be conducive to more convenient transportation throughout the city. I especially applaud the plans which seeks to open dedicated rights of way, especially the one in Kendall (if I remember well). Nothing will make people as willing to take public transportation as seeing a bus zip by, overtaking bumper-to-bumper traffic, in its own dedicated right-of-way.

Taking Miami's car-friendly -and not people-friendly- design, many Miamians' dislike for tax increases, MDT's obvious financial constraints, and its mandate of providing public transportation to as many residents as possible in this sprawling metropolis into consideration, I am drawn to think that the greatest challenge to MDT is the dilemma between increasing ridership in the existing system -so as to merit expansion- and necessarily servicing far-off areas of the county with low ridership that also pay into the system. It seems to me that MDT is struggling to provide world-class transportation to a huge (and expanding) urban area while having to divest to the suburbs valuable resources that many times are not used efficiently, such as the many buses which roll by empty.

Because an expanding ridership would merit more funds to expand the system, and more riders would mean more people inclined to support expansion, I would recommend that your agency meet with municipalities such as Sweetwater, community assets such as FIU, perhaps even with the Miami-Dade Metropolitan Planning Organization and any other relevant organization, to convince them of the merits of dense urbanism and explain your agency's ability to move large numbers of their residents efficiently. Perhaps your agency, within a concert of partners pushing for denser urbanism, would provide the final incentive so that communities choose to listen to dense urbanism, as opposed to those that augur more traffic with densification. The result would be a symbiotic relationship whereby MDT acquires more ridership in its system, and the communities get the convenience, proximity, low car use, less air pollution, walkability, economic and environmental benefits of dense urbanism.

Perhaps this is what you are doing now. Perhaps partnering with civic organizations such as Critical Mass and large actors such as FIU in pushing together for the common cause of dense

Critical mass and large actors such as FIC in pushing together for the common cause of dense urbanism might be enough to convince some. In any case, I am thinking of a strategy that focuses not so much on asking for unpopular tax increases to support system expansion, as on pushing for dense urbanism that will then feed riders into the system and reduce the "spreading-thin" of resources.

Most grateful for all of your work,

Raul A. Guzman

(786) 512-5692

Treasurer, Pi Delta Phi

Florida International University

Major: International Relations

Appendix M – Wetlands Technical Memorandum

Wetlands Technical Memorandum for Park-and-Ride Located at Southwest Corner of SW 8th Street and SW 147th Avenue

Prepared to support: Infrastructure Improvements for State Road 836 Express Bus Service Categorical Exclusion Document

Prepared for: Miami-Dade Expressway Authority
Prepared by: Keith and Schnars

PROJECT DESCRIPTION

Miami-Dade Transit (MDT) operates the 14th largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. The MDT system transports 326,000 passengers on a typical weekday¹. MDT is seeking infrastructure improvements to support its planned State Road 836 Express Enhanced Bus Service. The planned Express Bus Service will run along SR-836 and SW 8th Street (SR 90/US 41) and will start the service in the fall of 2018. The planned infrastructure improvements are planned to occur over the next five years.

Transit services rely on support infrastructure to facilitate access to transit, transfers between routes, and mode-switch (auto to transit, ride share to transit, etc.). The purpose of this project is to invest in transportation infrastructure that will enable MDT to continue to provide quality service benefits and improve passenger access for its customers. This is consistent with MDT's vision to meet the needs of the public with the highest quality transit service.

The proposed project will be funded in part by local funds, state funds from the Florida Department of Transportation (FDOT) as well as a grant from the federal government and is subject to the requirements of the National Environmental Policy Act (NEPA). These infrastructure improvements can be categorized as the following (see Appendix A – Infrastructure Improvements to Serve SR-836 Express Enhanced Bus Service):

Park-and-ride at the southwest corner of SW 8th Street and SW 147th Avenue

To facilitate ease of transfer between modes for commuters using the planned Express Bus Service, construction of a park-and-ride/transit terminal facility is planned. The 7.8-acre property for the proposed park-and-ride/transit terminal facility is located on the southwest corner of SW 8th Street and SW 147th Avenue.

It is the most critical infrastructure element of the planned SR-836 Express Enhanced Bus Service. The proposed park-and-ride/transit terminal facility design will maximize traveler's convenience, ensure vehicle security, and provide information to travelers. This park-and-ride/transit terminal facility will serve as a transit hub for the SR 836 Express Enhanced Bus as well as Metrobus Routes 8, 11, 24, 40, and 51.

