CULTURAL RESOURCE ASSESSMENT SURVEY
STATE ROAD 9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BROWARD COUNTY, FLORIDA

Prepared for:
Florida Department of Transportation
District 4

Financial Project ID No. 439170-1-22-02

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

April 2, 2026

Cultural Resource Assessment Survey State Road 9/I-95 From Miami-Dade/Broward County Line to North of Griffin Road Project Development & Environment Study, Broward County, Florida

Financial Project ID No. 439170-1-22-02

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PaleoWest, Technical Report Number 23-603

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District 4 (District) prepared a Cultural Resource Assessment Survey (CRAS) in support of the State Road (S.R.) 9/I-95 From Miami-Dade/Broward County Line to North of Griffin Road Project Development & Environment (PD&E) Study in Broward County, Florida. The project length is 13.183 miles (mi; 21.22 kilometers [km]). The proposed undertaking includes interchange, ingress, and egress improvements at the intersections of S.R. 9/I-95 and Sheridan Street, Stirling Road, and Griffin Road (known as the Basic Services Area), including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet Americans with Disabilities Act (ADA) requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. The project is in Sections 28, 29, 32–34 of Township (T) 50 South (S), Range (R) 42 East (E) and Sections 3–5 and 8–10 of T51S, R42E. The PD&E study is federally funded under Financial Project Identification (FPID) Number 439170-1-22-02.

The Area of Potential Effects (APE) is defined as the existing ROW for the proposed undertaking and was expanded to include adjacent parcels up to 100 meters (m) from the centerline of the road in areas of new ground disturbance. The CRAS aims to identify and locate any historic resources within the APE and assess their potential for listing in the National Register of Historic Places (NRHP). The CRAS was prepared in accordance with the guidelines of the Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Florida Division of Historical Resources (FDHR), State Historic Preservation Officer (SHPO), and the FDOT (executed September 27, 2023). The survey methods and report were designed to comply with Chapter 267 of the Florida Statutes, Rule 1A-46 of the Florida Administrative Code, Section 106 of the National Historic Preservation Act of 1966, FDOT's PD&E Manual, FDOT's Cultural Resources Management Handbook, and the FDHR's Module 3 Guidelines (FDHR 2003).

A Research Design and Survey Methodology, dated September 2023, was prepared to define an appropriate APE, conduct background research to identify previously recorded resources within the APE and develop sufficient historical context for their evaluation, and to establish a plan to guide the location, identification, and evaluation of cultural resources during the CRAS. [redacted] The field survey was conducted in accordance with the approved Research Design and Survey Methodology. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing at intervals based on archaeological site potential throughout the

APE. No archaeological materials were encountered during field survey of the APE.

The survey of the historical built environment resulted in the documentation of 12 historical resources, consisting of 7 previously recorded resource groups (8BD03216, 8BD03221, 8BD04087, 8BD04227, 8BD04432, 8BD04649, and 8BD07583), 1 newly recorded resource group (8BD09445), and 4 newly recorded historical structures (8BD09441–8BD09444). The District recommends that resource groups **8BD03216 and 8BD03221 remain ineligible for listing in the NRHP,** and that newly recorded historical structures **8BD09441–8BD09444 are ineligible for listing in the NRHP.**

Florida East Coast Railway (8BD04087) is a previously recorded linear resource built circa 1869. Although the resource extends beyond the APE, the District recommends **8BD04087 remains eligible for listing in the NRHP.** The APE intersects only a very small portion of 8BD04087 at

the far eastern end of the project limit along Stirling Road. No alterations to the railroad or the crossing are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04087.**

Seaboard Air Line (CSX) Railroad (8BD04649) is a previously recorded linear resource built circa 1927. Although the resource extends beyond the APE, the District recommends **8BD04649 remains eligible for listing in the NRHP.** 8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road and Stirling Road, and the below-grade crossing with Sheriden Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04649.**

Dixie Highway (8BD04227) is a previously recorded linear resource built circa 1922. Although the resource extends beyond the APE, the District recommends **8BD04227 remains eligible for listing in the NRHP.** The APE intersects only a very small portion of 8BD04227 at the far eastern end of the project limit along Sheriden Street. No alterations to Dixie Highway are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04227.**

Griffin Road (8BD04432) is a previously recorded linear resource built circa 1913. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD04432 for listing in the NRHP.** The scope of work within the boundary of 8BD04432 consists of interchange, ingress, and egress improvements at the Griffin Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04432.**

Stirling Road (8BD09445) is a newly recorded linear resource built circa 1949. As the resource extends beyond the APE, the District has **insufficient information to evaluate 8BD09445 for listing in the NRHP.** The scope of work within the boundary of 8BD09445 consists of interchange, ingress, and egress improvements at the Stirling Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Stirling Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD09445.**

Sheridan Street/S.R. 822 (8BD07583) is a newly recorded segment of a previously linear resource built circa 1957. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD07583 for listing in the NRHP.** The scope of work within the boundary of 8BD07583 consists of interchange, ingress, and egress improvements at the Sheridan Street and S.R. 9/I-95 intersection, including constructing braided

ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Sheridan Street is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD07583.**

The District recommends that the proposed undertaking should have **no adverse effect** on resources listed, eligible, or potentially eligible for listing in the NRHP **and no additional investigation** within the APE is necessary. Should work outside the existing ROW be proposed or should the project design change in a manner that alters the undertaking's relationship with cultural resources, it is recommended that the District reinitiate consultation with the SHPO and Broward County CLG to assess potential effects to the resources.

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PROJECT LOCATION AND PURPOSE

The Florida Department of Transportation (FDOT) District 4 (District) prepared a Cultural Resource Assessment Survey (CRAS) in support of the State Road (S.R.) 9/Interstate (I)-95 From Miami-Dade/Broward County Line to North of Griffin Road Project Development & Environment (PD&E) Study in Broward County, Florida (Figure 1). The project length is 13.183 miles (mi; 21.22 kilometers [km]); this CRAS addresses the Basic Services area, which extends from north of Griffin Road to south of Sheriden Street (Figure 2). The proposed undertaking includes interchange, ingress, and egress improvements at the intersections of Sheridan Street, Stirling Road, and Griffin Road including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet Americans with Disabilities Act (ADA) requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. The project is in Sections 28, 29, 32–34 of Township (T) 50 South (S), Range (R) 42 East (E) and Sections 3–5 and 8–10 of T51S, R42E. The project is federally funded under Financial Project Identification (FPID) Number 439170-1-22-02.

The purpose of the PD&E Study is to increase capacity and improve traffic operations at the existing interchanges, cross streets, and managed lanes, address existing and future traffic demand, and enhance safety along the project corridor. The project will also address social demands, economic development, and modal interrelationships. Alternatives to be evaluated shall include interchange improvements at the interchanges of Sheridan Street, Stirling Road, and Griffin Road, in addition to mainline/collector-distributor (CD) facilities from north of Hollywood Boulevard to north of Griffin Road and express lane access points-elevated braided ramps over the S.R. 9/I-95 corridor mainline from Ives Dairy Road to north of Griffin Road.

S.R. 9/I-95, within the study limits, is functionally classified as an Urban Principal Arterial Interstate and has a posted speed limit of 65 mi per hour. This segment consists of eight general use lanes (four in each direction), and the managed lanes vary between four (two in each direction) and two lanes (one in each direction). The access management classification for the S.R. 9/I-95 project corridor is Class 1. There is a total of six existing interchanges within the project limits; however, only three interchanges in the northern section are proposed for improvements as part of this project. All three of these interchanges have a diamond configuration. The cross streets at the interchanges are all six lane divided facilities with varying functional classifications. S.R. 818/Griffin Road is classified as an Urban Principal Arterial Other. S.R. 848/Stirling Road is classified an Urban Minor Arterial. S.R. 822/Sheridan Street is classified as an Urban Principal Arterial Other to the west of the S.R. 9/I-95 interchange, and to the east it is classified as an Urban Minor Arterial.

The following goals and objectives have been identified for this study:

- Increase capacity and improve traffic operations.
- Address existing and future travel demand.
- Improve roadway safety.
- Address social demands, economic development, and modal interrelationships.
- Facilitate the movement of people and goods.
- Coordinate with key stakeholders and engage the public in order to encourage effective communication with the public.

The APE is defined as the existing ROW for the proposed undertaking and was expanded to include adjacent parcels up to 100 meters (m) from the centerline of the road in areas of new ground disturbance. All engineering plans are georeferenced for the project to trace and digitize the APE. The purpose of the CRAS was to locate and identify historic properties within the APE and to assess the significance of such properties with respect to the National Register of Historic Places (NRHP) criteria in 36 Code of Federal Regulations (CFR) 60, National Historic Preservation Act of 1966, as amended. The survey is compliant with Chapter 267 of the Florida Statutes (F.S.). It was conducted in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of FDOT's PD&E Manual, FDOT's Cultural Resources Management (CRM) Handbook, and the methods outlined in Module 3 by the Florida Division of Historical Resources (FDHR 2003). This report was prepared in accordance with Rule 1A-46 of the Florida Administrative Code.

