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April 14, 2016

Mr. Adam J. Assenza  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, D.C. 20423

RE: Docket No. AB-70 (Sub-No. 6X), *Florida East Coast Railway, LLC—  
Abandonment Exemption—in Miami-Dade County, FL*

Dear Mr. Assenza:

Enclosed please find a copy of the Cultural Resource Assessment Survey as requested by the Florida State Historic Preservation Officer and an Effects Determination for the Florida East Coast Railway, LLC (“FEC”) conducted by Janus Research. A copy of the Survey, in compliance with Chapter 1A-46 Florida Administrative Code, has been sent to the Florida Division of Historical Resources.

If you have any questions please call or email me.

Sincerely yours



Melanie B. Yasbin  
Attorney for Florida East Coast Railway, LLC

Enclosure

# Memo

**To:** Melanie Yasbin, Florida East Coast (FEC) Railway, LLC  
**From:** Amy Strelman, Adam M. Schieffer, and Matthew Bray, Janus Research  
**Date:** April 12, 2016  
**Re:** Cultural Resource Assessment Survey (CRAS) and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County, Florida

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## INTRODUCTION

At the request of the Florida East Coast (FEC) Railway, LLC, Janus Research conducted a Cultural Resource Assessment Survey (CRAS) for the abandonment of a 1.21-mile long segment of the Little River Spur of the FEC Railroad (8DA11416) located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13.0 (Station 686+43.0) in Miami-Dade County, Florida. Abandonment of the 1.21-mile segment will result in the removal of the rail, crossties, and possibly the upper layer of ballast. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of Adam M. Schieffer, M.A. Historic resource investigations were conducted under the direction of Amy Groover Strelman, M.H.P.

## **Project Description**

The proposed railroad abandonment is located in Sections 2 and 11 of Township 54 South, Range 40 East on the Hialeah (1988, photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The project consists of the abandonment of a 1.21 mile long segment of the Little River Spur of the FEC Railroad (8DA11416) located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13+0000 (Station 686+43.0) in Miami-Dade County, Florida (Figure 1). Abandonment of the 1.21-mile segment will result in the removal of the existing rail, crossties, and upper layer of ballast. The segment is approximately 100 foot wide along the entire length, except for two 40 foot wide road crossings located at W Flagler Street and SW 8<sup>th</sup> Street/US 41. Additionally, track will be removed from one newly identified historic bridge, the FEC Railroad Bridge at Tamiami Canal (8DA14821), located at milepost LR 12+23. The bridge will remain in place, but track and other materials will be removed from the deck of the bridge.

## **AREA OF POTENTIAL EFFECT**

According to 36 CFR 800.16(d), the APE 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 such properties exist. The APE is influenced by the scale and nature of the undertaking, as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites are often impacted by those activities as well as alterations to setting, access and appearance. Based on the nature of the project, the abandonment of a 1.21 mile long segment of FEC railway corridor, the project APE for both archaeological and historic resources consists of the footprint of the 1.21 mile long segment of the existing FEC railway right of way (ROW) that will be abandoned (Figure 2).

## **PHYSICAL ENVIRONMENT OF THE PROJECT CORRIDOR**

A review of the General Land Survey General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1845a, 1908, 1918, 1921) and surveyors' field notes (FDEP 1845b, 1846) was conducted to look at past environmental conditions within and surrounding the project corridor. The portion of the project corridor located between NW 8<sup>th</sup> Street and SW 1<sup>st</sup> Street is described within the surveyors' notes as sawgrass prairie and open dry prairie with small clumps of myrtle. The portion of the project corridor located between SW 1<sup>st</sup> Street and SW 12<sup>th</sup> Street is described as open rocky pine woods with some palmetto noted between SW 8<sup>th</sup> Street and SW 12<sup>th</sup> Street. Several hammocks are noted within one mile of the archaeological APE and there are conflicting accounts of the nature of the hammock vegetation closest to the archaeological APE. The 1918 historic plat map depicts a large area of hammock adjacent to the northernmost 660 feet of the archaeological APE. While the 1845 historic plat map does not illustrate the location of any hammock vegetation, the associated surveyors' field notes from 1845 describe the course intersecting this area of the APE as 'sawgrass to dry myrtle hammock' which would not be indicative of increased site potential. A separate high dry hammock containing oak, cocoa plum, and mahogany is the described approximately 0.5 miles to the west of the archaeological APE.





Aerial photographs from 1938, 1951, and 1968 (FDOT, Office of Surveying and Mapping 2016; University of Florida, George A. Smathers Libraries 1999–2011) were reviewed to more clearly distinguish the location of hammock vegetation relative to the archaeological APE and examine land use within the vicinity of the project corridor. No hammock vegetation is visible within or adjacent to the archaeological APE on any of the historic aerals. The high, dry hammock described within the surveyors' notes is visible on the 1938 aerial, approximately 0.5 mile to the west of the APE. The FEC Railway corridor is visible on the 1938 historic aerial. The surrounding area to the north of the Tamiami Canal is undeveloped while the surrounding area to the south of the canal primarily contains agricultural fields, pasture, and sparse buildings. The 1951 historic aerial shows increased development along the entirety of the corridor as evidenced by a greater number of visible buildings and platted roads, as well as mining operations to the east. The 1968 aerial shows dense development within the area surrounding the APE, similar to levels of modern development.

Soils can also provide information about environmental conditions prior to development. A review of the 1947 *Soil Survey Detailed-Reconnaissance, Dade County, Florida* (United States Department of Agriculture [USDA] 1958) and *Soil Survey of Dade County Area, Florida* (USDA 1996) was conducted to look at pre-development soil drainage characteristics and environmental associations within the archaeological APE. The 1947 soil survey reconnaissance indicated that prior to development, the APE was located within four detailed soil types (Table 1). With the exception of a small area of Dade fine sand located near the center of the project corridor, the archaeological APE consisted primarily of poorly to very poorly drained soils associated with sawgrass prairie and the Everglades.

**Table 1. Characteristics of Detailed Soil Types within the Archaeological APE (Based on the 1947 Soil Survey)**

<b>Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Excessively to Well Drained	Dade fine sand	Nearly level to gently sloping sandy pine land with natural vegetation consisting of secondary growth slash pine, sawpalmetto, cyads, coonties, and grasses. Hammocks consisting of live oak, cabbage palm, gumbo-limbo, and other hardwoods are scattered throughout portions of this soil type.
Poorly to Very Poorly Drained	Davie fine sand	Flat areas or small depressions within sandy prairie originally covered with a layer of peat or muck. The organic material has been destroyed by excessive drainage, oxidation, shrinkage, and fires. Natural vegetation originally consisted of sawgrass prior to being drained.
	Davie mucky fine sand	Flat areas or small depressions on the edges of sandy prairie. Unlike Davie fine sand, the original layer of peat or muck have not yet been completely destroyed by excessive drainage, oxidation, shrinkage, and fires. Natural vegetation originally consisted of sawgrass prior to being drained.

Drainage Characteristics	Soil Type	Environmental Association
Very Poorly Drained	Everglades peat, over shallow marl	Predominantly flat areas of peat within the Everglades basin that has developed from the remains of sawgrass, lily, sedge, and myrtle. Some slight depressions and rises are present within areas of this soil type. The marl seals the water above the permeable rocks below and areas of this soil type may be covered with water during many months of the year.

USDA 1958:15-18

The review of the 1996 soil survey reflected the developed and modified nature of the archaeological APE, noting that the archaeological APE was located entirely within the Urban land and Udorthents-Water complex detailed soil types. The Urban land soil type generally consists of parking lots, streets, sidewalks, buildings, and other structures where natural soil cannot be observed and very little natural vegetation remains (USDA 1996:21). Open areas of this soil type are generally made up of udorthents (USDA 1996:22). Areas of this soil type have usually been altered by grading, shaping, and/or the addition of up to 18 inches of stony fill material (USDA 1996:22). Udorthents-Water complex consists of open water and udorthents comprised of unconsolidated geological material removed during the excavation of ditches, canals, lakes, ponds, and quarries (USDA 1996:19). Weeds and native grasses are present in some areas, while others support no vegetation.

Currently, the proposed project is located entirely within existing railroad ROW. Research conducted for past projects located outside the current APE, but within the FEC Railway corridor, including the *All Aboard Florida – Miami to Orlando Passenger Rail Service Final Environmental Impact Statement* (Federal Railroad Administration 2015), have noted significant levels of disturbance associated with the construction and maintenance of the FEC Railway corridor in Miami-Dade County including multiple occurrences of ballast, rail, and tie installation, removal, and reinstallation; tree and stump removal; land modification including grading, grubbing, and leveling; and utility installation, repair, and maintenance.

### FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

A comprehensive review of previous surveys, Florid Master Site File (FMSF) data, Miami-Dade County Property Appraiser records, and other relevant historical research materials was conducted to determine the potential for National Register-listed, National Register-eligible, and potentially National Register-eligible cultural resources within the project APE. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR or State Historic Preservation Officer (SHPO) regarding the significance of a resource.

### Previously Conducted Cultural Resource Surveys

A search of FMSF and in-house data identified four previously conducted cultural resource surveys that contain or partially contain the project APE (Table 2). Three of these surveys are County-wide surveys (FMSF Manuscript No. 340, 620, and 2127). The current project APE was not subjected to comprehensive archaeological or historic resources survey during these past studies.

**Table 2. Previous Surveys Containing or Partially Containing the Project APE**

Survey #	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
602	Dade County Historic Survey	Metropolitan Dade County	1981
2127	Dade County Historic Survey, Phase II: Final Report.	Metropolitan Dade County	1989
4551	A CRAS for SR 90/SW 8 <sup>th</sup> Street from SR 826/Palmetto Expressway to SW 27 <sup>th</sup> Avenue	Janus Research	1996

### Previously Recorded Archaeological Sites

A search of the FMSF data identified no previously recorded archaeological resources within or adjacent to the archaeological APE. Coordination with the Miami-Dade County Archaeologist, Jeff Ransom, confirmed that the project corridor is not located within or adjacent to any County-designated archaeological sites or zones. A review of in-house City data and the Environmental & Historic Preservation Layers available from the *City of Miami Land Development Application* (<http://maps.miamigis.com/miamizoningsite/>) noted that the archaeological APE is not located within any City-designated archaeological sites, zones, or conservation areas.

### Previously Recorded and Potential Historic Resources

A search of the FMSF identified two previously recorded historic resources within the historic resources APE: Seaboard Air Line (CSX) Railroad (8DA10753) and Tamiami Canal (8DA6453). Additionally, nearby segments of the Little River Spur of the FEC Railroad (8DA11416) have been documented; however, the segment within the current APE has not been previously evaluated.