The property is owned by FDOT and is currently vacant. On a letter dated April 1, 2011, FDOT indicated that they will convey the property at no cost to MDT. The property is currently appraised at \$5M (see Appendix C – FDOT Letter). The property is zoned GU, Interim District, and EU-1, Single-Family One Acre Estate District, which does not currently allow the park-and-ride/transit terminal facility as a matter of right. MDT will secure all required planning and zoning, environmental clearances and permitting approvals to allow the construction and use of the proposed park-and-ride/transit terminal facility. Funding for the design and construction of the SW 147th Avenue park-and-ride/transit terminal facility is already programmed.

¹ MDT's FY 2012 to FY 2021 Transit Development Plan: Annual Administrative Update, Accessed November 24, 2011

A preliminary design for the proposed park-and-ride facility is included in Appendix (Appendix B – Preliminary Park-and-ride Lot Design). The preliminary design includes total 493 parking spaces.

Wetlands Identification, Delineation, and Classification

Assessment Methodology

Information used for delineating and describing wetlands and surface waters within the study area included:

- Aerial photographs dated 2008 at a scale of 1" = 300';
- United States Department of Agriculture Soil Conservation Service Soil Survey, Miami-Dade County;
- National Wetland Inventory (NWI) Maps; and
- Review of *Florida Land Use, Cover and Forms Classification System* (FLUCCS), FDOT, January 1999.

The area within and surrounding the proposed Park-and-Ride lot were examined on recent aerial photographs, the National Wetland Inventory (NWI) Geographic Information System (GIS) database, the National Resource Conservation Service (NRCS) GIS database, and by performing a field investigation on November 10, 2011. The field investigation was conducted by qualified wetland biologists.

The identification of jurisdictional wetlands and surface waters throughout the study area were identified using the US Army Corps of Engineers (USACE) *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Federal Manual)* and Chapter 62-340 Florida Administrative Code (FAC), "Delineation of the Landward Extent of Wetlands and Surface Waters." The *Federal Manual* is the current accepted methodology developed jointly by the USACE, U.S. Environmental Protection Agency (USEPA), the U.S. Fish and Wildlife Service (USFWS), and the U.S. Department of Agriculture's (USDA) Natural Resource Conservation Service (NRCS). Wetland habitats were classified using the definitions of FLUCCS and the USFWS system (Cowardin *et al.* 1979). Habitat classifications were assigned based on the definitions of each classification system. The wetland habitats (polygons) were then drawn on the baseline aerial photographs. Wetland evaluations were completed using Uniform Mitigation Assessment Method (Chapter 62-345 FAC), which is the evaluation method recognized by the SFWMD and the USACE.

Wetland Findings

The 7.8-acre Park-and-Ride lot was examined for wetland characteristics using GIS databases. The NRCS database identifies the entire Park-and-Ride lot as Lauderhill Muck, depressional, which is classified as a hydric soil in the State of Florida (**Figure 2**). The hydrologic regime that developed this soil has been substantially altered by development, although the site itself appears to have retained its hydric soil characteristics. The NWI database identifies the northern part of the site as Palustrine Emergent Persistent/Palustrine Scrub-shrub Broad-leaved Evergreen (**Figure 3**). The southern part of the site is mapped as Palustrine Forested Broad-leaved Evergreen. Both of these vegetation types are considered wetland habitats. It should be noted that most NWI maps were completed using aerial photograph interpretation in the 1970s and reflect conditions at the time of mapping. Site specific surveys, such as the field investigation conducted for this technical memorandum, are required to confirm NWI mapping.

The field investigation indicated that the Park-and-Ride lot has flat topography. Most of the west side of the site is adjacent to a berm that forms an offsite stormwater pond to the west. The site does not have a connection to this pond. The northern and eastern sides of the site are bounded by fill that has been placed for SW 8th Street and SW 147th Avenue, respectively. Most of the southern side is bordered by fill placed for the residential development to the south. The site is isolated from upstream or downstream connections and its hydrology appears to coincide with local groundwater elevations and/or retention of seasonal rainfalls. No culverts, swales, or ditches that would allow inflows or outflows were observed during the field investigation. Except for the adjacent southwestern corner, all of the areas surrounding the site would be considered upland habitats.