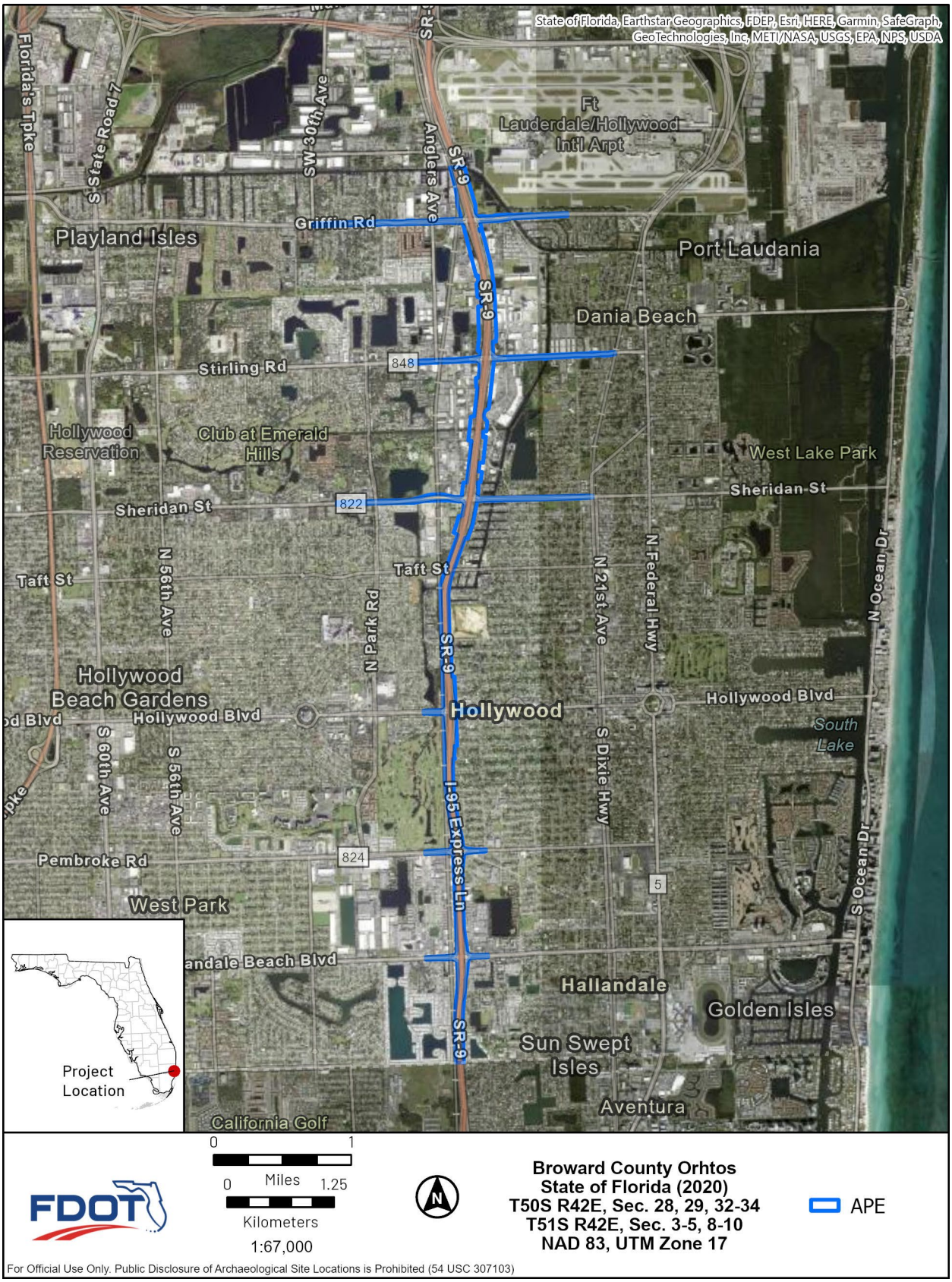


Figure 1. The limits of the PD&E Study (Basic and Optional Services) shown on modern aerial imagery.

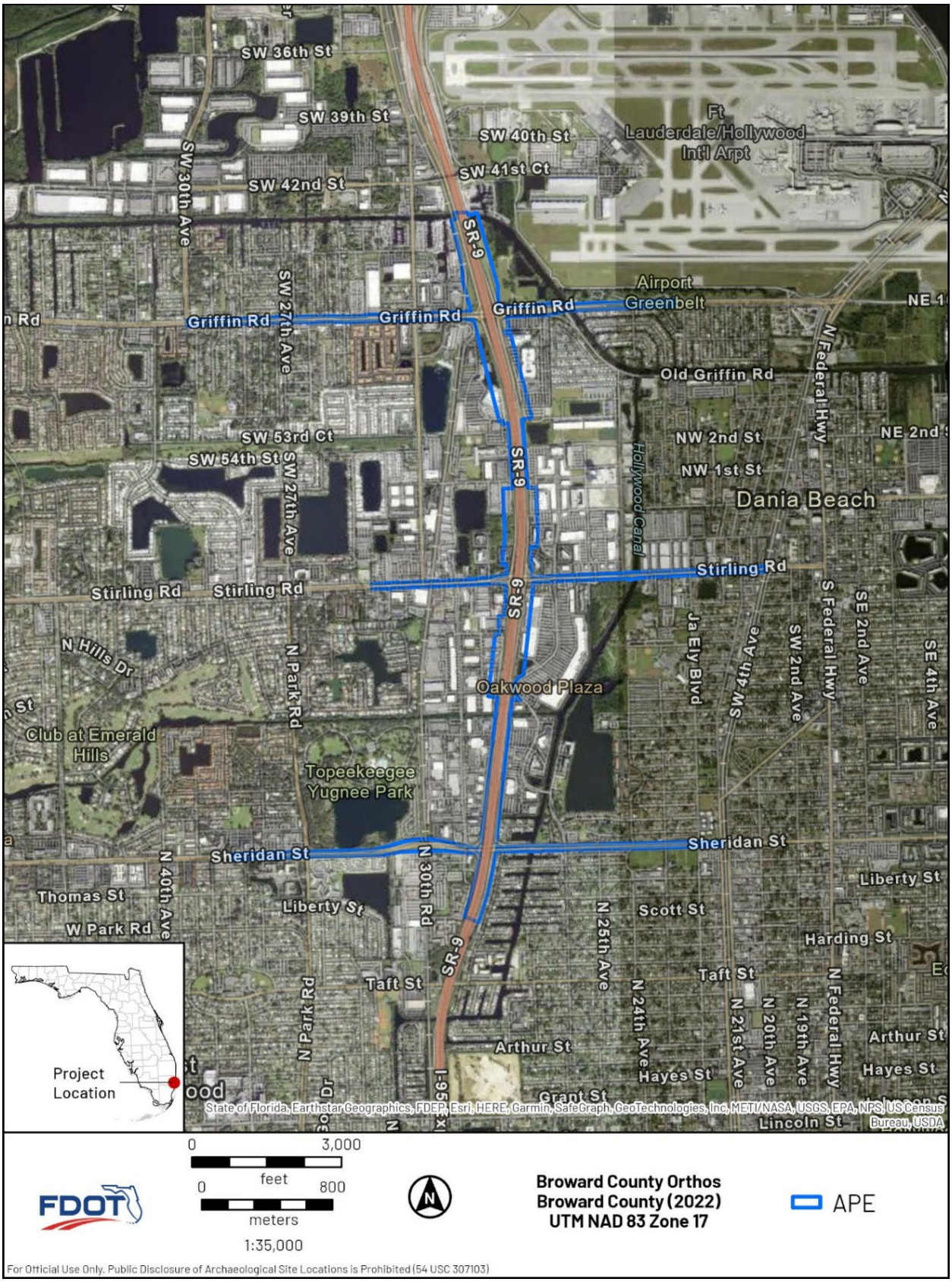


Figure 2. The APE for basic services area shown on modern aerial imagery.

ENVIRONMENTAL SETTING

The APE is situated in the Floridian section of the Atlantic Coastal Plain physiographic region, which stretches along the coast from the Georgia Sea Islands south through the Florida Keys (Brooks 1981). The topography in this region includes ridges, estuaries, and marsh lands (Brooks 1981).

Paleoenvironmental reconstructions for this physiographic zone have shown that the vegetation of the region during the last glacial maximum (ca. 20,000 B.P.) was dominated by southern Diploxylon pine (*Pinus*; 20–40%), oaks (*Quercus*; 20%), and hickory (*Carya*; 20%) (Delcourt and Delcourt 1987a). The glacial conditions and the expansion of the Laurentide ice sheet drove some cold-hardy species like poplar (*Populus*) and ash (*Fraxinus*) into the region, but these remained minor components (Delcourt and Delcourt 1987b). As the climate began to warm, the more northerly vegetation components began to recede (Delcourt and Delcourt 1987b).