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE has not been evaluated; however, other segments of the resource, located outside the APE, have been determined National Register-eligible by the SHPO. The railroad was first documented as a result of the *Cultural Resources Assessment Survey and Discussion of Effects of Miami International Airport Area Traffic Circulation Improvements, Miami-Dade County* (FMSF No. 15646) conducted by Janus Research in 2008. The Little River Spur of the FEC Railroad (8DA11416) within the current APE is part of the Little River Spur that connected

the railyard located in Hialeah to the FEC main line. This spur served as an important connection between the roundhouse and repair shop at Hialeah, as well as providing rail service to industrial complexes located in western and southern portions of Miami-Dade County. The Little River Spur of the FEC Railroad (8DA11416) within the current APE retains historic significance and integrity. It is considered National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

The Seaboard Air Line (CSX) Railroad (8DA10753) has been determined National Register-eligible by the SHPO. The segment of the railroad within the current project APE was documented as a result of the *Cultural Resources Assessment Survey and Discussion of Effects of Miami International Airport Area Traffic Circulation Improvements, Miami-Dade County* (FMSF No. 15646) conducted by Janus Research in 2008. The Seaboard Air Line (CSX) Railroad (8DA10753) within the current APE was originally part of the Miami Extension of the Seaboard Air Line Railroad, completed in 1926. The resource retains historic significance and integrity. It is National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

The Tamiami Canal (8DA6453) has been determined National Register-eligible by the SHPO. The segment of the canal within the current project APE was documented in a Determination of Eligibility (DOE) conducted by Janus Research in 2006 as a result of the *Cultural Resource Assessment Survey of the Tamiami Canal Swing Bridge on NW South River Drive/Delaware Parkway from NW 19<sup>th</sup> Street to NW 32<sup>nd</sup> Avenue* (FMSF No. 13012). The Tamiami Canal (8DA6453) within the current APE was found to be non-contributing to the National Register-eligible Tamiami Canal as a result of the DOE conducted in 2006. Therefore, because of an overall loss of integrity within this segment, the Tamiami Canal (8DA6453) was determined National Register-ineligible.

Two historic roads were found to intersect the current project APE: Flagler Street (8DA10448) and Calle Ocho Historic Highway (8DA4586). Additionally, Calle Ocho within the current APE was designated a state historic highway in 1986 (House Bill No. 1104, Session Law 86-308). This legislation affords the Calle Ocho State Historic Highway certain protections prohibiting the use of state funds for select physical changes on or near the roadway. Pertinent sections of the legislation state that no state funds are to be spent to “alter the physical dimensions or location of Calle Ocho” or to “erect, demolish, or significantly alter the appearance of any structure” with the exception of “erection, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of the road and its surroundings.” The legislation limits alterations to the road, except for “ordinary maintenance and repair [or]...work that is necessary for the public health or safety as determined by the agency and local government having jurisdiction over the portion”. Based on the project scope, the rails will be removed at both of the 40 foot wide rail crossings, but no road surfaces will be impacted. Therefore, the proposed abandonment will not impact either road surface, nor will it “significantly alter” the appearance of the Calle Ocho State Historic Highway.

## PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, along with pertinent environmental variables, contributed to project-specific methods designed to locate and evaluate previously unrecorded archaeological sites and historic structures within the project APE. An archaeological site potential analysis provides information regarding which areas of a project have the highest probability of containing archaeological sites. Zones of archaeological site probability were designated based on previous research conducted within the Glades cultural region and the four environmental factors that are typically used to predict site potential: distance to fresh water, soil type (drainage), distance to hardwood hammocks, and relative elevation.

Fresh water is 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. While the Everglades is depicted less than one mile west of the archaeological APE, and instances of wet prairie are noted both to the east and west of the archaeological APE, no sources of freshwater were identified within or adjacent to the archaeological APE during the review of historic plat maps and surveyors' field notes. Modern human attempts to drain, ditch, and divert water within Miami-Dade County have severely altered much of the Everglades and the surrounding area, including the current project corridor. A 1938 historic aerial (University of Florida, George A. Smathers Libraries 1999–2011) depicts a low wet area near the northern terminus of the corridor, subsequent to the drainage of the surrounding area.

The project corridor is located on the border of the Everglades and the Atlantic Coastal Ridge physiographic regions (White 1970:Plate 1-C). The Everglades are characterized by low, poorly drained flatlands with elevations ranging from sea level to approximately 10 feet in the northern Everglades. The Atlantic Coastal Ridge consists of a narrow, gently sloping limestone ridge with elevations averaging 10–15 feet. The archaeological APE is located on the very gradual slope down from the ridge to the Everglades and is generally level compared to the surrounding area. Elevations with the APE range between 6.5–10 feet above sea level.

The characteristics of soils have been used successfully by researchers to formulate predictive models for precontact site location. In general, soils with an organic pan, with underlying marl or clays, and with slow to moderate internal drainage tend to retain water or be inundated. 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. The majority of the predevelopment soils within the archaeological APE were poorly to very poorly drained soils in flat sandy prairie of Everglades peat. Post-development soils are indicative of disturbance associated with land modification associated with urban development, and are consistent with the current nature of the archaeological APE.

The presence of tree islands and hardwood hammocks also serve as a reliable indicator of the potential for archaeological sites due to their physical characteristics and associated resources. Many fruits, nuts and tubers are available in hammocks that are important as human food sources as well as for their ability to attract game animals. Hammocks are not prone to flooding,

except during episodes of very high water. The thick foliage and canopies of hammocks provides shade, moderate temperature, and shelter from heavy weather. While the historic plat maps, surveyors' notes, and pre-development soils suggested the potential for hammock vegetation in the vicinity of the archaeological APE, no hammock vegetation is visible within or adjacent to the archaeological APE on any of the historic aerials. The closest area of hammock vegetation was identified approximately 0.5 miles outside of the archaeological APE to the west, and is associated with the Miami-Dade County Flagami Archaeological Zone.

In southern Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained upland knolls near transportation routes (i.e., historic trails and major rivers). Because so little of the pre-urban environment remains, GLO plat maps and surveyor's notes were used to identify pre-urbanization environmental features that could possibly contain or be associated with precontact sites or historic period sites. The Tamiami Canal is visible intersecting the APE on the 1921 historic plat map. No military forts, roads, encampments, battlefields, homesteads, or historical Native American villages or trails were identified within or adjacent to the archaeological APE.

Based on the nature of the project improvements, the review of past environmental variables, coordination with the County Archaeologist, and the modified nature of the ROW, the archaeological APE exhibits a low probability for containing intact archaeological resources.

## **METHODS**

### **Archaeological Resources Desktop Analysis**

As the FEC Railway corridor has not yet formally been abandoned, and current procedure is to not perform subsurface testing within active rail line due to rail safety prohibitions, archaeological analysis conducted as part of the CRAS survey was limited to a desktop analysis. The desktop analysis was performed to identify any known archaeological sites located within or adjacent to the APE, and to establish zones of archaeological probability. An archaeological and historical literature and background search pertinent to the project APE was conducted to determine the types, chronological placement, and spatial patterning of archaeological resources within and adjacent to the archaeological APE. This investigation included a search of Florida Master Site File (FMSF) data, county and local site inventories, and the analysis of historic mapping. No shovel testing was warranted within the archaeological APE as the site potential analysis and coordination with the Miami-Dade County Archaeologist, Jeff Ransom, determined that the archaeological APE exhibited low probability for archaeological resources.

### **Historic Resources Survey Methods**

An architectural historian and one technical assistant conducted a historic resources survey to ensure that each resource built prior to 1968 within the APE was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. All resources within the APE received a preliminary visual

reconnaissance. Any resource with features indicative of 1968 or earlier construction materials, building methods, or architectural styles was noted on aerial photographs.

For each resource identified, FMSF forms were filled out with field data, including notes from site observations (Appendix B). The estimated date of construction, distinctive features, and architectural style were noted. Photographs were taken with a high resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph. It should be noted that previously recorded historic resources did not receive updated FMSF forms unless notable changes to the resource since their previous recordation was observed or there was a change in their National Register eligibility.

Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Concentrations of historic resources within the APE for the project were noted in terms of the potential for inclusion in a historic district. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility.

#### **Local Informants and Certified Local Government Coordination**

Local informants may often provide valuable information which is otherwise not available through official records or library collections. Miami-Dade County and the City of Miami are listed on the March 22, 2016 list of Certified Local Governments (CLG) posted on the Florida Division of Historical Resources' website (FDHR 2016). Mr. Jeff Ransom, Miami-Dade County Archaeologist; Ms. Kathleen Slesnick Kauffman, Historic Preservation Chief for Miami-Dade County; and Ms. Megan Schmitt, City of Miami Preservation Officer were contacted via email on March 24, 2016, for input regarding the proposed improvements. Mr. Ransom responded via email on March 24, 2016 indicating that there were no Miami-Dade County designated historic or archaeological resources within the project corridor. Mr. Ransom also concurred that the archaeological APE exhibited low archaeological probability and noted that he and Ms. Slesnick had no concerns regarding the proposed scope of work. As of the submittal of this memorandum, Ms. Schmitt has not yet responded.

### **RESULTS**

#### **Archaeological Resources**

No archaeological resources were identified within the archaeological APE as a result of the desktop analysis. Based on the nature of the improvements, which primarily involve removing rail-related features from areas already disturbed by the initial construction and maintenance of the railway corridor itself, as well as the low probability for archaeological resources determined by the desktop analysis and coordination with Miami-Dade County Archaeologist, Jeff Ransom, no subsurface testing was warranted within the APE.