Figure 2 – NRCS Soils Map



Figure 3 – NWI Map



The site appears to have been a sawgrass (*Cladium jamaicense*)-dominated community that has been invaded by invasive exotic vegetation in the canopy (**Photo 3**). The canopy is now dominated by a dense stand of melaleuca (*Melaleuca quinquenervia*) intermixed with moderate stands of Brazilian pepper (*Schinus terebinthefolia*). Brazilian pepper, with an understory of Burma reed (*Neyraudia reynaudiana*), is present as dense stands along northern and eastern edges of the property. The understory of the site's interior has remnants of the former sawgrass prairie, dominated by sawgrass, swamp fern (*Blechnum serrulatum*), royal fern (*Osmunda regalis*), leather fern (*Acrostichum danaeifolium*), saltbush (*Baccharis halimifolia*), and wax myrtle (*Myrica cerifera*). With the exception of the perimeter berms/fill portions of the site, the entire Park-and-Ride lot would be considered a jurisdictional wetland. Under the FLUCCS classification system, the site would be classified as Exotic Wetland Hardwoods (610); under the USFWS system of classification, the site would be classified as Palustrine Forested, Broadleaved Evergreen, Seasonally Flooded Well Drained (PFO3D). The USFWS system does not have a modifier that describes a wetland dominated by invasive exotics.

A preliminary wetland boundary was drawn on the basemap based on field observations. The wetland boundary has not been field verified by the regulatory agencies. Baseline conditions for the Park-and-Ride can be summarized as:

- Contiguity – isolated from upstream and downstream surface waters and wetlands; no culverts, swales, or ditches observed.
- Vegetative Structural Diversity – overall moderate structural diversity; dense canopy and ground layer but shrub layer is nearly absent.
- Edge Relationships - abrupt transitional edges with upland communities, except in southwestern corner of site where site transitions (without berms or fill) to identical habitat.
- Wildlife Habitat Value - low wildlife value due to dense stands of exotic vegetation throughout the site.
- Hydrologic Functions – limited flood flow alteration functions due to the isolation of the site.
- Public Use - no public use.
- Integrity – site is highly altered along upland edges; high levels of exotic vegetation; remnants of sawgrass prairie remain in ground layer.

WETLANDS IMPACT ASSESSMENT

For purposes of this evaluation, the entire site is assumed to be wetlands although a wetland delineation would be required to define the jurisdictional wetland boundaries and the boundaries would need to be field verified by the regulatory agencies. To fulfill the purpose and need for the project, the entire wetland would be filled to construct the facility.

A wetland evaluation was completed for existing conditions in the Park-and-Ride lot using UMAM. One assessment area is present on the site and it is defined as the preliminary mapping polygon. The UMAM worksheets are contained in Table 1 and give the rationale for the scoring of the alternatives analysis.

Table 1: Uniform Mitigation Assessment Method (UMAM) Worksheets for Existing Conditions

PART I – Qualitative Description
(See Section 62-345.400, F.A.C.)

Site/Project Name		Application Number		Assessment Area Name or Number	
Park-and-Ride Lot				Park-and-Ride Lot	
FLUCCs code		Further classification (optional)		Impact or Mitigation Site?	Assessment Area Size
641 - Freshwater Marshes				Impact	7.80
Basin/Watershed Name/Number		Affected Waterbody (Class)		Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)	
		III		None	
Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands					
Isolated former sawgrass prairie surrounded by berms (from roadways and residential development.					
Assessment area description					
Former sawgrass prairie that has been invaded by melaleuca, Brazilain pepper, and Burma reed. Understory contains sawgrass remnants as well as ferns (royal, leather, bracken, and chain). Hydrology appears to come from groundwater. No inputs or outputs observed					
Significant nearby features				Uniqueness (considering the relative rarity in relation to the regional landscape.)	
C-4 Canal				None	
Functions				Mitigation for previous permit/other historic use	
Water storage and attenuation				None	
Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found)				Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area)	
Migratory birds foraging and roosting; nesting unlikely due to dominance of invasive exotics				None, except for occasional migratory birds	
Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.):					
raccoon tracks					
Additional relevant factors:					
Assessment conducted by:				Assessment date(s):	
K. Stewart				12/8/2011	

Form 62-345.900(1), F.A.C. [effective date 02-04-2004]

PART II – Quantification of Assessment Area (impact or mitigation)
(See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Park-and-Ride Lot		Park-and-Ride Lot
Impact or Mitigation	Assessment conducted by:	Assessment date:
Impact	K. Stewart	12/6/2011

Scoring Guidance	Optimal (10)	Moderate(7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface waterfunctions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

.500(6)(a) Location and Landscape Support w/o pres or current <input type="text" value="2"/> with <input type="text"/>	Wetland surrounded by development and highly trafficked roads, habitat dominated by invasive exotics; wildlife movement substantially impeded; no connection downstream.
.500(6)(b) Water Environment (n/a for uplands) w/o pres or current <input type="text" value="4"/> with <input type="text"/>	Water levels appear appropriate for wetland vegetation but no inputs or outputs. Hydrology severely impacted by surrounding development.
.500(6)(c) Community structure 1. Vegetation and/or 2. Benthic Community w/o pres or current <input type="text" value="4"/> with <input type="text"/>	All of the canopy dominated by invasive exotics; site boundary dominated by Brazilian pepper and Burma reed; native vegetation present in ground layer

Score = sum of above scores/30 (if uplands, divide by 20)
current or w/o pres <input type="text" value="0.333"/> with <input type="text" value="0.000"/>

If preservation as mitigation,
Preservation adjustment factor =
Adjusted mitigation delta =

For impact assessment areas
FL = delta x acres = 2.60

Delta = [with-current]
0.333

If mitigation
Time lag (t-factor) = 0
Risk factor = 0

For mitigation assessment areas
RFG = delta/(t-factor x risk) = #DIV/0!