The U.S. Environmental Protection Agency defines the ecoregion encompassing the APE as the Miami Ridge of the Southern Atlantic Coastal Strip (Brooks 1981). This ecoregion extends from north of West Palm Beach to south of Homestead (Griffin et al. 1997) Vegetation near its western boundary is similar to the Everglades subregion, with wet to dry prairie marshes on marl and rockland, and sawgrass marshes; however, elsewhere, much of the vegetation has been converted into pasturelands or urban environments (Brooks 1981; Davis Jr. 1967; Griffin et al. 1994).

The Dania Cut-Off Canal crosses over the northern end of the APE and several manmade ponds are shown on both sides of S.R. 9/I-95 (Figure 3). Throughout the APE, S.R. 9/I-95 is substantially built up above the natural ground surface, including portions of the interstate that are at grade. Active construction zones are present throughout the APE along S.R. 9/I-95 (Figure 4). All side streets within the APE are paved and likewise pass through heavily developed areas of Broward County. The northern end of the APE along S.R. 9/I-95 is surrounded primarily by commercial properties while the southern portion has commercial and some residential properties. Along Griffin Road, Stirling Road (S.R. 848), and Sheridan Street (S.R. 822), adjacent properties are primarily residential and commercial uses (Figure 5 and Figure 6). The area has been cleared of natural vegetation and is heavily developed.

The U.S. Department of Agriculture (USDA) has classified more than half of the soils in the APE as Udorthents, shaped; Dade fine sand; and Urban land (0–2 % slopes) (Figure 7; Table 1; Soil Survey Staff 2023). Udorthents, shaped soils, found in altered marine deposits on marine terraces, covers 37.0 percent of the APE. This somewhat poorly drained soil has a depth to water table of about 24–48 inches (in) and a typical profile of gravelly sand (C1 horizon, 0–30 in), sand (C2 horizon, 30–50 in), and weathered bedrock (2R horizon, 50–54 in). Dade fine sand, found in sandy marine deposits over soft limestone on rises on marine terraces, covers 21.1 percent of the APE. This well-drained soil has a depth to water table of about 60–72 in, and a typical profile of fine sand (A horizon, 0–6 in; E horizon, 6–27 in; Bh horizon, 27–35 in) and weathered bedrock (Cr horizon, 35–37 in). Urban land, (0–2% slopes), found on flatwoods, rises, knolls, ridges, and hills on marine terraces, covers 15.3 percent of the APE. The remaining soils make up 25.4 percent of the APE and consist of Arents Urban land complex; Dade-Urban land complex; Arents, organic substratum-Urban land complex; Margate fine sand, occasionally ponded (0–1% slopes); Matlacha, limestone substratum-Urban land complex; Basinger fine sand (0–2% slopes); Udorthents-Urban land complex; Okeelanta muck, drained and frequently ponded (0–1% slopes); and Immokalee, limestone substratum-Urban land complex (Figure 7; Table 1; Soil Survey Staff 2023).

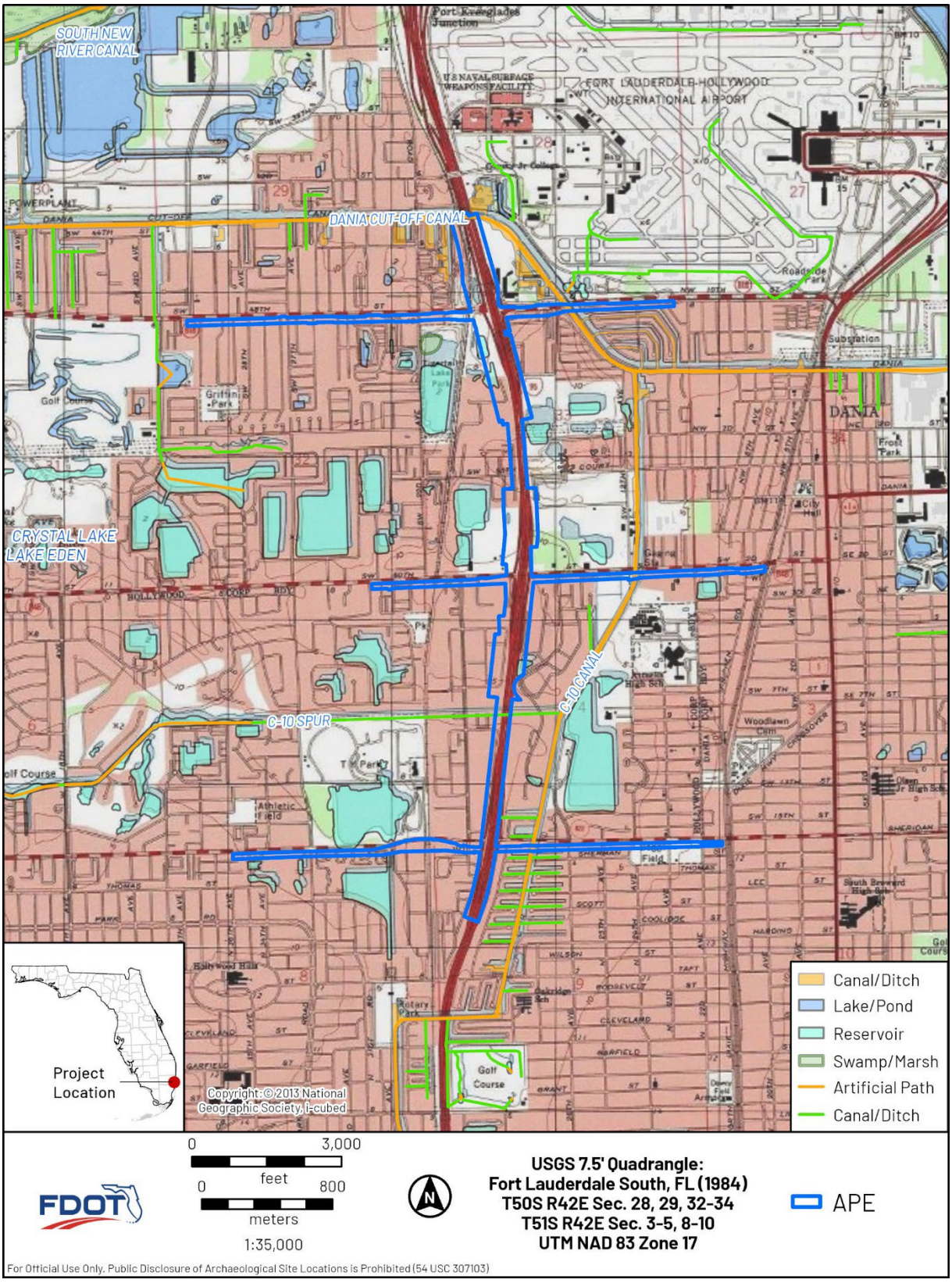


Figure 3. The APE shown on a portion of the Fort Lauderdale South, Florida (U.S. Geological Survey [USGS] 1984) quadrangle with major water features indicated.

Figure 4. Northern half of the APE at intersection of Griffin Road and S.R. 9, facing north showing active construction zone.


Figure 5. Eastern end of APE at Griffin Road facing west showing development and residential housing to the south of the sound barrier.

Figure 6. Western end of Stirling Road facing east showing developed commercial areas adjacent to the APE.