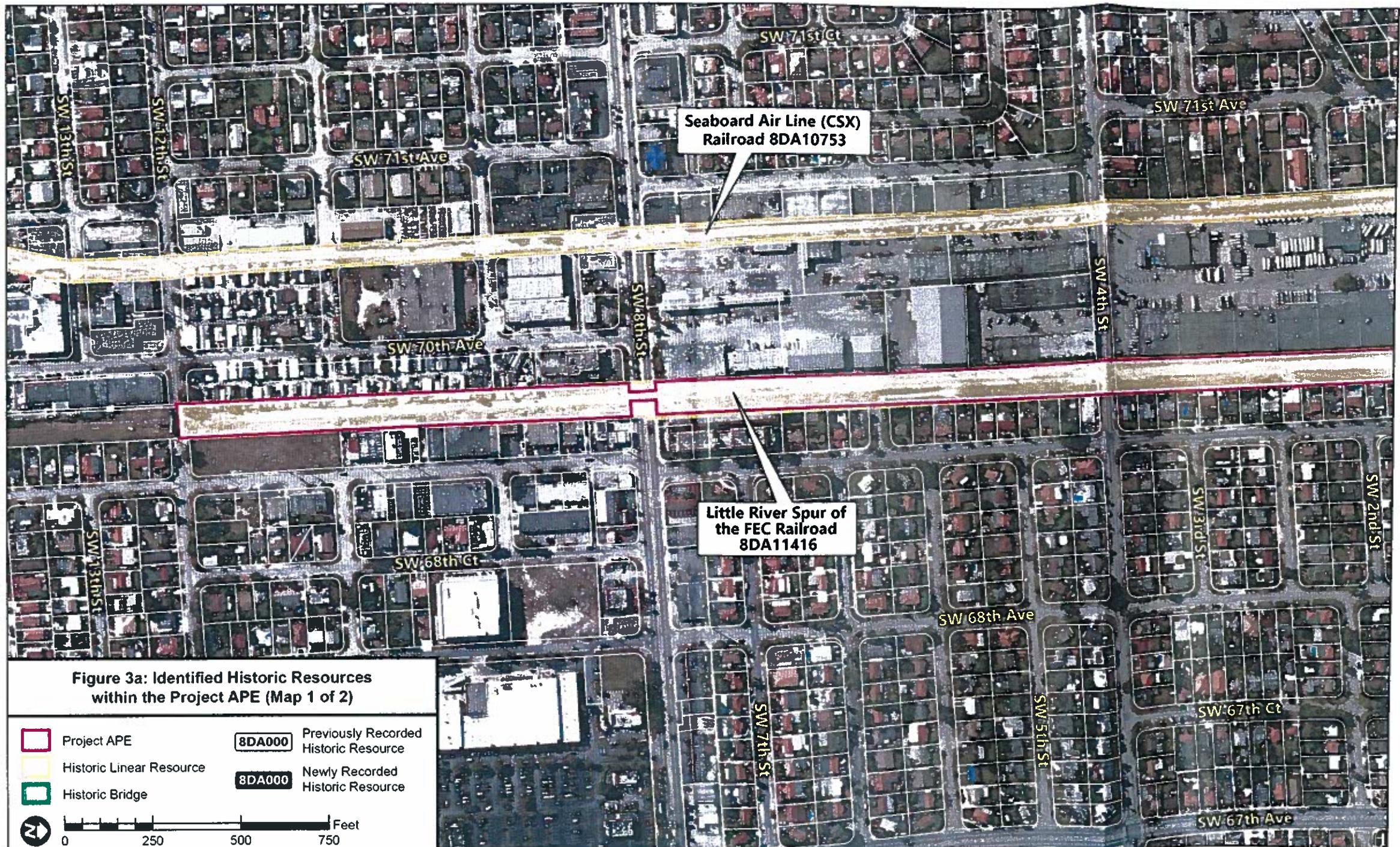
## Historic Resources

The historic resources reconnaissance survey resulted in the identification of four historic resources within the project APE (Figure 3; see Figures 4–8 for photographs of these resources). There was one newly identified railroad bridge, the FEC Railroad at Tamiami Canal (8DA14821), one previously recorded canal, the Tamiami Canal (8DA6453), two previously recorded railroads, the Seaboard Air Line (CSX) Railroad (8DA10753) and the Little River Spur of the FEC Railroad (8DA11416). FMSF forms were completed for resources 8DA11416 and 8DA14821 (Attachment A). Given that there were no significant changes in appearance or integrity to the Seaboard Air Line (CSX) Railroad (8DA10753) and the Tamiami Canal (8DA6453), no FMSF forms were completed.

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE has not been evaluated; however, other segments of the resource have been determined National Register-eligible by the SHPO. The Little River Spur of the FEC Railroad (8DA11416) within the current APE is part of the Little River Spur that connected the railyard located in Hialeah to the FEC main line. This spur served as an important connection between the roundhouse and repair shop at Hialeah, as well as providing rail service to industrial complexes located in western and southern portions of Miami-Dade County. Although the railroad has undergone changes such as replacement of ties and ballast over time, the railroad retains its original alignment and occupies the original FEC Railroad ROW. Therefore, the Little River Spur of the FEC Railroad (8DA11416) within the current APE retains historic significance and integrity. It is considered National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development. Additionally, the newly identified FEC Railroad Bridge at Tamiami Canal (8DA14821) is considered eligible for listing as a contributing resource within the National Register-eligible Little River Spur of the FEC Railroad (8DA11416). ✓

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) within the current APE has been determined National Register-eligible by the SHPO under Criterion A in the categories of Transportation and Community Planning and Development. ✓

The Tamiami Canal (8DA6453) within the current APE was found to be non-contributing to the National Register-eligible Tamiami Canal as a result of a DOE conducted by Janus Research as a result of the *Cultural Resource Assessment Survey of the Tamiami Canal Swing Bridge on NW South River Drive/Delaware Parkway from NW 19<sup>th</sup> Street to NW 32<sup>nd</sup> Avenue* (FMSF No. 13012). Therefore, because of an overall loss of integrity within this segment, the Tamiami Canal (8DA6453) was determined National Register-ineligible. ✗



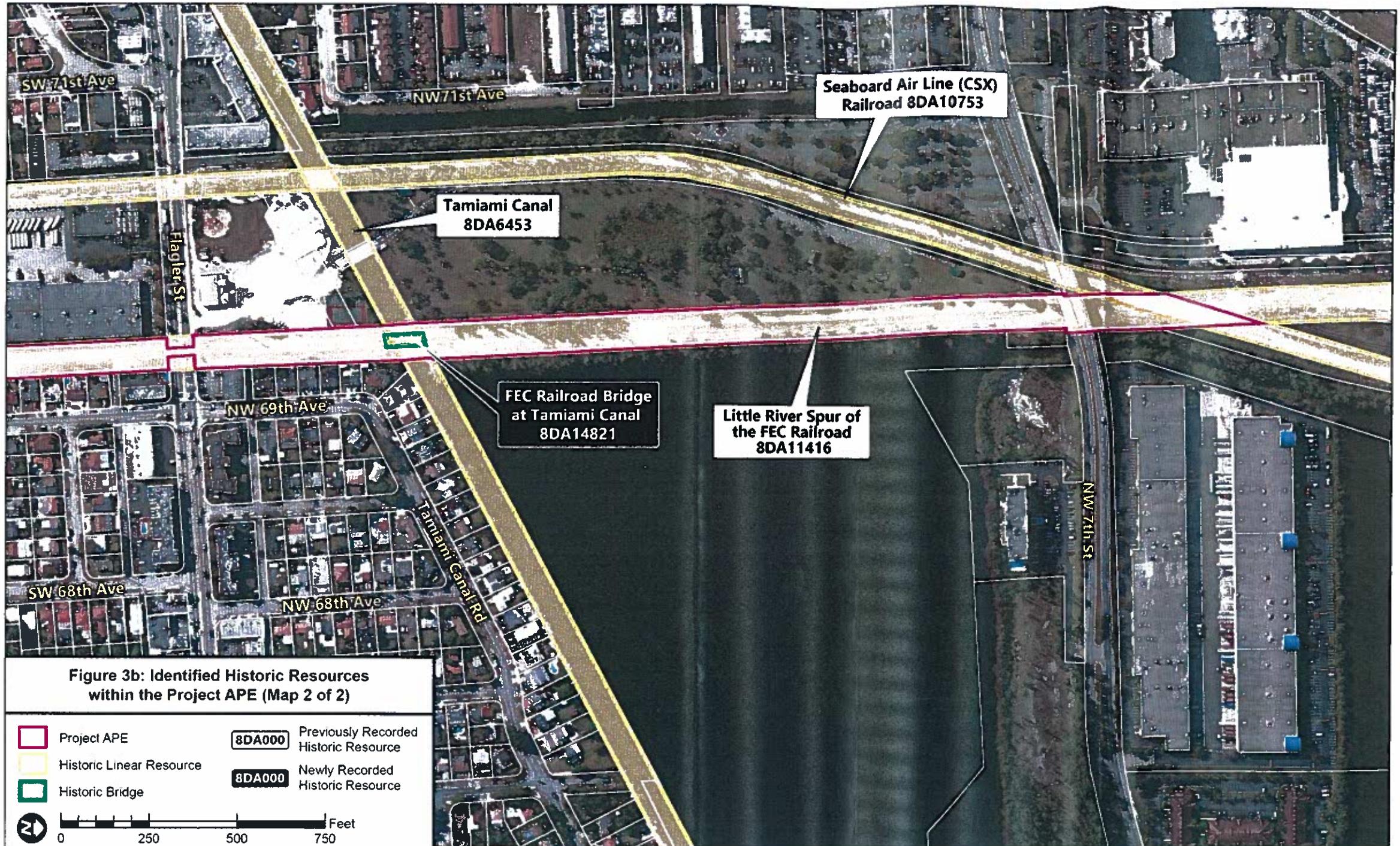
Seaboard Air Line (CSX)  
Railroad 8DA10753

Little River Spur of  
the FEC Railroad  
8DA11416

**Figure 3a: Identified Historic Resources  
within the Project APE (Map 1 of 2)**

	Project APE		8DA000 Previously Recorded Historic Resource
	Historic Linear Resource		8DA000 Newly Recorded Historic Resource
	Historic Bridge		

  Feet  
0 250 500 750



**8DA11416 Little River Spur of the FEC Railroad**

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE is located in Section 2 and 11 of Township 54 South, Range 40 East on the Hialeah (1988 Photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The 1.21 mile long segment is located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13+0000 (Station 686+43.0) in Miami-Dade County, Florida. The segment is approximately 100 foot wide along the entire length, except for two 40 foot wide road crossings located at W Flagler Street and SW 8<sup>th</sup> Street/US 41 (Figure 4).

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railroad further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.