Form 62-345.900(2), F.A.C. [effective date 02-04-2004]

The results of the UMAM evaluations for existing conditions resulted a score of 0.33, which means that the wetland is performing 33 percent of the functions of an ideal comparable wetland. UMAM can be used to estimate the functional loss² (and ultimately, the mitigation requirements) for direct and indirect impacts.

Development of the site for the Park-and-Ride lot would require a Standard General Permit from the SFWMD and/or a Class IV Permit from the Miami-Dade County Regulatory and Economic Resources (RER). Under current guidance, the U.S. Army Corps of Engineers (USACE) may not claim jurisdiction for this isolated wetland. Jurisdictional and permitting requirements would be determined during the design/permitting phase.

The project area is located within the Core Foraging Area (CFA: within 18 miles) of an active nesting colony of the wood stork (*Mycteria americana*), which is federal and State listed as an endangered species. The Wood Stork Effect Determination Key (dated May 18, 2010)³ was used to assess the project and its potential to affect wood stork or CFA and to make a preliminary “effects determination.”⁴ No wood storks were observed during the field investigation. The Park-and-Ride lot contains a closed canopy of invasive exotics and no open water foraging areas. According to the Key, these conditions would characterize an area with no suitable foraging habitat (SFH)⁵ and that the project would have “No Effect” on the wood stork. With an outcome of “No Effect,” as determined by the Key, and that the proposed project would have less than 50 acres of wetland impacts, the requirements of Section 7 of the Endangered Species Act are fulfilled for the wood stork and no further action is required. The wood stork foraging analysis and its mitigation calculations are not required.

AVOIDANCE AND MINIMIZATION ANALYSIS

Pursuant to NEPA of 1969, associated Council on Environmental Quality regulations, and the *PD&E Manual*, project effects are addressed through a sequence of avoidance, minimization, and then, compensation for unavoidable impacts.

The Park-and-Ride lot contains jurisdictional wetlands so avoidance alternatives were examined. The planning study for the proposed project (Miami-Dade MPO 2010) identified the vacant parcel at the southwestern corner of the intersection of SW 8th Street and SW 147th Avenue as the site of a park-and-ride facility. In that study, it was

² Functional loss is determined by multiplying the impact delta by the acres of impact. Impact delta is determined by subtracting the score for the wetland with the project (with project) from the score for existing conditions (without project).

³ Available at www.fws.gov/verobeach, assessed June 27, 2012.

⁴ Determination of Effects: Under the Endangered Species Act Section 7(a)(2), a Federal agency must ensure that any action authorized, funded, or carried out with federal funds is not likely to jeopardize the continued existence of any endangered or threatened species, or destroy/adversely modify designated critical habitat. These evaluations of potential project effects are called effects determinations. These determinations are: “No Effect;” “May Affect, but Not Likely to Adversely Affect;” and “Likely to Adversely Affect.”

⁵ Suitable foraging habitat (SFH) includes wetlands that typically have shallow-open water areas that are relatively calm and have a permanent or seasonal water depth between 2 to 15 inches deep. SFH supports and concentrates, or is capable of supporting and concentrating small fish, frogs, and other aquatic prey. Examples of SFH include, but are not limited to, freshwater marshes, small ponds, seasonally flooded roadside or agricultural ditches, seasonally flood pastures, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs.

identified as “Hardwoods Hammock” but it was not known to be a wetland. It was purchased by the FDOT for potential use for the potential development of this Park-and-Ride lot.

For purposes of this analysis, two other vacant parcels were examined to determine if another site could be used to fulfill the project purpose and potentially avoid wetland impacts on the current location of the Park-and-Ride lot. One 8.9-acre parcel is located approximately 0.5 miles west of the Park-and-Ride lot. It is privately owned and can be classified as Exotic Wetlands Hardwoods (FLUCCS code 619). It has the same NWI and soils type as the Park-and-Ride lot. Thus, the selection of this alternate site would not avoid wetlands. The second parcel is located approximately 0.2 miles east of the Park-and-Ride lot (14310 SW 8th Street). This 8.6-acre parcel is owned by the U.S. Postal Service but is part of a larger parcel; more than half is already developed. The parcel has the same NWI and soils as the Park-and-Ride lot. It is classified as urban and built-up lands (FLUCCS code 1440). This parcel is located mid-block and does not have the access that would be desired for a bus terminal and park-and-ride facility (it is accessible only eastbound without the construction of turn lanes from the existing SW 8th Street. Westbound turn lanes would need to be reconfigured. It also is not large enough to meet the purpose of the Park-and-Ride lot. This vacant parcel could not be used to avoid wetlands.