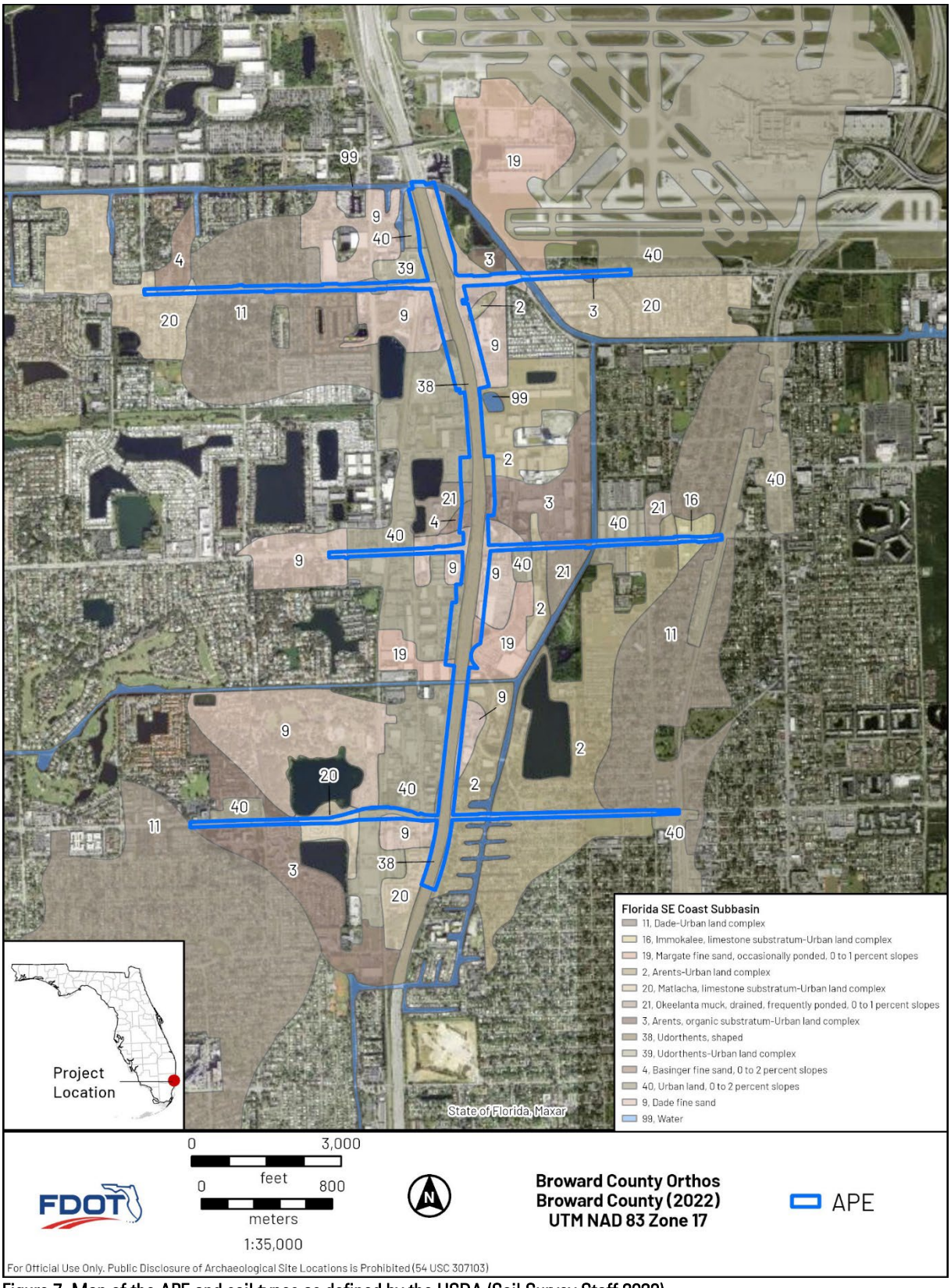


Figure 7. Map of the APE and soil types as defined by the USDA (Soil Survey Staff 2023).

Table 1. Soils Mapped Within the APE

Soil Name	Map Code	Drainage	Landform	Slope (%)	Percentage of APE
Udorthents, shaped	38	Somewhat poorly drained	Coastal plains, marine terraces	0–2	37.0
Dade fine sand	9	Well drained	Rises	0–2	21.1
Urban land	40	–	Flatwoods, rises, knolls, ridges, and hills	0–2	15.3
Arents-Urban land complex	2	Somewhat poorly drained	Fills, rises	0–5	7.2
Dade-Urban land complex	11	Well drained	Rises	0–2	4.7
Arents, organic substratum- Urban land complex	3	Somewhat poorly drained	Fills, rises	0–2	3.5
Margate fine sand, occasionally ponded	19	Poorly drained	Flats	0–1	2.7
Matlacha, limestone substratum-Urban land complex	20	Somewhat poorly drained	Fills	0–2	2.3
Basinger fine sand	4	Poorly drained	Flats, drainageways	0–2	1.6
Udorthents-Urban land complex	39	Somewhat poorly drained	Fills, spoil banks	0–2	1.5
Okeelanta muck, drained, frequently ponded	21	Very poorly drained	Depressions	0–1	1.1
Immokalee, limestone substratum-Urban land complex	16	Poorly drained	Flatwoods	0–2	0.6

In the northern and central segments of the APE, soils are well-drained, while the remainder of the APE passes through somewhat poorly drained to very poorly drained soils. Historically, the APE passed through swampy areas which have since been modified into man-made ponds and canals. In addition, 72.1 percent of the APE is classified as urban soils, urban land complexes, or shaped soils, which refer to areas of high population density, largely in the built environment, that have been significantly changed by human activities and contain minimal native soils (Scheyer and Hipple 2005). [redacted] In addition, the APE falls within an urban environment and is within modern transportation corridors that have been heavily disturbed by road construction, adjacent building construction, and installation of utilities. [redacted]

HISTORIC CONTEXTS

A review of historic contexts is a prerequisite to archaeological survey, providing perspectives for fieldwork, analysis, and interpretation. The overview that follows provides background and temporal framework for the results and conclusions sections of this report (Table 2 and Table 3).

Table 2. Summary of Florida Cultural Periods

Time Period or Culture	Date	Diagnostic Artifacts
Paleoindian	12550–9550 B.C.	Fluted lanceolate points, worked Pleistocene mammal bone, or worked ivory
Early Archaic	9550–5900 B.C.	Corner-notched and side-notched projectile points/knives
Middle Archaic	5900–3800 B.C.	Stemmed projectile points/knives
Late Archaic	3800–1200 B.C.	Fiber-tempered pottery
Glades I	500 B.C.–A.D. 750	Sand tempered undecorated pottery, Sanibel Incised, Cane Patch Incised, Fort Drum Incised and Punctated
Glades II	A.D. 750–1200	Key Largo Incised, Opa Locka Incised, Miami Incised, Matecumbe Incised, Plantation Pinched, plain ceramics.
Glades III	A.D. 1200–1513	Surfside Incised, St. John's Check Stamped, Safety Harbor ceramics
Colonial	A.D. 1500–1821	Glazed or unglazed earthenware (olive jar, majolica), metal weaponry, glass beads; creamware and pearlware in some contexts
Mission	A.D. 1526–1706	Grit- and grog-tempered pottery with stamping, punctations, and incising
Eighteenth and nineteenth century	A.D. 1701–1900	Creamware, pearlware, and whiteware; blown and molded glass; wrought and cut nails
Twentieth century	A.D. 1901–2000	Wire nails, molded glass, solarized glass

Table 3. Precontact Periods with Radiocarbon, Calibrated, and Calendrical Dates

Period	Radiocarbon	Calibrated	Calendrical
Paleoindian	12,000 RCYBP	14,000 cal B.P.	12,000 B.C.
Early Archaic	10,000 RCYBP	11,500 cal B.P.	9550 B.C.
Middle Archaic	7000 RCYBP	7850 cal B.P.	5900 B.C.
Late Archaic	5000 RCYBP	5800 cal B.P.	3800 B.C.
Woodland	3000 RCYBP	3200 cal B.P.	1200 B.C.
Mississippian	1100 RCYBP	1020 cal B.P.	A.D. 930

RCYBP = radiocarbon years before present; Cal = calibrated; B.P. = before present
Source: After Table 1.1, Anderson and Sassaman 2012:5.

PALEOINDIAN

Paleoindians were the first inhabitants of Florida, arriving by at least 12,000 years ago at the end of the Pleistocene. Recent research has provided evidence of Paleoindian occupation of northern Florida as early as approximately 14550 calibrated (cal) years before present (B.P.; 12550 B.C.) (Halligan et al. 2016). This is based on the presence of a partial biface and lithic debitage recovered from undisturbed contexts at the Page-Ladson (8JE00591) site in the Aucilla River. Compared with current climactic conditions, average temperatures were cooler with warmer winters, though the climate was beginning a gradual warming trend that would level off by around 3000 B.C. (Miller 1998). With lower global temperatures, more water worldwide was locked up in glaciers, making sea level and surface waters tied into the Floridian aquifer several hundred meters lower than today. Lower sea levels on the order of 80 m below present resulted in a coastline much farther from the present-day coast (Miller 1998). If Paleoindians were living near the ocean, material evidence of their coastal lifeways would now be submerged and inaccessible through terrestrial survey. Similarly, many Paleoindian sites such as Harney Flats, a large Paleoindian base camp near Tampa, are now deeply buried beneath younger soils (Daniel and Wisenbaker 1987) and may not be detectable by digging shallow shovel test pits.

Evidence for human occupation in southeast Florida appears during the Paleo-Indian period, between 9,000 to 9,500 years ago. This evidence was found at the Cutler site in Miami, where side-notched projectile points were found in association with a hearth feature and animal bones (Carr 1986). During this time period and into the Early Archaic, south Florida was experiencing a drier, cooler climate than at present (Brooks 1974; Gleason et al. 1984). Okeechobee and the Everglades did not exist, surface water was minimal and the coastline would have extended further than its present boundaries. The lack of water would have proved prohibitive to human life, save possibly in coastal areas. As such, the coastal sites one would expect from this period would most likely be inundated now due to the current higher sea levels (Milanich 1994:302).