**Figure 4: Little River Spur of the FEC Railroad (8DA11416), Within the Project APE, Facing East**

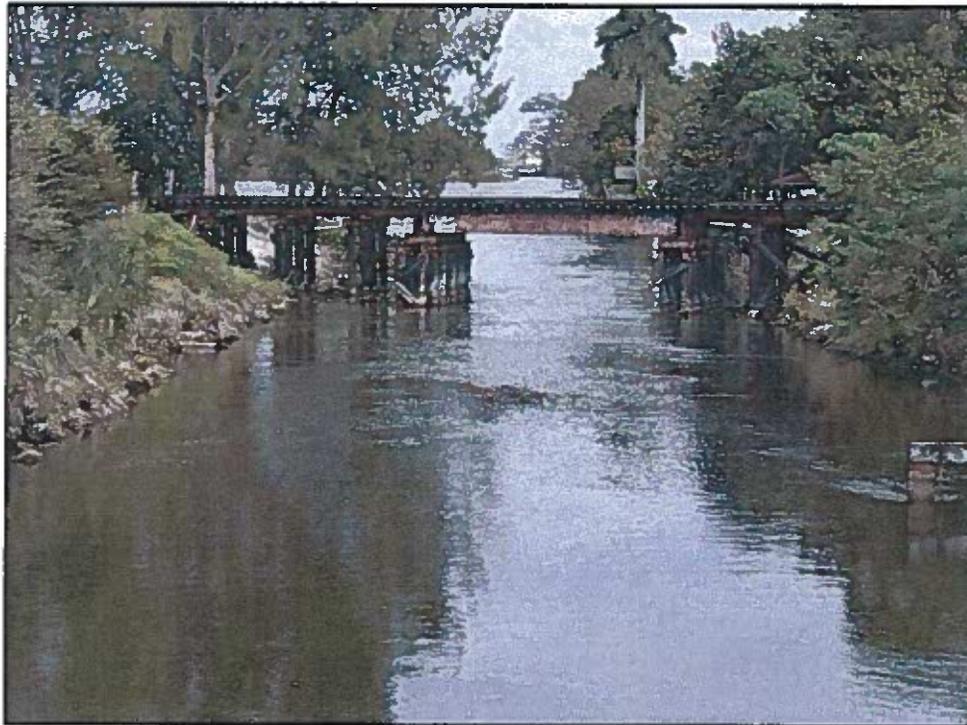
The Little River Spur of the FEC Railroad (8DA11416) was constructed in 1932 as part of the South Little River (SLR) Branch (FEC Railway, LLC 2015). The SLR Branch provided a connection from the mainline to the large railyard located in Hialeah. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE has not been evaluated; however, other segments of the resource have been determined National Register-eligible by the SHPO. The Little River Spur of the FEC Railroad (8DA11416) within the current APE is part of the Little River Spur that connected the railyard located in Hialeah to the FEC main line. Although the railroad has undergone changes such as replacement of ties and ballast over time, the railroad retains its original alignment and occupies the original FEC Railroad ROW. Therefore, the Little River Spur of the FEC Railroad (8DA11416) within the current APE retains historic significance and integrity. It is considered National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

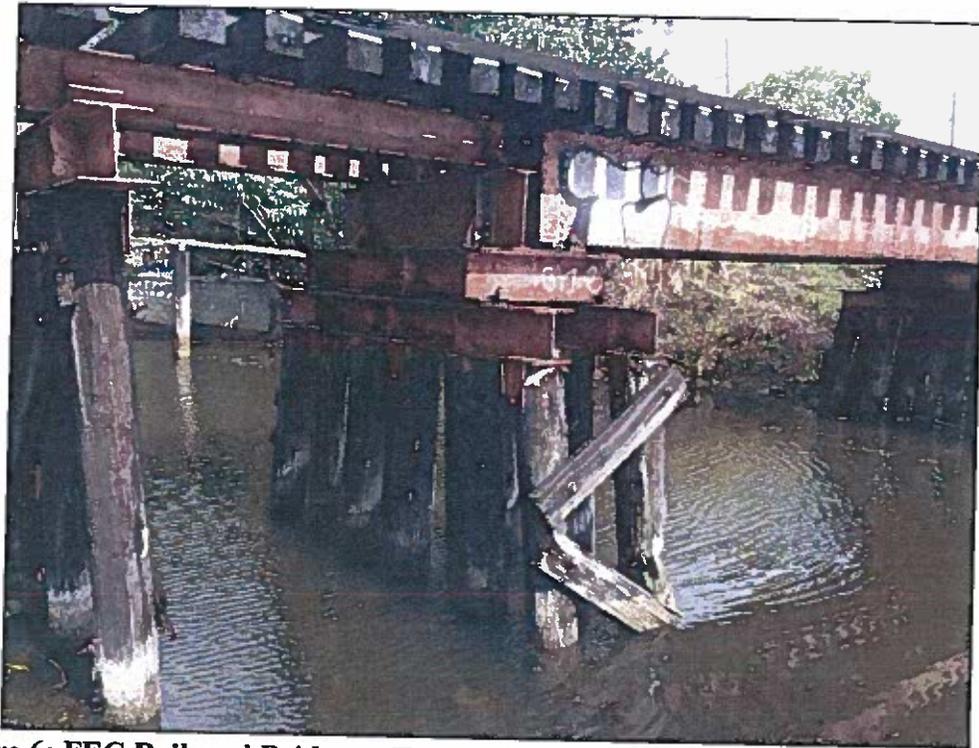
**8DA14821    FEC Railroad Bridge at Tamiami Canal**

The FEC Railroad Bridge at Tamiami Canal (8DA14821) is located in Section 2 of Township 54 South, Range 40 East on the Hialeah (1988 Photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The 100 foot long bridge was constructed in 1954 and carries the Little River Spur of the FEC Railroad (8DA1416) over the Tamiami Canal (FEC Railroad 2015). The small fixed-span bridge contains a single span composed of steel I-beam stringers supported by wood-piling bents with wood sway braces and steel caps (Figures 5-7). The decking contains wood rail ties and the abutments are reinforced concrete (Figure 8)

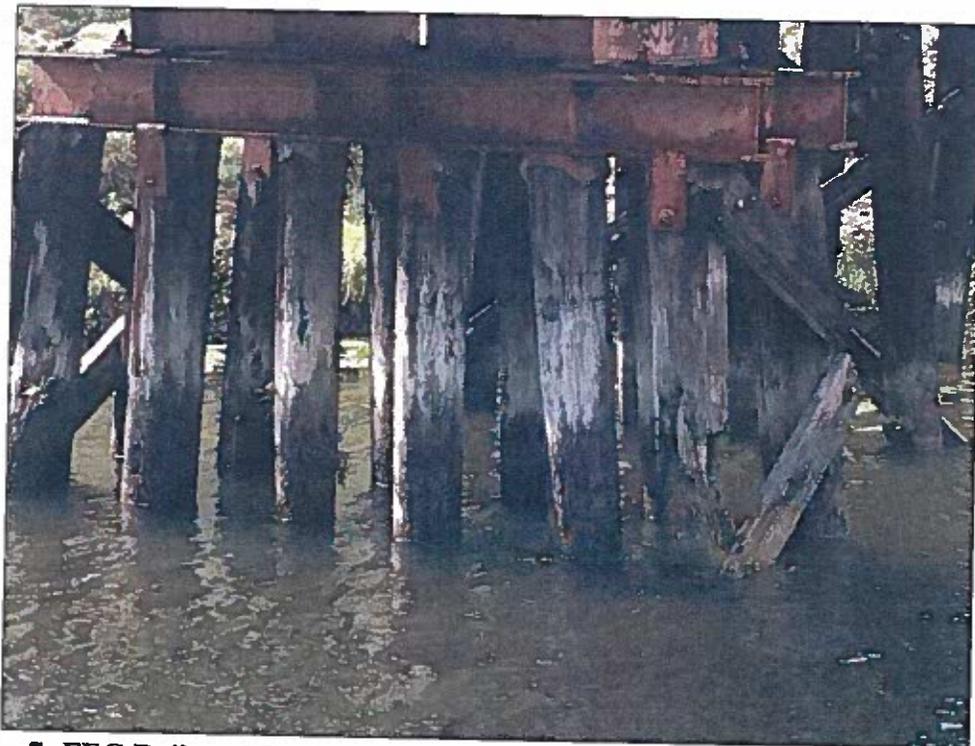
Although the FEC Railroad Bridge at Tamiami Canal (8DA14821) was constructed at a later date than the Little River Spur of the FEC Railroad (8DA1416), its construction date of c.1954 does fall within the period of significance for the historic linear resource. Given its historic association with the FEC Railroad, it is considered eligible for listing as a contributing resource within the National Register-eligible Little River Spur of the FEC Railroad (8DA1416) under Criterion A in the categories of transportation and community planning and development.



**Figure 5: FEC Railroad Bridge at Tamiami Canal (8DA14821), Within the Project APE, Facing East**



**Figure 6: FEC Railroad Bridge at Tamiami Canal (8DA14821), Within the Project APE, Facing Southeast**



**Figure 7: FEC Railroad Bridge at Tamiami Canal (8DA14821), Within the Project APE, Facing North**



**Figure 8: FEC Railroad Bridge at Tamiami Canal (8DA14821), Within the Project APE, Facing North**

### **EVALUATION OF EFFECTS**

This Section 106 Evaluation and Determination of Effects documents the potential effects the proposed abandonment of a 1.21-mile long segment of the FEC Railroad may have on the National Register-eligible Little River Spur of the FEC Railroad (8DA11416), FEC Railroad Bridge at Tamiami Canal (8DA14821), and Seaboard Air Line (CSX) Railroad (8DA10753). The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to these significant historic resources:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in the manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

The proposed abandonment consists of the of a 1.21 mile long segment of the Little River Spur of the FEC Railroad (8DA11416) located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13+0000 (Station 686+43.0) in Miami-Dade County, Florida. Abandonment of the 1.21-mile segment will result in the removal of the existing rail, cross-ties, and upper

layer of ballast. Additionally, track will be removed from one newly identified historic bridge, the FEC Railroad Bridge at Tamiami Canal (8DA14821), located at milepost LR 12+23. The bridge will remain in place, but track and other materials will be removed from the deck of the bridge.

The removal of essential materials, including the rails, ties, and ballast, will constitute an adverse effect to the Little River Spur of the FEC Railroad (8DA11416). Although the original FEC Railroad ROW will continue to be evident, the railroad's integrity and eligibility will be compromised by the loss of materials. Additionally, while the removal of these features from the FEC Railroad Bridge at Tamiami Canal (8DA14821) will not diminish from its overall integrity of design, materials, and workmanship as an individual bridge, the loss of rails and ties will affect its ability to contribute to the Little River Spur of the FEC Railroad (8DA11416). The loss of rails and ties will diminish the bridge's ability to convey its historic relationship to the Little River Spur of the FEC Railroad (8DA11416). With the removal of rails and ties from the FEC Railroad Bridge at Tamiami Canal (8DA14821), it would no longer contribute to the linear resource as a whole. Therefore, the proposed abandonment will constitute an adverse effect to both the Little River Spur of the FEC Railroad (8DA11416) and to the contributing FEC Railroad Bridge at Tamiami Canal (8DA14821).

The proposed abandonment project contains approximately 100 feet of the Seaboard Air Line (CSX) Railroad (8DA10753) ROW. The rails, ties, and ballast to be removed as part of the proposed abandonment are located outside the Seaboard airline ROW and no features associated with the Seaboard Air Line (CSX) Railroad (8DA10753) will be removed. Therefore, the project will have no adverse effect on the Seaboard Air Line (CSX) Railroad (8DA10753).