Efforts to minimize wetland impacts within the Park-and-Ride lot are not practicable. It is conceivable that the project could be reconfigured to allow some of the wetland to be enhanced or restored. However, this would leave a small wetland fragment with limited wetland functions and could diminish the usefulness of the Park-and-Ride lot. Thus, the applicant proposes to fill the entire wetland and provide off-site compensatory mitigation. The mitigation will be further identified during the design phase.

CONCEPTUAL MITIGATION PLAN

Wetland impacts that would result from the construction of this project would be mitigated pursuant to § 373.4137 Florida Statutes (FS) to satisfy all mitigation requirements of Part IV Chapter 373 FS and 33 United States Code, subsection 1344. UMAM (or a similar method) would be used to estimate the mitigation requirements for impacts due to the project.

COORDINATION

Coordination with regulatory or cooperating agencies will be conducted by MDT as the project progresses into design and construction.

REFERENCES

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior. Fish and Wildlife Service. Office of Biological Services. Washington, D.C.

FDOT 1999. Florida Land Use, Cover and Forms Classification System. Third Edition.

Florida Statutes. Management and Storage of Surface Waters, Part IV, Chapter 373.

Florida Statutes. Environmental Resource Permits, Chapter 40E.

Florida Statutes. Uniform Mitigation Assessment Method, Chapter 62-345.

Miami-Dade Metropolitan Planning Organization (MPO). 2010 Near-Term Transportation Plan for Miami-Dade County, 2012-1015.

U.S. Army Corps of Engineers. 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1. Department of the Army, Washington, D.C.

U.S. Army Corps of Engineers. 2008. Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region. Report ERDC/EL TR-08-30. Department of the Army, Washington, D.C.

PART I – Qualitative Description
(See Section 62-345.400, F.A.C.)

Site/Project Name		Application Number		Assessment Area Name or Number	
Park-and-Ride Lot				Park-and-Ride Lot	
FLUCCs code		Further classification (optional)		Impact or Mitigation Site?	Assessment Area Size
641 - Freshwater Marshes				Impact	7.80
Basin/Watershed Name/Number	Affected Waterbody (Class)		Special Classification (i.e.OFW, AP, other local/state/federal designation of importance)		
	III		None		
Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands					
Isolated former sawgrass prairie surrounded by berms (from roadways and residential development.					
Assessment area description					
Former sawgrass prairie that has been invaded by melaleuca, Brazilain pepper, and Burma reed. Understory contains sawgrass remnants as well as ferns (royal, leather, bracken, and chain). Hydrology appears to come from groundwater. No inputs or outputs observed					
Significant nearby features			Uniqueness (considering the relative rarity in relation to the regional landscape.)		
C-4 Canal			None		
Functions			Mitigation for previous permit/other historic use		
Water storage and attenuation			None		
Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found)			Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area)		
Migratory birds foraging and roosting; nesting unlikely due to dominance of invasive exotics			None, except for occasional migratory birds		
Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.):					
racoon tracks					
Additional relevant factors:					
Assessment conducted by:			Assessment date(s):		
K. Stewart			12/8/2011		

PART II – Quantification of Assessment Area (impact or mitigation)
(See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Park-and-Ride Lot		Park-and-Ride Lot
Impact or Mitigation	Assessment conducted by:	Assessment date:
Impact	K. Stewart	12/8/2011

Scoring Guidance
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed

Optimal (10)	Moderate(7)	Minimal (4)	Not Present (0)
Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface waterfunctions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

<p>.500(6)(a) Location and Landscape Support</p> <p>w/o pres or current with</p> <p>2 </p>	<p>Wetland surrounded by developmenet and highly trafficed roads, habitat dominated by invasive exotics; wildlife movement substantailly impeded;no connection downstream.</p>
<p>.500(6)(b)Water Environment (n/a for uplands)</p> <p>w/o pres or current with</p> <p>4 </p>	<p>Water levels appear appropriate for wetland vegetation but no inputs or outputs. Hydrology severely impacted by surrounding development.</p>
<p>.500(6)(c)Community structure</p> <p>1. Vegetation and/or 2. Benthic Community</p> <p>w/o pres or current with</p> <p>4 </p>	<p>All of the canopy dominated by invasive exotics; site boundary dominated by Brazilian pepper and Burma reed; native vegetation present in ground layer</p>