Paleoindian presence is often only apparent by surface finds of their stone projectile points. As a result, archaeologists rely on diagnostic hafted stone tools to define the Paleoindian period. Paleoindians tipped their hunting spears with points made of stone, bone, and ivory (Milanich 1994). Lithic points were bifacial and lanceolate, with basal grinding, fluting, or both (Milanich 1994). The most abundant Paleoindian period points in Florida are the Suwannee and Clovis (Milanich 1994). The large blades generally are thin and expertly fashioned ((Milanich 1994). With these hafted spears, hunters sought large Pleistocene megafauna and small animals, all of which contributed significantly to the Paleoindian general foraging strategy (Anderson et al. 1996; Hemmings 2004).

Paleoindian groups were highly mobile, both in terms of distance traveled to acquire resources and frequency of camp relocation (Anderson et al. 1996). The quality of Paleoindian stone tools reflects the high value placed on the lithic toolkit (Anderson et al. 1996). The highly curated, formal toolkit suggests Paleoindians were logistically organized collectors, with task groups that embarked on extended forays. Logistic forays traveled long distances for resources such as high-quality stone (Anderson et al. 1996). Mobile Paleoindians probably moved among different camps frequently (Milanich 1994), but there is evidence that mobility decreased over time as regionalization increased. A study of Paleoindian projectile point traditions concludes that variation became more pronounced with time (Thulman 2006). Regional groups made tools that looked less like the tools in other regions, suggesting either decreased mobility or decreased social interactions across broad regions.

Although projectile points and debitage from their manufacture are the most prevalent and most studied aspect of Paleoindian technology, there is evidence that Paleoindians used many other tools. Their toolkit contained unifacial scrapers, endscrapers, adzes, retouched flakes, spokeshaves, bifacial knives, denticulates, bola stones, and atlatls (Anderson et al. 1996:200; Milanich 1994). Paleoindians also used a diverse array of formal bone and ivory tools, although these are less frequently recovered due to their poor preservation. When preservation of organics is good, as it can be at submerged sites, the more common Paleoindian points are accompanied by worked wood, ivory tools, beads, bone tools, and other perishable materials; however, many Paleoindian sites are only detectable today through the presence of flakes or the chipped stone debris created during the manufacture and maintenance of stone tools (Hemmings 2004).

ARCHAIC

Following the Paleoindian period, the Archaic period in Florida spans approximately 7,000 years, from 10,000 to roughly 3,000 years ago, ending around 1200 B.C. (Hemmings 2004). The Archaic period in Florida encompasses large-scale cultural changes, including an increasingly settled lifestyle, population growth, and the invention of pottery (Hemmings 2004).

Early Archaic

The first few thousand years, termed the Early Archaic period, show many similarities with the late Paleoindian period. Like Paleoindians, Archaic period groups subsisted through gathering plants and hunting a variety of small and large animals (Hemmings 2004). Continuing settlement patterns well established in Paleoindian times, groups lived in bands and targeted areas near freshwater sources to establish their campsites—some used only briefly, and some used for extended periods of time. Although few shell middens have been radiocarbon dated to the Early Holocene, isotopic studies indicate that Early Archaic period peoples did consume aquatic resources (Tucker 2009). Early Archaic groups also gathered a variety of plants, including medicinal plants, and hunters procured small and large game, especially deer (Tucker 2009).

In addition to lanceolate corner- and side-notched projectile points, tools from the Early Archaic include unifacial and bifacial scrapers, unifacial and bifacial knives, end scrapers, flake tools, choppers, and drills (Milanich 1994). Lithic artifacts dominate archaeological interpretation because of preservation, but most material culture comprises bone, antler, or wooden tools. Early Archaic perishables include nets, woven matting, and baskets (Adovasio et al. 2001; Doran 2002). Because organics are not usually preserved, Early Archaic period sites often are identified by scatters of lithic flakes (stone tool making debris) or notched projectile points at sites that lack associated ceramics.

Middle Archaic

The Middle Archaic period, roughly 5900 B.C. to 3800 B.C., coincides with continued gradual sea level rise and the establishment of large estuarine systems in Florida (Schuldenrein 1996). The changing environment influenced Middle Archaic subsistence strategies. As sea level rose and river channels infilled, “critical resource zones emerged” (Schuldenrein 1996). New estuaries, inlets, and other rich biotic communities offered an abundance of marine resources. Large piles of shells and other refuse demonstrate the increased use of shellfish in the Middle Archaic. Trends in the greater Southeast show that Middle Archaic populations ate more fish than in the Early Archaic (Styles and Klippel 1996). Middle Archaic period groups were fishers, hunters, and gatherers with seasonal patterns of shellfishing and camp relocation (Russo 1991).

Between the Early Archaic and the Middle Archaic, technological organization and mobility strategies changed. Expedient tools such as side-scrapers increased and emphasis on high-quality, curated toolkits decreased Middle Archaic land use decreased in scale and populations used more local raw materials (Tesar 1994). Residential mobility—moving camp to exploit new resources rather than sending out task groups—increased (Amick and Carr 1996). Nonnative ground stone recovered from archaeological sites in Florida indicates regional interaction or mobility (Quinn et al. 2008). The Middle Archaic toolkit expanded to include ground stone tools such as ground stone mortars and pestles, ground nutting stones, ground stone vessels, grooved axes, and stone atlatl weights (Sassaman 1996:57). People acquired items from faraway places throughout the Southeast and even into the Midwest. They also moved marine shell from coastal areas to interior sites in Florida and beyond; *Strombus giga,* or shell mollusk, is commonly found along the lower Atlantic coast and in the Florida Keys but has been recovered from archeological sites in Volusia County, including Harris Creek (8VO00024) (Quinn et al. 2008).

The widespread use of heat-treatment was an advancement in the Middle Archaic stone toolkit (Amick and Carr 1996:45). Heat-treatment made it easier to work stone, thus improving the quality of poor lithic material (Amick and Carr 1996:45; Crabtree and Butler 1964). Prior to the Middle Archaic, only 30 percent of diagnostic projectile point types were thermally altered. During the Middle Archaic, the frequency is more than 70 percent, which is higher than any other period (Ste.Claire 1987). Some researchers interpret heat-treated flakes as diagnostic of the Middle Archaic period, but this is not always a safe assumption. Indeed, the belief that heat-treated flakes are diagnostic to this period probably has inflated the number of sites recorded as Middle Archaic.

Late Archaic

By approximately 5,000 years ago, sea level rise abated, and the climate became much like it is today. Like their Middle Archaic predecessors, Late Archaic groups continued to make large shell middens, often in ring or horseshoe shapes (Milanich 1994:97; Russo and Heide 2001). These large monuments became places of feasting and ritual, and had a clean, midden-free plaza. Archaic period shell rings indicate that communities settled permanent villages (Russo 1991, 2006). Shell mounds continued to be places of burial for Late Archaic period groups, while some groups buried their ancestors in cemeteries adjacent to water features (Russo 1991).

The most significant technological change dating to the Late Archaic in Florida is the invention of pottery. Late Archaic peoples developed ceramic technology by about 2500 B.C., and it spread rapidly across the Southeast after its advent (Sassaman 2002). This first pottery was fiber-tempered and called Norwood on the Gulf coast and Orange in eastern and peninsular Florida (Sassaman 2002). Compared to the advent of ceramic technology, Late Archaic changes in lithic technology were more minute. Populations returned to a reliance on formal hafted bifaces, and expedient flake tools decreased (Amick and Carr 1996:53). In addition, Late Archaic stone tools more often were made of nonlocal material. The increase in extralocal material has been interpreted as a Late Archaic shift back toward logistic mobility (Amick and Carr 1996:53).

Population and reliance on marine resources increased during the Late Archaic (Milanich 1994: 86–87). Evidence for larger populations includes an increase in the number of sites, area of sites, and density of occupation within sites. Late Archaic period settlement reflects larger and more sedentary populations (Milanich 1994:86–87).

GLADES TRADITION

Throughout Eastern North America and most of Florida, the Woodland and then Mississippian Periods follow the Archaic in the archaeological chronology; however, the unique set of environmental and climatic conditions present in South Florida produced specific cultural adaptations that set the region apart. The term used for this regional time designation is the Glades Period or Tradition, which spans from 3000 years ago to European contact in the sixteenth century. The presence of mostly undecorated sand tempered pottery and a lack of maize agriculture are two of the most prominent characteristics that set South Florida apart during this period (Milanich 1994:275–276).

The precontact cultivation of maize or lack thereof in South Florida has been a significant archaeological topic of interest and debate. Accounts from Spanish sailors and other Europeans who made early contact with Florida in the sixteenth century initially led archaeologists to believe that the cultivation of maize was limited to North Florida, with a marked absence of maize cultivation in the southern peninsular cultures (Milanich 1994:276; Thompson and Pluckhahn 2014:304). Contrary to this narrative, maize pollen grains were reported by Sears (1982) at the Fort Center site in the Okeechobee basin, originating from contexts that dated to as early as 450 B.C. Consequently, the possibility of South Florida as a center of early intensive maize agriculture was considered; this conformed to the notion that an agricultural surplus was necessary for the monumental constructions and complex settlements of the period (Milanich 1994:287). The absence of maize agriculture reported by early Spanish accounts was explained as being as a consequence of the Little Ice Age, which may have caused cooling and changes in water levels in the Okeechobee basin around AD 1300–1400, prompting lifeways to shift away from maize cultivation (Hale 1984).