## CONCLUSIONS

No previously or newly recorded archaeological resources were identified within the archaeological APE as a result of the desktop analysis. The proposed improvements are located within a modified area consisting of existing railroad ROW and background research indicated that the archaeological APE exhibits low archaeological probability.

The historic resources reconnaissance survey resulted in the identification of four historic resources within the project APE. There was one newly identified railroad bridge, the FEC Railroad at Tamiami Canal (8DA14821), one previously recorded canal, the Tamiami Canal (8DA6453), two previously recorded railroads, the Seaboard Air Line (CSX) Railroad (8DA10753) and the Little River Spur of the FEC Railroad (8DA11416). The Criteria of Adverse Effect, found in 36 CFR Part 800.5(a)(1), were applied to the project.

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE has not been evaluated; however, other segments of the resource have been determined National Register-eligible by the SHPO. The Little River Spur of the FEC Railroad (8DA11416) within the current APE is considered National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development. The newly recorded resource, FEC Railroad Bridge at Tamiami Canal (8DA14821), is considered a

contributing resource to the National Register-eligible Little Spur of the FEC Railroad (8DA11416). The proposed abandonment will constitute an adverse effect to both the Little River Spur of the FEC Railroad (8DA11416) and to the contributing resource, FEC Railroad Bridge at Tamiami Canal (8DA14821).

The segment of the Seaboard Air Line (CSX) Railroad (8DA10753) within the current APE has been determined National Register-eligible by the SHPO under Criterion A in the categories of Transportation and Community Planning and Development. The current project APE contains approximately 100 feet of the Seaboard Air Line ROW. The rails, ties, and ballast to be removed as part of the proposed abandonment are located outside the Seaboard Air Line ROW and no features associated with the Seaboard Air Line (CSX) Railroad (8DA10753) will be removed. The project will have no adverse effect on the Seaboard Air Line (CSX) Railroad (8DA10753).

The Tamiami Canal (8DA6453) within the current APE was found to be non-contributing to the National Register-eligible Tamiami Canal. Therefore, because of an overall loss of integrity within this segment, the Tamiami Canal (8DA6453) is National Register-ineligible.

### **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 of the *Florida Statutes* will apply. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are 75 years of age or older.

### **Curation**

The original FMSF forms (Appendix A), Survey Log (Appendix C), and photographs are 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.

## REFERENCES

### Federal Railroad Administration

- 2015 *All Aboard Florida - Miami to Orlando Passenger Rail Service, Final Environmental Impact Statement*. Electronic document, <https://www.fra.dot.gov/Page/P0819>, accessed March 22, 2016.

### Florida Department of Environmental Protection (FDEP)

- 1845a Plat Map for Township 54 South, Range 40 East. Original Survey Plats. Electronic document, [http://labins.org/survey\\_data/landrecords/landrecords.cfm](http://labins.org/survey_data/landrecords/landrecords.cfm), accessed March 23, 2016.
- 1845b Surveyor's Field Notes for the Northern Boundary of Township 54 South, Range 40 East. Field Notes. Electronic document, [http://labins.org/survey\\_data/landrecords/landrecords.cfm](http://labins.org/survey_data/landrecords/landrecords.cfm), accessed March 22, 2016.
- 1846 Surveyor's Field Notes for Township 54 South, Range 40 East. Field Notes. Electronic document, [http://labins.org/survey\\_data/landrecords/landrecords.cfm](http://labins.org/survey_data/landrecords/landrecords.cfm), accessed March 22, 2016.
- 1908 Plat Map for Township 54 South, Range 40 East. Original Survey Plats. Electronic document, [http://labins.org/survey\\_data/landrecords/landrecords.cfm](http://labins.org/survey_data/landrecords/landrecords.cfm), accessed March 23, 2016.
- 1918 Plat Map for Townships 53 and 54 South, Ranges 39 and 40 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://tlhdslweb.dep.state.fl.us/>, accessed March 22, 2016.
- 1921 Plat Map for Townships 53–55 South, Ranges 39–41 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://tlhdslweb.dep.state.fl.us/>, accessed March 22, 2016.

### Florida Department of Transportation (FDOT), Office of Surveying and Mapping

- 2016 Aerial Photography Archive. Electronic documents, <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/>, accessed March 17, 2016.

### Florida Division of Historic Resources (FDHR).

- 2016 Florida Certified Local Governments (As of March 22, 2016). Electronic document, <http://dos.myflorida.com/media/696150/clg-list-3-22-16.pdf>, accessed March 24, 2016.

### Florida East Coast Railway, LLC

- 2015 *Combined Environmental and Historic Report (49 CFR 1105.7 and 1105.8) Docket No. AB-70, Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County*. On File, Janus Research.

### Mann, R. W.

- 1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

United States Department of Agriculture (USDA)

1958 *Soil Survey (Detailed-Reconnaissance), Dade County Florida*. Series 1947, No. 4. United States Department of Agriculture/Soil Conservation Service.

1996 *Soil Survey of Dade County Area, Florida*. United States Department of Agriculture/Natural Resources Conservation Service.

University of Florida, George A. Smathers Libraries

1999–2011 *Aerial Photography: Florida Collection*. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials/>, accessed March 22, 2016.

White, William A.

1970 *The Geomorphology of the Florida Peninsula*. *Geological Bulletin* No. 51, Bureau of Geology, State of Florida Department of Natural Resources.

**Attachment A:**

**FMSF Forms**



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

Site #8 DA11416
Field Date 3-8-2016
Form Date 3-17-2016
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).

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 Little River Spur of the FEC Railroad Multiple Listing [DHR only]
Project Name CRAS for abandonment of Little River Spur FEC 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) City of Miami In Current City Limits? yes no unknown
County or Counties (do not abbreviate) Miami-Dade
Name of Public Tract (e.g., park)
1) Township 54S Range 40E Section 2 1/4 section: NW SW SE NE Irregular-name:
2) Township 54S Range 40E Section 11 1/4 section: NW SW SE NE
3) Township Range Section 1/4 section: NW SW SE NE
4) Township Range Section 1/4 section: NW SW SE NE
USGS 7.5' Map(s) 1) Name HIALEAH USGS Date 1988
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) 1.21 mile long segment of the Little River Spur of the FEC Railroad located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13+0000 (Station 686+43.0).

DHR USE ONLY OFFICIAL EVALUATION DHR USE ONLY
NR List Date SHPO - Appears to meet criteria for NR listing: yes no insufficient info Date Init.
KEEPER - Determined eligible: yes no Date
Owner Objection NR Criteria for Evaluation: a b c d (see National Register Bulletin 15, p. 2)

**HISTORY & DESCRIPTION**

Construction Year: 1932  approximately  year listed or earlier  year listed or later  
 Architect/Designer(last name first): \_\_\_\_\_ Builder(last name first): \_\_\_\_\_  
 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. Depression/New Deal 1930-1940 3. WW II & Aftermath 1941-1950  
 2. WW II & Aftermath 1941-1950 4. Modern (Post 1950)  
 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 aerials  
 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. Transportation 3. \_\_\_\_\_ 5. \_\_\_\_\_  
 2. Community planning & development 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 Field notes Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s 2016-14  
 2) Document type Photographs Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s 2016-14

**RECORDER INFORMATION**

Recorder Name Janus Research Affiliation Janus Research  
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
 (address / phone / fax / e-mail)

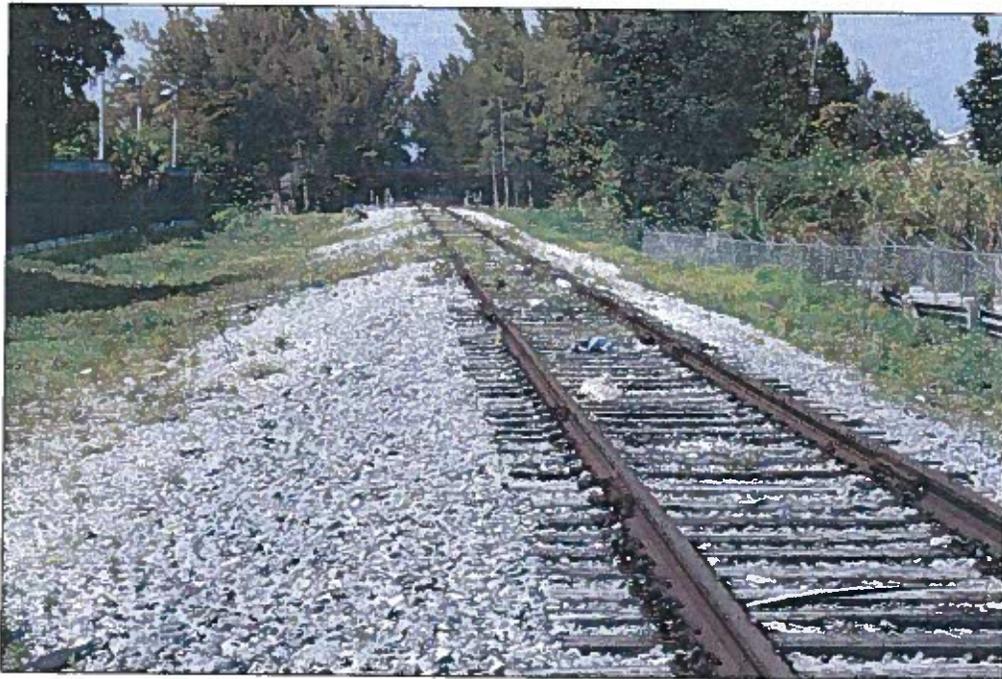
**Required Attachments**

- 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: Little River Spur of the FEC Railroad

A. NARRATIVE HISTORY

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE is located in Section 2 and 11 of Township 54 South, Range 40 East on the Hialeah (1988 Photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The 1.21 mile long segment is located between milepost LR 11+3989 (Station 620+73.15) and milepost LR 13+0000 (Station 686+43.0) in Miami-Dade County, Florida. The segment is approximately 100 feet wide along the entire length, except for two 40 feet wide road crossings located at W Flagler Street and SW 8<sup>th</sup> Street/US 41.