Score = sum of above scores/30 (if uplands, divide by 20)
current or w/o pres with
0.333 0.000

If preservation as mitigation,
Preservation adjustment factor =
Adjusted mitigation delta =

For impact assessment areas
FL = delta x acres = 2.60

Delta = [with-current]
0.333

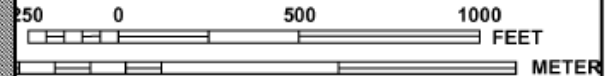
If mitigation
Time lag (t-factor) = 0
Risk factor = 0

For mitigation assessment areas
RFG = delta/(t-factor x risk) = #DIV/0!

Appendix N – Floodplain Zone Maps



MAP SCALE 1" = 500'



JOINS PANEL 0

520000 FT

ZONE AH
(EL 7)

ZONE AE
(EL 8)

Tamiami Canal (C-4) AC0477

AC0478

ZONE AE
(EL 9)

ZONE AE
(EL 9)

ZONE AH
(EL 9)

ZONE X

SW 11TH ST

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0268L

FIRM

FLOOD INSURANCE RATE MAP

**MIAMI-DADE COUNTY,
FLORIDA
AND INCORPORATED AREAS**

PANEL 268 OF 1031

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MIAMI - DADE COUNTY	120635	0268	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

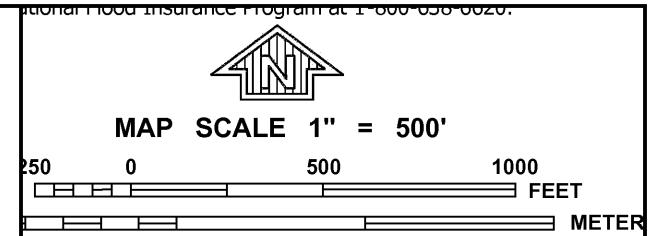
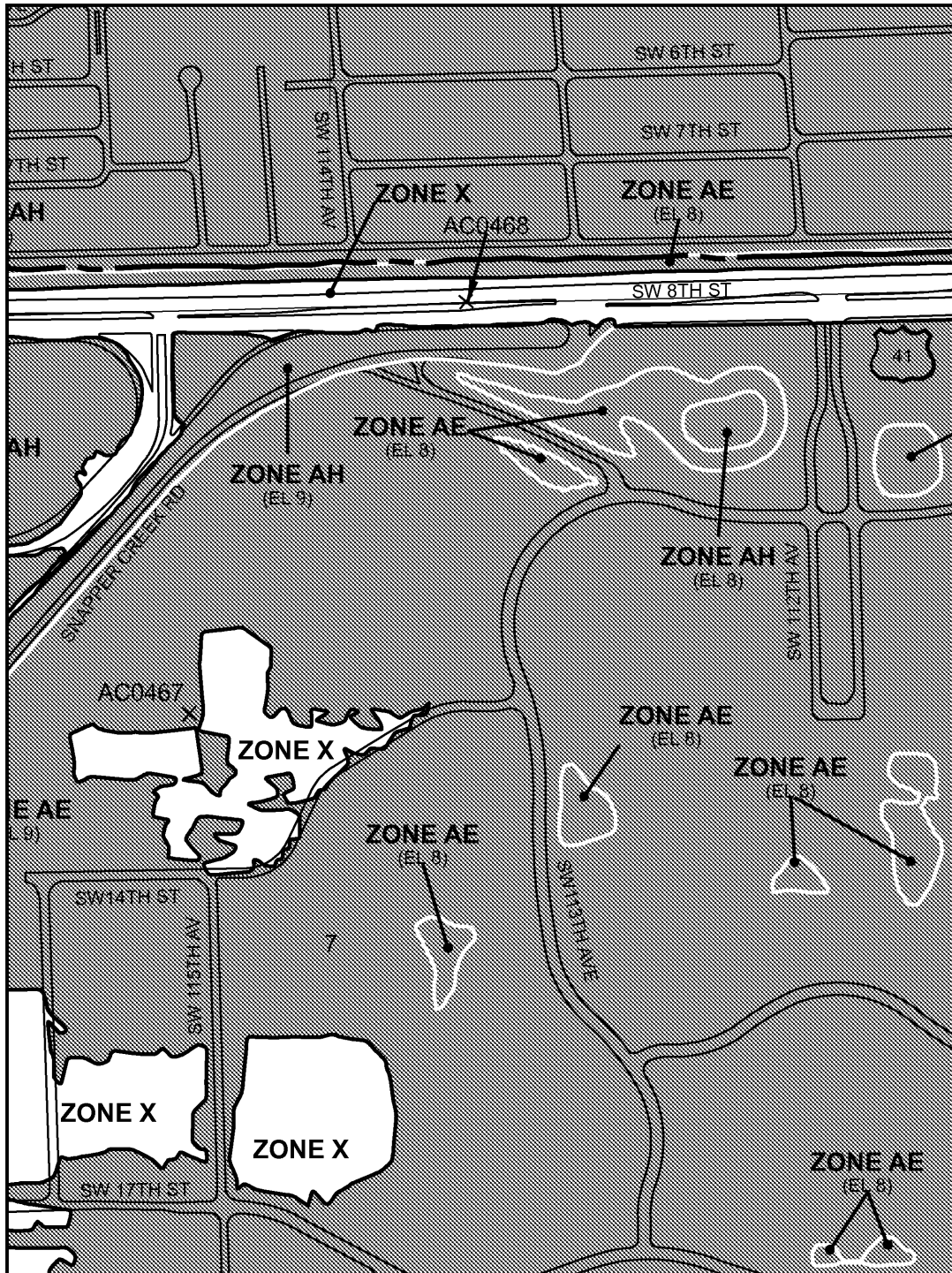