Subsequent recent re-examination of the excavation materials from Fort Center, however, including the radiocarbon dating of charred maize remains, has led several researchers to conclude that the maize pollen originally reported from Fort Center likely originated from a much later period near the time of Spanish contact, and that maize was indeed not intensively cultivated in South Florida in the precontact period (Thompson et al. 2013). Multiple additional lines of evidence now support a hunting/fishing/gathering rather than maize agriculture subsistence at large, complex South Florida sites at the time. These include skeletal and dental markers from Fort Center and Belle Glade Mound and stable isotope data from South Florida human remains indicating a lack of C4 plants in the diet (Hutchinson et al. 2016; Smith 2015). The implications of this—that South Florida, although lacking intensive agriculture, was home to large, complex, monument-constructing societies—are far-reaching; according to Thompson et al. (2013:191), this dispels the outdated notion that agricultural production is necessary for the levels of sociopolitical complexity seen in these societies. This is of particular interest considering the monumental sites in the Lake Okeechobee basin, many of which are a great distance from marine resources.

Besides sand-tempered plain pottery artifacts, Glades Period assemblages show an extraordinary reliance on faunal resources for toolmaking such as marine shells, shark teeth, and animal bones and shells. Sites with excellent preservation often show the extensive use of perishables such as wood and plant-based fibers.

The Glades Period in South Florida is characterized by increasing regionalization in four regions:

the East and Central, the Caloosahatchee, the Okeechobee (or Belle Glade), and the Glades (Milanich 1994). The definition of these regions has no unified consensus, and they do not represent static boundaries; however, they have helped researchers to understand the magnitude and diversity of complex, large, non-agricultural, South Florida native occupations.

Glades I–III

The current project is located within the Glades region, which encompasses the southernmost extent of the peninsula's coastal regions. Likely due to the lack of local chert raw materials, knapped stone artifacts are infrequently encountered within contexts from these periods; however, a wide variety of artifacts made of shell, bone, wood, and shark teeth have been recovered from Glades-region sites (Milanich 1994:304). Both shell and earth midden sites are common in the Glades region and are frequently encountered near locations where freshwater intersects with the coast (Milanich 1994:308). Large coastal shell midden sites used over the course of multiple centuries have been identified in the Glades region, such as the 400 m x 25 m midden recorded by Russo (1991:454–546) on Horr's Island, which dates to the Glades II and III periods (8CR201).

The relative artifact chronology of the Glades region is based largely on the temporal patterning in ceramic technologies and decorative motifs that has been correlated with radiocarbon dates from several sites in Monroe and Collier counties. Glades ceramics are most commonly shaped by coiling and are typically rimmed bowls with incurving walls (Milanich 1994:300).

The Glades I period (500 BCE–750 CE) marks the first appearance of sand-tempered pottery in the region, consisting of assemblages of undecorated plainwares. In the later Glades I period (AD 500–750), decorated pottery begins to appear, but still makes up a small percentage of the ceramic material at sites, which continue to be dominated by plainware. Decorated ceramic types from this period include Sanibel Incised, Cane Patch Incised, Fort Drum Incised, and Fort Drum Punctated (Milanich 1994:301).

In the Glades II period (CE 750–1200), several incised ceramic motifs appear in the region. These include the common type Key Largo Incised, which features loops or arches incised below the lip of the vessel. Other ceramic types dating to this period include Opa Locka Incised, Miami Incised, and Matecumbe Incised. In the final century of the Glades II period, decorated ceramics become uncommon; however, the Plantation Pinched ceramic type is attributable to this time (Milanich 1994:301). The NeoAtlantic warm period appears to have caused dramatic sea-level changes toward the end of the Glades II period, which likely effected coastal settlement patterns and resources (Gleason et al. 1984).

The final period of habitation in the Glades region prior to the initial arrival of Europeans in Florida is the Glades III period (CE 1200–1513). Complex fisher-gatherer chiefdoms that would come to be known as the Calusa during the post-contact period had emerged on the coast, and Calusa influence in the Glades region appears to have become significant by this time (Griffin 1988:142). The Surfside Incised ceramic type appears during this period. In addition, ceramic types associated with more northerly regions of Florida appear in Glades assemblages, including St. Johns Check Stamped and Safety Harbor types, demonstrating the region's increasing participation in wider exchange networks (Marquardt 2001:163; Milanich 1994:301). In the final century of the Glades III period, decorated ceramics are rare (Milanich 1994:301). By the time of Spanish contact, historic sources place the Glades region within the large Calusa polity (Worth 2006:2).

SIXTEENTH TO EIGHTEENTH CENTURY

After the initial arrival of Europeans in Florida in the early sixteenth century, European colonial powers laid claim to the lands of what is now Florida over three different periods: the Spanish from 1565 to 1763, the British from 1763 to 1783, and again the Spanish from 1783 to 1821. Interactions between native groups and early Europeans were often complicated as cultural contact created variable degrees of challenges, and sometimes changes, to life in Florida.

Cultural Contact

During the sixteenth century, Spanish and French explorers arrived in what is now Florida. In 1513, Spanish explorer Juan Ponce de León reached present-day Florida and named it "La Florida" after the Spanish "feast of the flowers," or "Pascua Florida," encountering the Calusa on the gulf coast (FDHR 2023; Worth 2006). Eight years later, Ponce de León returned to Florida with 200 people, but did not successfully colonize the land due to resistance from the large native population. Two more Spanish conquistadors tried and failed to colonize Florida—Lucas Vázquez de Ayllón in 1526 and Pánfilo de Narváez in 1528 (FDHR 2023).

In 1539, Spanish explorer Hernando de Soto mounted a huge expedition with more than 600 people and sufficient stores to fend off the starvation that had defeated Ayllón and Narváez (Ewen and Hann 1998:2–9). De Soto landed on the western coast of Florida and headed north, eventually traveling throughout the southeastern part of North America. Although de Soto died in 1542 near the Mississippi River, his expedition eventually reached Mexico (Ewen and Hann 1998; Milanich and Hudson 1993).

During Spain's first colonial attempts, it did not establish settlements in the Glades region. Much of our knowledge of South Florida cultures during this time period comes from the accounts of a shipwrecked Spanish sailor by the name of Hernando de Escalante Fontaneda, who lived with the Calusa for 17 years at Mound Key, the capitol of the chiefdom at the time, around the year 1945. Fontaneda's accounts attest to Calusa populations being concentrated on the coast, with smaller settlements associated with the polity found in the interior (Worth 2006:4).

Settlement and Political Alliances

French explorers had also arrived in sixteenth century Florida, including Jean Ribault in 1562 and René Goulaine de Laudonnière in 1564, who established Fort Caroline in northeast Florida. In 1565, Pedro Menéndez de Avilés established the first permanent European settlement in the present-day continental U.S. at St. Augustine. Menéndez attacked Laudonnière's Fort Caroline, expelled the French, and claimed the fort for Spain. The two centuries following the 1565 establishment of St. Augustine are called the First Spanish Period (Bushnell 1996; FDHR 2023).

Soon after establishing St. Augustine, Menéndez attempted an alliance of sorts with the Calusa, who still controlled a significant portion of Central and South Florida, by wedding the sister of Chief Calus (also called Chief Carlos). A Jesuit mission and fort were established in the Calusa capital at Mound Key, and hostilities soon ensued between the Spanish and the Calusa that ended in the death of Chief Calus (Carlos) and other prominent Calusa figures in 1569; the fort was subsequently abandoned by the Spanish (MacMahon and Marquardt 2004).

By about 100 years after the initial arrival of the Spanish, much of the native population had been wiped out by the effects of European contact including hostilities and, to a large extent, due to disease (Deagan 1985:290–291). In the early eighteenth century, the remaining native people of South Florida experienced additional population decimation at the hands of British-allied slave raiders who invaded from the north, taking as many as 10,000 captives into slavery. Although a small number of refugees escaped to Cuba, the vast majority died soon after arriving from the effects of disease, including the last members of the noble lineage of the Calusa. By the early-to-

mid eighteenth century, the Calusa polity had fallen, and the majority of South Florida's population was decimated (Worth 2006).

At the end of the Seven Years' War in 1763, Great Britain exchanged Havana, Cuba, to gain control of Florida (Fabel 1996; FDHR 2023). The new British leaders divided the territory into West Florida and East Florida and began to develop the Floridas as English colonies by surveying the land. British governors set up a program of land grants through which land could be sold cheaply if it was bought for the purpose of agricultural development. This resulted in the establishment of plantations during the British period, the success of which continued into the Second Spanish and U.S. Territorial periods, spanning 1763 to 1845. The primary crops were indigo, cotton, sugar, rice, corn, and citrus.