**Little River Spur of the FEC Railroad (8DA11416)**

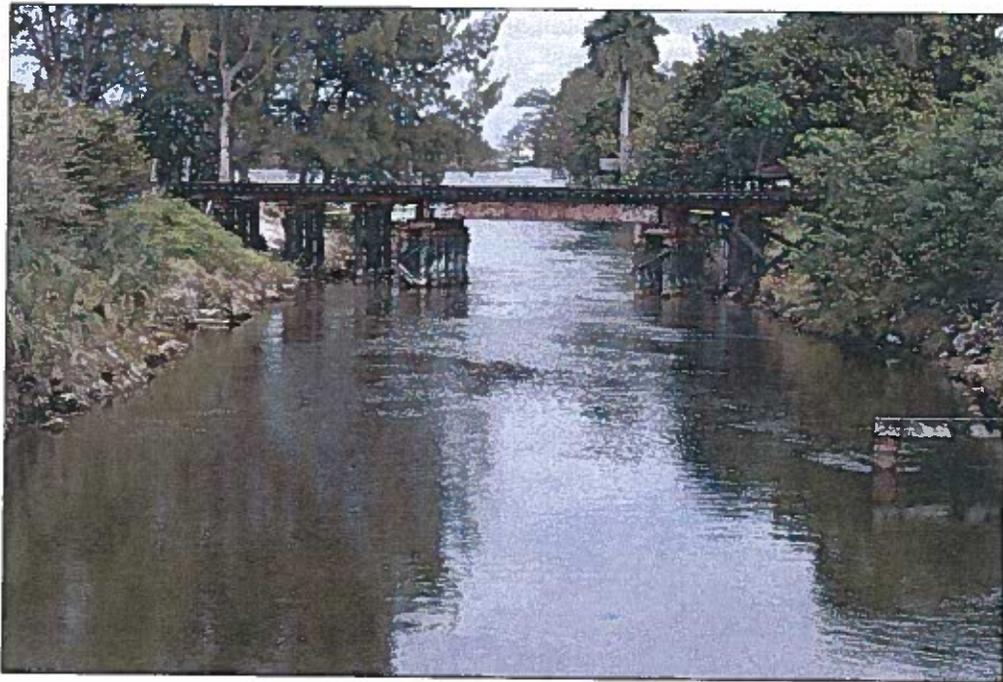
Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railroad further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode

## SITE NAME: Little River Spur of the FEC Railroad

the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The Little River Spur of the FEC Railroad was constructed in 1932 as part of the South Little River (SLR) Branch (FEC Railway, LLC 2015). The SLR Branch provided a connection from the mainline to the large railyard located in Hialeah. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).

The segment of railroad within the current project APE contains one wood and steel bridge. The FEC Railroad Bridge at Tamiami Canal (8DA14821) was constructed in 1954. The 100 feet long bridge carries the Little River Spur of the FEC Railroad over the Tamiami Canal.



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**

## B. DISCUSSION OF SIGNIFICANCE

The segment of the Little River Spur of the FEC Railroad (8DA11416) within the current APE has not been evaluated; however, other segments of the resource have been determined National Register-eligible by the SHPO. The railroad was first documented as

SITE NAME: Little River Spur of the FEC Railroad

a result of the *Cultural Resources Assessment Survey and Discussion of Effects of Miami International Airport Area Traffic Circulation Improvements, Miami-Dade County* (FMSF No. 15646) conducted by Janus Research in 2008. The Little River Spur of the FEC Railroad (8DA11416) within the current APE retains historical importance due to its association with development and transportation on the east coast of Florida. It is considered National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida East Coast Railway, LLC

2015 *Combined Environmental and Historic Report (49 CFR 1105.7 and 1105.8) Docket No. AB-70, Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County*. On File, Janus Research.

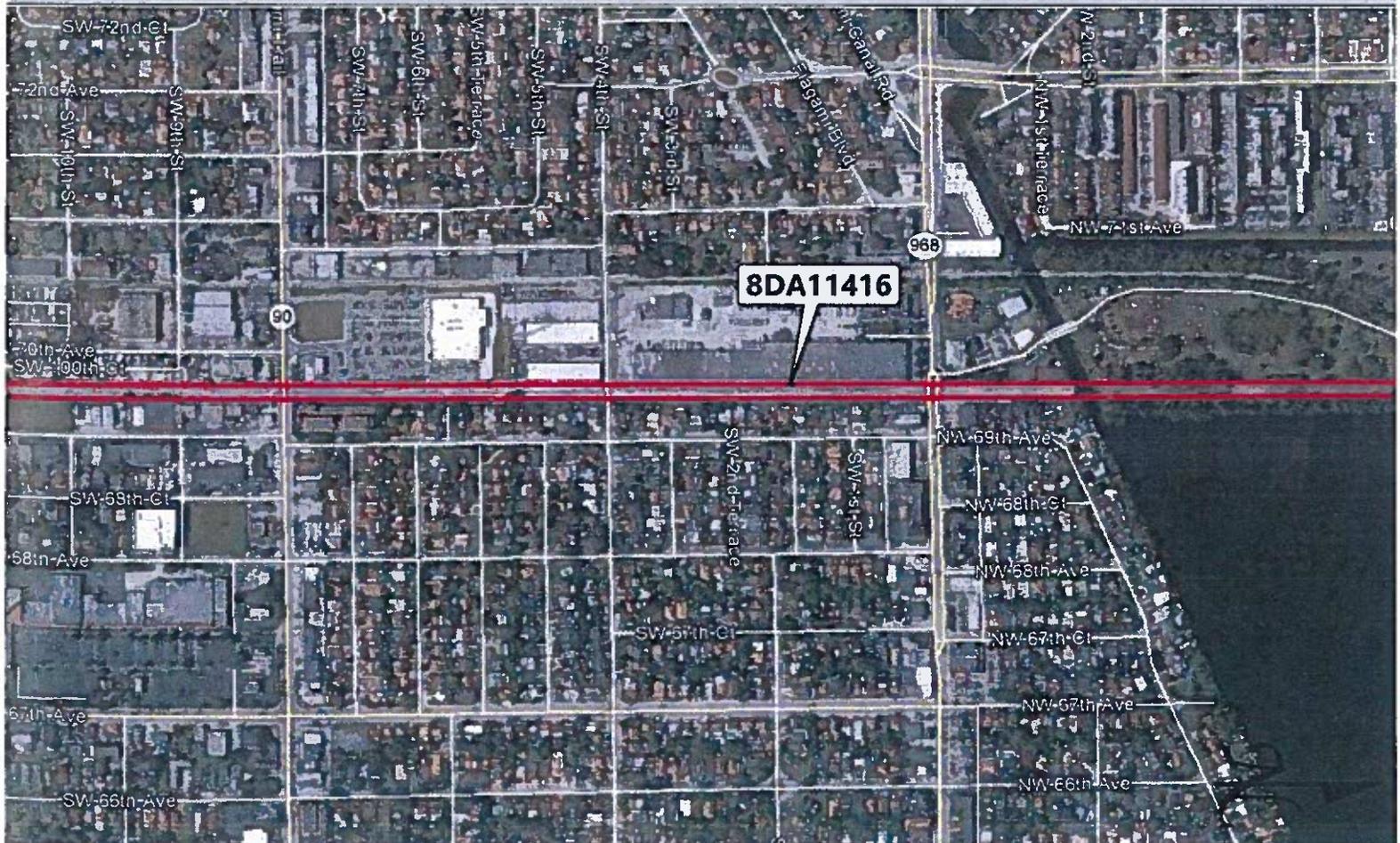
Mann, R. W.

1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8DA11416  
USGS Quadrangle: Hialeah





# HISTORICAL BRIDGE FORM FLORIDA MASTER SITE FILE Version 4.0 1/07

Site #8 DA14821  
Field Date 3-8-2016  
Form Date 3-17-2016  
Recorder # \_\_\_\_\_  
FDOT Bridge # \_\_\_\_\_

Original  
 Update

Consult *Guide to the Historical Bridge Form* for detailed instructions

Bridge Name(s) FEC Railroad Bridge at Tamiami Canal Multiple Listing (DHR only) \_\_\_\_\_  
Project Name CRAS for abandonment of Little River Spur FEC Survey # (DHR only) \_\_\_\_\_  
Ownership:  private-profit  private-nonprofit  private-individual  private-nonspecific  city  county  state  federal  Native American  foreign  unknown

## LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed FEC Railroad / Tamiami Canal  
USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map \_\_\_\_\_  
City/Town (within 3 miles) City of Miami In City Limits?  yes  no  unknown County \_\_\_\_\_  
Township 54S Range 40E Section 2 ¼ section:  NW  SW  SE  NE Irregular-name: \_\_\_\_\_  
Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section:  NW  SW  SE  NE  
Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
UTM Coordinates: Zone  16  17 Easting 569365 Northing 2850626  
Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
Name of Public Tract (e.g., park) \_\_\_\_\_

## HISTORY

Year Built 1954  approximately  year listed or earlier  year listed or later  
Still in use?  yes  no  restricted use (describe) \_\_\_\_\_  
Prior Fords, Ferries, or Bridges at this Location n/a

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Railroad bridge

Ownership history FEC Railroad 1954-present

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription n/a

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

## DESCRIPTION

### GENERAL

Overall Bridge Design 1. Beam & Girder 2. \_\_\_\_\_

Overall Condition  excellent  good  fair  deteriorated  ruinous

Style and Decorative Details n/a

Tender Station Description n/a

Alterations: Dates and Descriptions n/a

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	Date _____	Init. _____
		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)		

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Number 1 Total Length(ft) 100Main Spans: Number 1 Length(ft) 100 Width(ft) 10 Roadway width(ft) \_\_\_\_\_Main Span Design Beam & GirderMain Span Materials 1. Steel 2. Wood

Approach Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) \_\_\_\_\_ Roadway width(ft) \_\_\_\_\_

Approach Span Design \_\_\_\_\_

Approach Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Deck Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. Concrete 2. \_\_\_\_\_Abutment Description Reinforced concretePier Materials 1. Wood 2. SteelPier Description Wood-piling bents with steel I-beam caps

## RESEARCH METHODS (check all that apply)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> FDOT database search   | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files           | <input type="checkbox"/> informal archaeological inspection  |
| <input type="checkbox"/> HABS/HAER record search  | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory            | <input type="checkbox"/> formal archaeological survey        |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                                    | <input type="checkbox"/> library research                 | <input type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>Historic Aerials, FEC Railroad records</u> |   |  |  |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places?  yes  no  insufficient informationPotentially eligible as contributor to a National Register district?  yes  no  insufficient informationExplanation of Evaluation (required, use separate sheet if needed) 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. Transportation 3. \_\_\_\_\_ 5. \_\_\_\_\_

2. Community planning & development 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

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

- 1) Document type Field notes Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s 2016-14
- 2) Document type Field maps Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s 2016-14

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)