**MAP NUMBER
12086C0268L**

**MAP REVISED
SEPTEMBER 11, 2009**

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NFIP

PANEL 0269L

FIRM

FLOOD INSURANCE RATE MAP

**MIAMI-DADE COUNTY,
FLORIDA
AND INCORPORATED AREAS**

PANEL 269 OF 1031

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MIAMI - DADE COUNTY	120635	0269	L
SWEETWATER, CITY OF	120660	0269	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

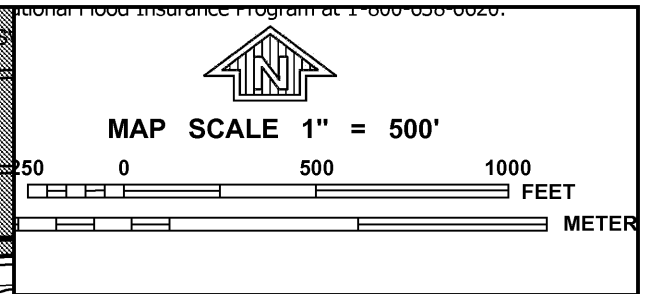
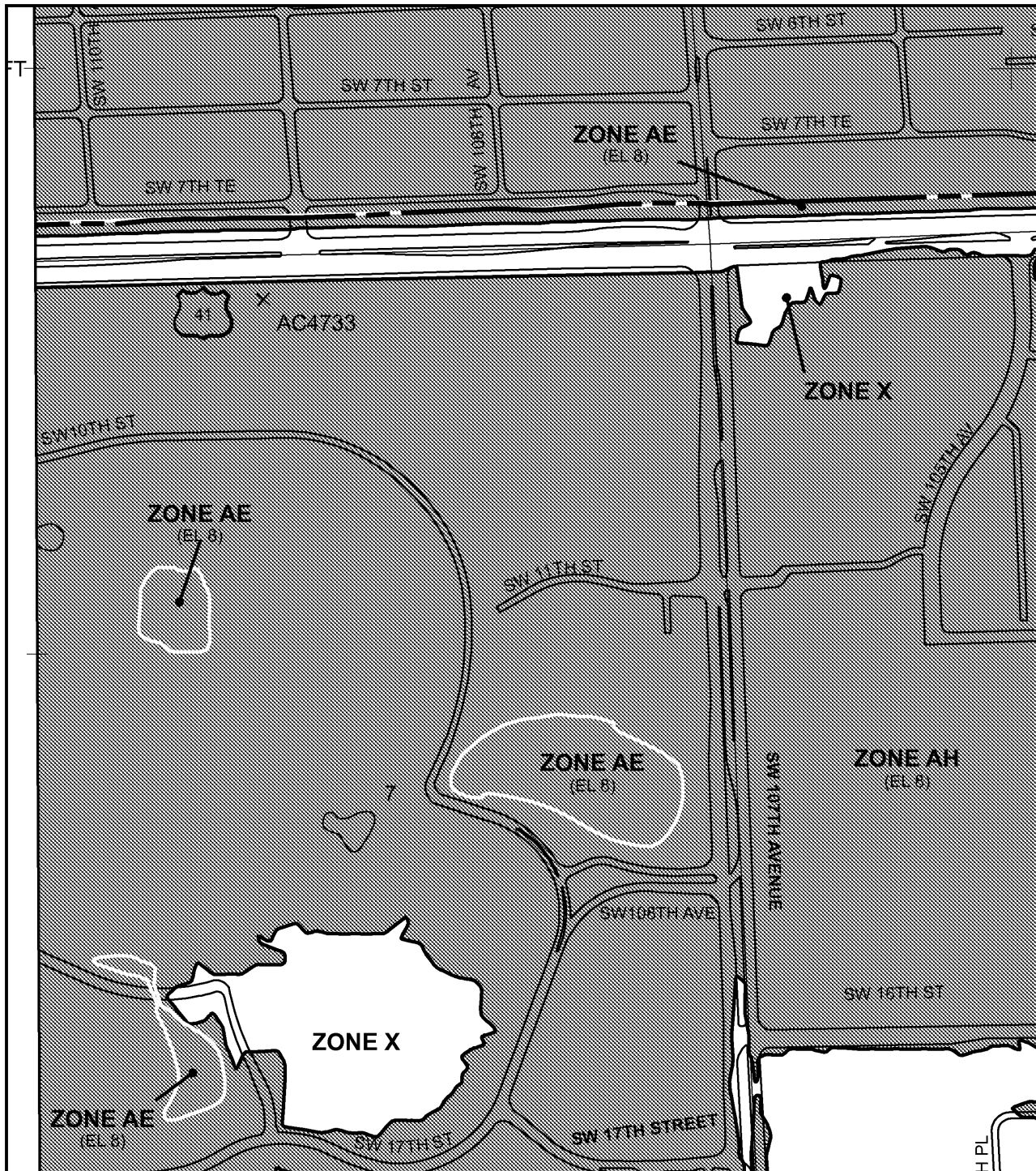