EIGHTEENTH AND NINETEENTH CENTURY

Between 1817 and 1818 the U.S. Army and Seminoles were engaged in the First Seminole War, which took place in Florida and southern Georgia. Under General Andrew Jackson, U.S. forces invaded Spanish Florida and attacked several key Seminole locations and pushed the tribe further south into Florida. After several official and unofficial U.S. military expeditions into Florida during this time, Florida became a territory of the United States in 1821, and U.S. Army General Andrew Jackson was the first Territorial Governor of East and West Florida. In 1824, the two Floridas merged, and Tallahassee was chosen as the new capital based on its location between the existing capitals of St. Augustine and Pensacola. South Florida was still largely unsettled by European settlers (Tebeau 1971).

In 1835, the Second Seminole War began as the Seminole in Florida resisted the relocation West to Oklahoma that was dictated by the Treaty of Payne's Landing. On December 25, 1837, the largest battle of the Second Seminole War took place on the shore of Lake Okeechobee. The Battle of Okeechobee was costly to both sides and was followed by several years of persistent smaller skirmishes in the region. In 1842, the U.S. withdrew its troops and declared an end to the Second Seminole war, although no treaty was signed (Masson et al. 1987).

In 1842, Florida's Armed Occupation Act encouraged U.S. settlers to populate the land in southern Florida. Any family or single man over 18 could be granted a title to land in specified areas if they were willing to cultivate the land, build a dwelling, and live on it for 5 years, with the expectation of settlers' participation in the militias that formed to fight against Seminoles in the peninsula (Florida Historical Society 1842).

In 1845, Florida became the 27th state in the United States. Between 1840 and 1850, Florida's population grew from fewer than 55,000 people to more than 85,000 people, approximately half of whom were enslaved African Americans.

The remaining Seminole, while facing increasing pressure to relocate west, were being pushed further south by expanding U.S. settlement and military presence. In 1855, the Third Seminole War began (Covington 1993). By 1858, the war was declared over, at which point only a few hundred Seminoles remained in Florida; they began a period of relative isolation from U.S. settlers deep in the Everglades that lasted until the major drainage projects of the early twentieth century transformed the region and its resources (Seminole Tribe of Florida 2023).

During the Civil War, Florida joined other states in the South to form the Confederacy, ultimately losing the war to Union forces. Few major battles were fought in Florida, but South Florida cattle ranchers provided a significant food supply to confederate troops further north, and militia groups formed to protect the cattle ranches from raids (University of South Florida 2009).

LATE NINETEENTH AND EARLY TWENTIETH CENTURY

After the Civil War and Reconstruction, Florida's economy grew and refocused on large-scale agriculture and farming. Henry Flagler and Henry B. Plant constructed railroads throughout the state, stimulated by the Internal Improvement Act of 1855. Developments in transportation directly influenced the rise of industries in Florida such as tourism, citrus, phosphate mining, timbering, and agriculture—industries still very relevant to Florida's modern economy (FDHR 2023; Proctor 1996; Schofner 1996). Cattle remained important in South Florida, with Cuba as the major export market for this commodity (State Library and Archives of Florida 2023).

In 1898, the port of Tampa became the main U.S. troop staging area for the Spanish-American war in Cuba. Wartime hostilities lasted under four months, and the resulting Treaty of Paris ceded the Spanish control of Cuba to temporary U.S. occupation.

In the late nineteenth and early twentieth centuries, large-scale hydrological alteration was carried out in South Florida, which opened up the Everglades to U.S. settlers and tourists (National Park Service [NPS] 2020). Expansive canals, channelization, and agricultural ditches changed the landscape. With the completion of the Tamiami Trail (US 94) in 1928, even more settlers and tourists gained access to South Florida. The Seminole established tourist camps and trading posts, participating in South Florida's evolving economy (Seminole Tribe of Florida 2023).

LOCAL HISTORY AND CONTEXT

The District reviewed historic newspapers, records of the State Library and Archives of Florida, and other sources to evaluate past land use in and immediately surrounding the APE.

Before the twentieth century, the area around old Fort Lauderdale was populated by a few homesteaders and Miccosukee Indians. Following mass displacement during the Seminole Wars, the remaining Miccosukee continued to live in the Everglades that provided them shelter during the conflicts. Frank Stranahan, one of the early settlers in the area, established a camp in 1893 where he could trade with the Indians. After he married the first school teacher sent to the area, Ivy Cromartie, in 1900, Stranahan built a more permanent trading post and a house (1901) for his family on the New River, which still stands and is now a museum (Kersey Jr. 2003).

Meanwhile, development further to the north on Florida's east coast thrived after the construction of the Flagler System of railroads. In the mid-1890s, Flagler's railroad reached only as far south as Palm Beach; however, the freeze of 1894–95 led to the extension of the railroad further south to Miami, through Pompano and Fort Lauderdale. Julia Tuttle was instrumental in convincing Henry Flagler, the builder of the railroad, to extend his railroad from its terminus in West Palm Beach to Miami, and a railhead for the Florida East Coast (FEC) Railway arrived in Fort Lauderdale in 1896, spurring the development of Fort Lauderdale and many small towns along its route (Harner 1973; McIver 1983). That same year, the Seaboard Air Line (SAL) Railway, a competitor to the FEC, was established. In 1927, the SAL line was extended from West Palm Beach to Homestead (Janus Research 1999; Mann 1983).

Following World War I, S. Davies Warfield acquired approximately 160,000 acres of ROW between Sumter County, Florida and West Palm Beach to begin the railroad's expansion. Construction on the SAL Railroad began in the 1880s with branch lines leading to Florida, Georgia, and North Carolina. By 1925, 204 mi of track from Coleman, Florida to West Palm Beach were completed. The SAL Railway arrived in the Fort Lauderdale on January 8, 1927, with the arrival of the famous Orange Blossom Special (Miami Herald, 8 January 1927:7). This deluxe passenger train ran only during the winter, and quickly became known for its speed, luxury, and amenities. It was also the first electric-powered train to run between New York and Florida, and later, the first diesel-powered passenger train in the southeast. In 1926, it boasted a 36-hour travel time from New York to West Palm Beach, though the train wouldn't make it to Miami until 1927. A southbound train would leave New York after lunch and arrive in Florida in time for breakfast. Warfield conceived of the line and specialty train as a means of capitalizing on the booming development in Florida.

The SAL became the second railroad line to serve the region following the arrival of the FEC Railroad in 1896 (Broward County 2015). Development of Fort Lauderdale sprawled, following the railroad's footprint away from the city center (Janus Research 2012). War-time industry in Fort Lauderdale took advantage of the railroad as well during World War II. Indeed, the railroad handled approximately 33 million tons of freight in 1943 (Burns 2023). The SAL Railroad merged with several companies in the years following including the Atlantic Coast Line Railroad in 1967 and the Louisville & Nashville Railroad in 1971. After merging under the Chessie System, in 1980 the railway system became CSX Transportation (Janus Research 2012).

In 1890, the completion of the Pompano portion of the East Coast Canal, now part of the Intracoastal Waterway, linked communities from Jupiter to Biscayne Bay and opened up the water as a safer means of transportation (Cavaioli 2002). The initial growth of eastern Broward County and Fort Lauderdale was also sparked by the presence of the New River that flowed from west to east into the Atlantic, and the small commercial enterprise created by Frank Stranahan. In 1906, Stranahan built a two-story department store on the New River, just west of the present Andrews

Avenue Bridge. Fort Lauderdale grew around this store and spread to the south side of New River as soon as a bridge was built (Gore 1966).

After Napoleon Bonaparte Broward became governor of Florida in 1905, he championed efforts to drain the Everglades, creating more arable land in south Florida. The first major drainage canal (North New River Canal) was built from the south fork of the New River to Lake Okeechobee and was completed in 1912. This canal was the centerpiece of the state's drainage program and opened the Everglades to farming. A boom trade developed with lakeside communities, as boats carried produce, fish, and passengers east towards Fort Lauderdale. Many docks and packinghouses were built along the river to handle the heavy barge traffic (McIver 1983). By 1912, enough people lived and farmed in the area to make Fort Lauderdale one of the largest vegetable shipping ports in the country (Gore 1966). This growth occurred as a direct result of the Everglades Drainage District project that commenced in 1906. Although it almost destroyed the Everglades watershed, the project dredged and drained the "sea of grass," built canals and locks, and opened thousands of acres of virgin land to settlement and cultivation (Boone 1988). The Dania Cut-Off Canal and C-10 Canal were also constructed as part of these drainage efforts. The Dania Cut-Off Canal was constructed circa 1913–1927 as a spur of the South New River Canal, where it begins and extends to the Intracoastal Waterway (Harrington 2017). The C-10 canal is a spur built circa that empties into the Dania Canal (Janus Research 1999). The canals underwent extensive modifications in the 1950s during the United States Army Corps of Engineers (USACE) program for flood control, including deepening and widening of the canal and the addition of flood control structures and reservoirs (Luxon 1999).