## Required Attachments

① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED

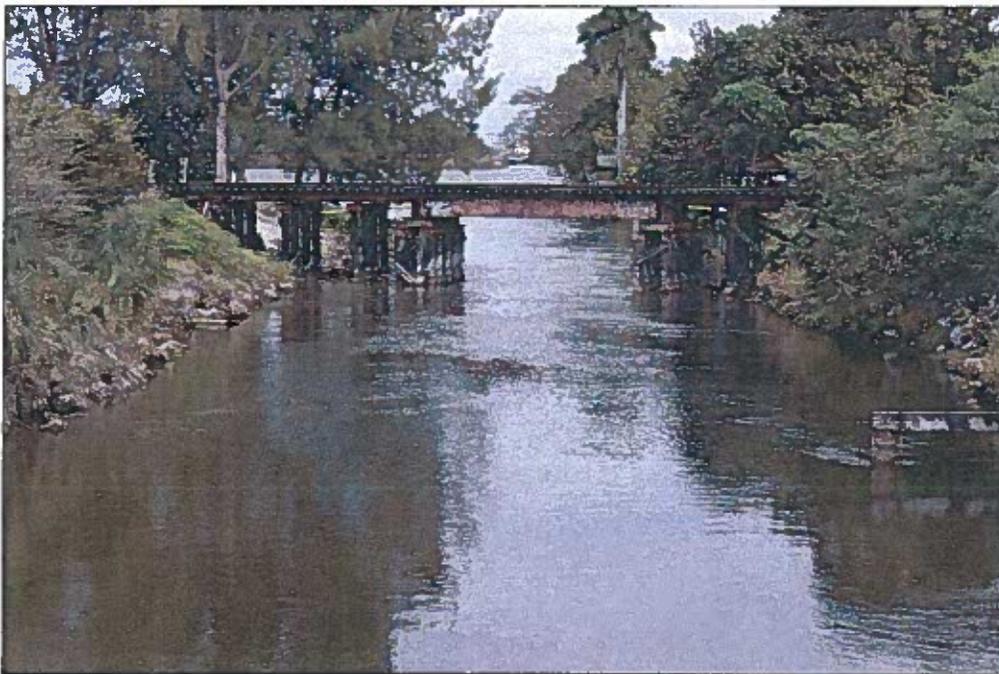
② PHOTO OF BRIDGE, ARCHIVAL B&amp;W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## SITE NAME: FEC Railroad Bridge at Tamiami Canal

## A. NARRATIVE HISTORY

The FEC Railroad Bridge at Tamiami Canal (8DA14821) is located in Section 2 of Township 54 South, Range 40 East on the Hialeah (1988 Photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The 100 feet long bridge was constructed in 1954 and carries the Little River Spur of the FEC Railroad (8DA1416) over the Tamiami Canal. The small fixed-span bridge contains a single span composed of steel I-beam stringers supported by wood-piling bents with wood sway braces and steel caps. The decking contains wood rail ties and the abutments are reinforced concrete.



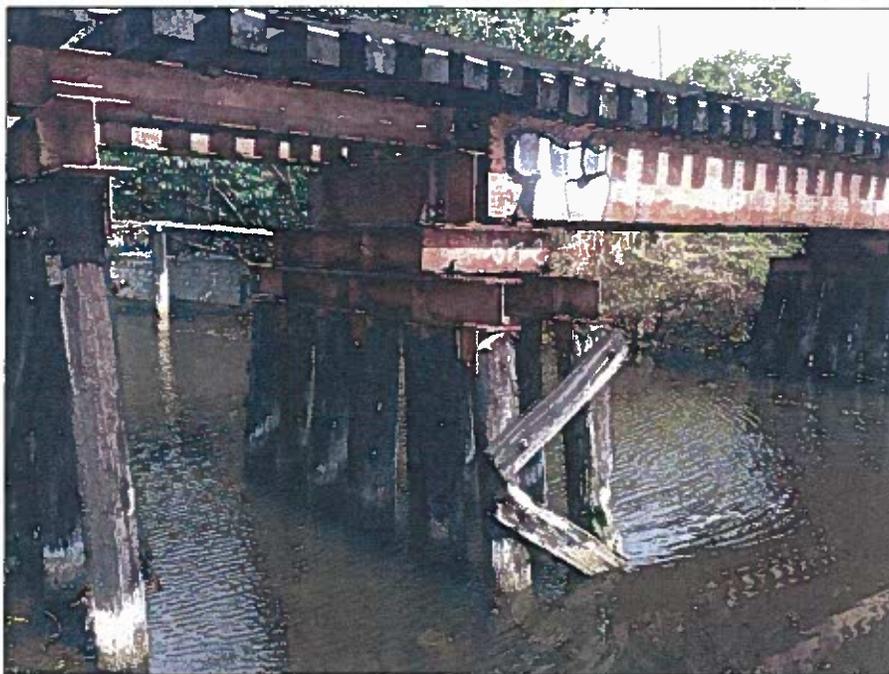
**FEC Railroad Bridge at Tamiami Canal (8DA14821)**

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railroad further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode

## SITE NAME: FEC Railroad Bridge at Tamiami Canal

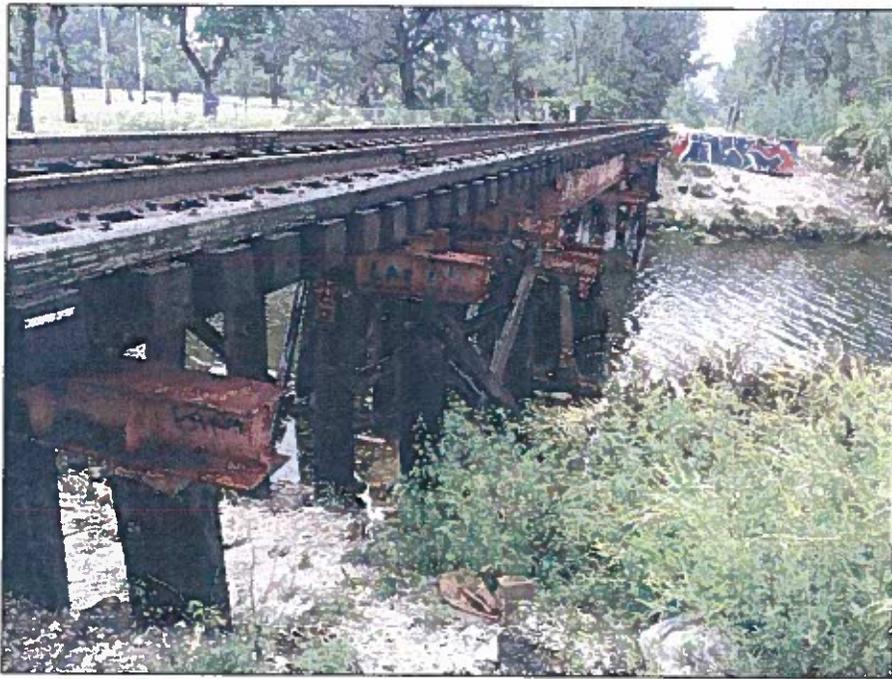
the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The Little River Spur of the FEC Railroad (8DA11416) was constructed in 1932 as part of the South Little River (SLR) Branch (FEC Railway, LLC 2015). The SLR Branch provided a connection from the mainline to the large railyard located in Hialeah. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**

SITE NAME: FEC Railroad Bridge at Tamiami Canal



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**



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SITE NAME: FEC Railroad Bridge at Tamiami Canal

B. DISCUSSION OF SIGNIFICANCE

Although the FEC Railroad Bridge at Tamiami Canal (8DA14821) was constructed at a later date than the Little River Spur of the FEC Railroad (8DA11416), its construction date of c.1954 does fall within the period of significance for the historic linear resource. Given its historic association with the FEC Railroad, it is considered eligible for listing as a contributing resource within the National Register-eligible Little River Spur of the FEC Railroad (8DA11416) under Criterion A in the categories of transportation and community planning and development.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

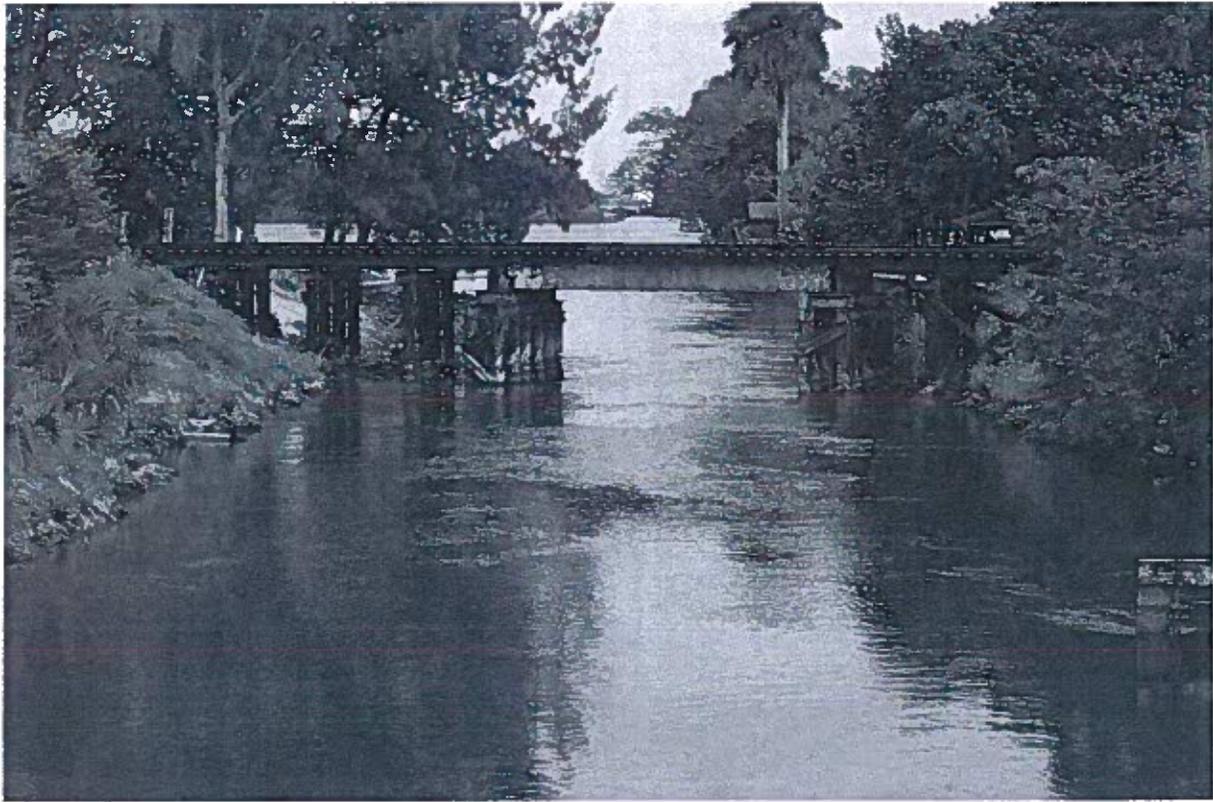
Florida East Coast Railway, LLC

2015 *Combined Environmental and Historic Report (49 CFR 1105.7 and 1105.8) Docket No. AB-70, Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County.* On File, Janus Research.