**MAP NUMBER
12086C0269L**

**MAP REVISED
SEPTEMBER 11, 2009**

Federal Emergency Management Agency

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NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0288L

FIRM

FLOOD INSURANCE RATE MAP

MIAMI-DADE COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 288 OF 1031

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MIAMI - DADE COUNTY	120635	0288	L
SWEETWATER, CITY OF	120660	0288	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
12086C0288L

MAP REVISED
SEPTEMBER 11, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Appendix O – Water Quality Impact Evaluation

WQIE Checklist

Project Name: Infrastructure Improvements for State Road 836 Express Bus Service

County: Miami-Dade

FIN (Financial Number): _____

Federal Aid Project No. _____

Short Project Description: The project includes infrastructures improvements such as a park-and-ride lot and seven station areas to support Miami-Dade Transit's SR 836 Express Bus Service in Miami Dade County, Florida. The park-and-ride lot is being developed on an undeveloped site. All seven station areas will utilize public right-of-way and will have no unplanned drainage impact. The scope include below is for the proposed park-and-ride lot.

Part 1: DETERMINATION OF WQIE SCOPE

☒ Does project increase impervious surface area? ☒ Yes ☐ No

☒ Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

☒ Do environmental regulatory requirements apply? Yes ☒ No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 1,069 (trip generation based on ITE, 7th Edition) Expected Speed Limit not applicable mi/hr

Drainage area: 7.98 (site area) acres 65.3 % Impervious 34.7 % Pervious

Land Use: N/A % Residential N/A % Commercial N/A % Industrial

N/A % Agricultural N/A % Wetlands N/A % Other Natural

Potential large sources of pollution (identify): Highway runoff

Groundwater receptor (name of aquifer or N/A): N/A

Designated well head protection area? Yes ☒ No Name: _____

Sole source aquifer Yes ☒ No Name: _____

Groundwater recharge mechanism: N/A

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): _____

☒ Classification I II **III** IV V

Special designation (check all that apply): **Not applicable**

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River
☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area
☐ Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

☒ Swales ☐ Curb and gutter ☐ Scuppers ☐ Pipe ☐ French Drains
☒ Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	Chapter 62-621 FAC	<input type="checkbox"/>
SFWMD <input checked="" type="checkbox"/>	Chapter 40E-40 FAC	<input checked="" type="checkbox"/>
Other (specify) USACE <input checked="" type="checkbox"/>	Section 404	<input type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- ☐ Water quality is not an issue.
- ☐ No regulatory requirements apply to water quality issues
(Document by checking the “none” box for water quality in Section 6.C.3 of the ***Environmental Determination Form*** or Section 5.C.3 of the SEIR).
- ☐ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by South Florida Water Management District, an authorized regulatory agency.
(Document by checking the “none” box for water quality in Section 6.C.3 of the ***Environmental Determination Form*** or Section 5.C.3 of the SEIR).

Evaluator Name (print):

Office:

_____ Keith and Schnars P.A., 6500 Andrews Ave, Fort Lauderdale, FL

Signature: _____ Date: _____