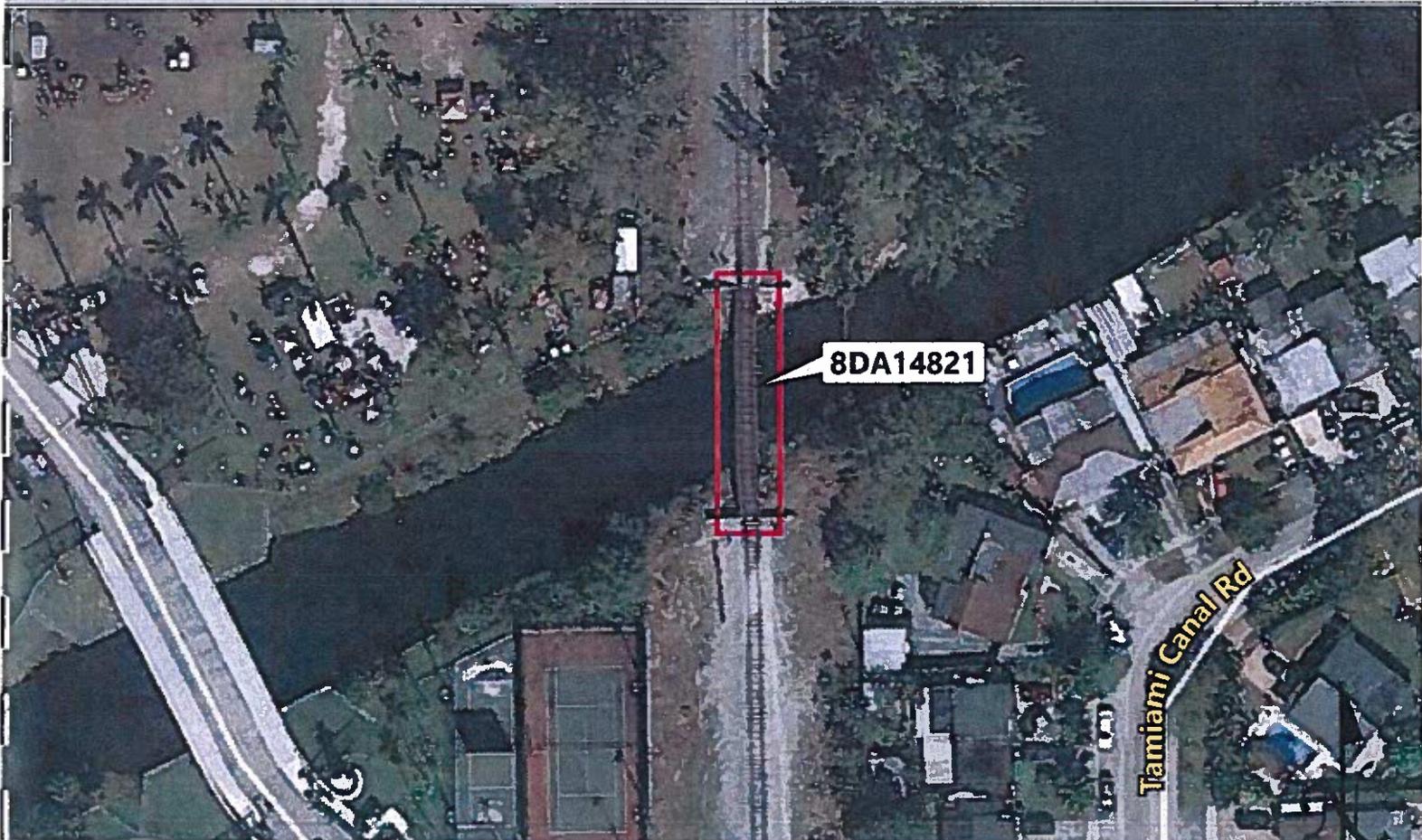
Mann, R. W.

1983 *Rails 'Neath the Palms.* Darwin Publications, Burbank, California.

PHOTOGRAPH



SKETCH MAP



# Robert King High Park

TAMIAMI

8DA14821



TAMIAMI

Location of 8DA14821  
USGS Quadrangle: Hialeah



**Attachment B:**

**Survey Log**

Ent D (FMSF only) \_\_\_\_\_



# Survey Log Sheet

Florida Master Site File  
Version 4.1 1/07

Survey # (FMSF only) \_\_\_\_\_

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

## Identification and Bibliographic Information

Survey Project (name and project phase) Florida East Coast Railway, LLC Abandonment Exemption

Report Title (exactly as on title page) Cultural Resource Assessment Survey (CRAS) for the Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County, Florida

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

Publication Date (year) 2016 Total Number of Pages in Report (count text, figures, tables, not site forms) 26

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 Streelman, Amy

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

- |                   |                        |                    |          |
|-------------------|------------------------|--------------------|----------|
| 1. <u>Rail</u>    | 3. <u>FEC</u>          | 5. <u>Track</u>    | 7. _____ |
| 2. <u>Abandon</u> | 4. <u>Little River</u> | 6. <u>Crossing</u> | 8. _____ |

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

Name Florida East Coast Railway, LLC Organization \_\_\_\_\_

Address/Phone/E-mail \_\_\_\_\_

Recorder of Log Sheet Janus Research

Date Log Sheet Completed 3-25-2016

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. <u>Dade</u> | 3. _____ | 5. _____ |
| 2. _____       | 4. _____ | 6. _____ |

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

- |                        |                  |               |            |
|------------------------|------------------|---------------|------------|
| 1. Name <u>HIALEAH</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 3-8-2016 End 3-8-2016 Total Area Surveyed (fill in one) \_\_\_\_\_ hectares 15.4 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 \_\_\_\_\_

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): Desktop Analysis

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): Visual inspection of APE, aerials

Survey Results (cultural resources recorded)

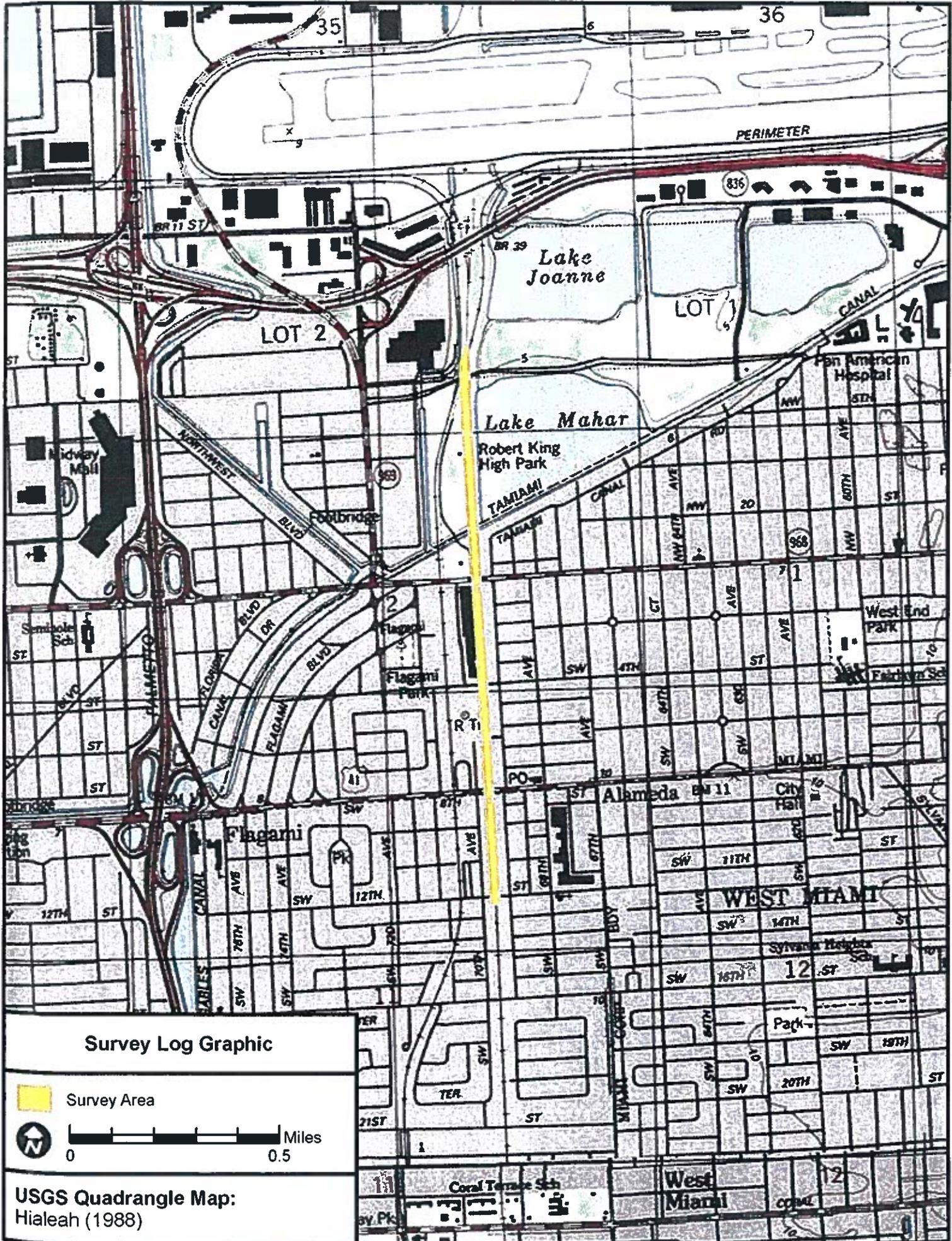
Site Significance Evaluated? Yes No  
Count of Previously Recorded Sites 1 Count of Newly Recorded Sites 1  
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) DA11416

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) DA14821

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: 872 CARL UW 1A32 # \_\_\_\_\_ Academic Contract Avocational  
Grant Project # \_\_\_\_\_ Compliance Review: CRAT # \_\_\_\_\_  
Type of Document: Archaeological Survey Historical/Architectural Survey Marine Survey Cell Tower CRAS Monitoring Report  
Overview Excavation Report Multi-Site Excavation Report Structure Detailed Report Library, Hist. or Archival Doc  
MPS MRA TG Other: \_\_\_\_\_  
Document Destination: \_\_\_\_\_ Plotability: \_\_\_\_\_



**Survey Log Graphic**

 Survey Area



**USGS Quadrangle Map:**  
Hialeah (1988)