Spurred by the growing popularity of the Good Roads Movement throughout the southern United States, construction of a portion of the Dixie Highway began in Florida in the early twentieth century. In the 1910s, road construction in Broward County was limited to the Atlantic Coastal Ridge. The Dixie Highway was originally conceived as a 5,706 mi long roadway project stretching from Ontario, Canada to Miami, Florida, built to respond to the growth of automobile tourism in the early 1900s (Sharp 2003). The Dixie Highway, which became U.S. 1 within Broward County with the adoption of the modern highway numbering system, further opened the county to automobile tourists also improved the truck farming industry. By 1939, U.S. 1 was the major north–south route along eastern Florida (Kendrick 1964; Thuma 2005). South Florida was experiencing its first land boom, and thousands of new residents arrived each week, many coming to some of the earliest communities springing up in Broward County: Dania, Fort Lauderdale, and Hollywood.

Fort Lauderdale

Fort Lauderdale was officially incorporated as a city in 1911 and had a population of only 143. The first bridge to cross New River, other than the railroad bridge, was a low-rise truss built in 1910 near Andrews Avenue. As a sign of the future of tourism in Fort Lauderdale, a tourist camp quickly sprang up on the south side of the river. Another sign of growth was the establishment of a newspaper in 1911. Settlement continued to focus along the coast and rivers, as boats were the primary means of transportation. The newer arrivals were more likely to settle in the interior of the county, where land better suited for agriculture had been made available as a result of the drainage projects (McIver 1983). In 1915, Broward County was separated from Dade County.

Fort Lauderdale grew quickly during the Florida Land Boom of the 1920s. As Fort Lauderdale had originally been built on the New River rather than on the coast, there was an eastern expansion toward the ocean. Las Olas Boulevard, originally called Broward Boulevard, began as a residential street. The street dead-ended in downtown and the eastern terminus was the East Coast Canal (now called the Intracoastal Waterway). Investors Stranahan, the Bryans and Olivers, W.C Kyle and Fred Barrett agreed to construct a bridge using property from D. C Alexander designating the road and adjacent subdivision "Las Olas by the Sea." In January of

1915, the Las Olas Bridge Company gained $15,000 for completion of the road. After two years of the road still not being completed, there were notions of strained relationships between developers who had set their sights on this stretch of property. As surrounding communities expressed their interests of having ocean access, Broward County passed a bond issue of $400,000 to build bridges. A mile long stretch of dense mangrove swamp that separated mainland and the width of the bay proved to be an obstacle for builders. Companies from Mansfield Ohio, Champion Bridge Company took the challenge and built the single lane, turn style bridge of Las Olas Boulevard and completed it in January 1917 (Kersey Jr. 2003).

Charles G. Rodes, from West Virginia, arrived in Fort Lauderdale before 1910 and is credited with bringing the “finger-islanding technique” used in Venice, Italy to Fort Lauderdale. A businessman who had invested in real estate, he purchased land from the Beverly Heights Syndicate, east to the Intracoastal and a mangrove swamp to the south for $400 an acre. The method kept costs low by using a land based dragline that dredged a series of parallel canals from Las Olas to the river building up long thin land masses (McIver 1983).

By 1925, the town’s population had expanded to 15,915 people. New subdivisions were spreading in all directions from downtown. Beverly Heights was a boom time subdivision built along the Himmarshee Canal. The canal dredged in the 1920’s got its name from the Miccosukee word meaning “new” for the New River located to the south (Gillis 1999). The Fort Lauderdale area became a business and banking center for south Florida, as the real estate boom reached its peak in 1925 (McIver 1983).

In the fall of 1926 disaster struck. A massive hurricane hit the southeast coast of Florida, destroying almost everything in its path. Fort Lauderdale, along with much of the east coast of South Florida, was destroyed. This helped to usher in the real estate collapse. People fled back north selling off or abandoning their lands and homes in South Florida. The stock market crash of 1929 only exacerbated the problem, and the Great Depression hit Florida very hard.

It was not until the beginning of World War II that things started looking up for Fort Lauderdale. The U.S. military decided that Florida was the ideal location to train troops and so bases were set up all over the state. Naval Air Station (NAS) Fort Lauderdale was established in 1942, at the Fort Lauderdale Airport, then known as Merle Fogg Field (Broward County Government 2022). Merle Fogg Field was built in 1929 and named for a World War I aviator who moved to Fort Lauderdale in the 1930s and began his own flying service. When the U.S. Navy took over the airport, they constructed three main runways, built a control tower, and began using the airport as a training facility (Broward County Government 2022). In 1943, George H.W. Bush arrived at NAS Fort Lauderdale to train as a pilot, and became the Navy’s youngest pilot, before serving as the 41st President of the United States (Broward County Government 2022). The defense spending in the county helped to offset the loss of tourism dollars, as rationing kept many people from traveling to Florida for vacations (McIver 1983). Some resort hotels were converted into military housing (McGoun 1972). The population nearly doubled during this time as the military created new jobs. After the war many servicemen who had trained in the area returned with their families, causing the population to rise exponentially.

The postwar period population influx brought a resurgence in development to Fort Lauderdale. New subdivisions and towns were created, and improved flood control opened up more land in the western portions of the county for real estate development. In the 1960s, development began to shift toward the construction of oceanfront condominiums and retail establishments (Cavaioli 2002). Because it is a larger metropolitan area, and because of its proximity to the beaches, Fort Lauderdale relies on tourism and real estate development for its continued growth. The biggest attractions for the area continue to be mild winters, good fishing, and boating opportunities provided by the Atlantic Ocean and the Intracoastal Waterway.

Dania Beach

On November 30, 1904, 28 of the 35 registered voters elected to incorporate Dania, which became Broward County's first incorporated municipality, although at that time, Dania was part of Dade County. Captain W.C. Valentine, a civil engineer for the Model Land Company platted a community which he called "Modello," and which was changed to Dania after a postal mix-up. James Ingraham, who was also with the Model Land Company, enticed settlers, by offering discounted train fares, shipping rebates, and promoting deals for lots in Modello (Kemper 1979).

In the late 1800s, 12 Danish families moved from Chicago to Modello; however, because the area was not prime land for farming, the community of Modello was mostly abandoned by the turn of the century. Ingraham was undeterred and invited Andrew Christian Frost. Frost was born in Denmark in 1847, and emigrated to the United States 1873, where he established several towns in Wisconsin and served on the State' legislature. In 1901, when Frost visited Modello, he met with the mostly abandoned town. The following year, he relocated his family to Modello and established a tomato farm. The tomatoes spurred the local economy and made Modello "the Tomato Capitol of the World" for a time (Kemper 1979).

Frost recruited 30 adult Danes from Wisconsin to settle in the community and then encouraged them to petition for incorporation, which they did in November 1904. The new settlers included farmers and carpenters, who built a cluster of buildings along the railroad that became Dania. Frost built a general store and post office, where he served as postmaster. In 1904, a road was constructed to connect Dania to Miami, which was later replaced by the Dixie Highway. In 1905, Frost built the community's first school, which became the town's first hotel after a second-story addition was added. The name Dania was chosen to honor the early settlers who were of Danish ancestry. In 1907, the community was informed that their incorporation had been improperly filed; however, they petitioned the state legislature and in that year's legislative session, the legislature recognized Dania's incorporation (Kemper 1979).

In 1907, Frost published a letter describing Dania having "…five stores, one hotel, a stone church, the LaBree boat works, a blacksmith shop, Mrs. Palmer's bakery, Coulter's Jewelry, two lumber yards, one layer, a new cement block school, and a cement block jail" (Kemper 1979). By 1908, discussions about annexing Fort Lauderdale began; however, it was not incorporated until 1911 (Kemper 1979). By 1912, Dania boasted 1,200 people and was a stop along the FEC Railroad as early as 1914 (Fort Pierce News, 25 December 1914:10). It continued to grow into the 1920s, when Dania suffered several disasters, including a fire in 1925, which destroyed the Dania Hotel, the Bank of Dania failed because of embezzlers in the Bank's Atlanta office, and finally, the 1926 hurricane which devastated several of the communities along the coast, including Dania. In 1927, the town was de-annexed (City of Dania Beach 2023).

Hollywood

The boom years of the 1920s brought an influx of land speculators and real estate tycoons to Florida, among them Joseph Young. His Indiana-based real estate company came to Miami to capitalize on the land rush and to look for the ideal location for Young's "dream city." In 1921 he found his spot just north of the already established city of Fort Lauderdale and began the purchasing and planning and construction process almost immediately. Hollywood Boulevard was his centerpiece: a large wide avenue stretching to the sea with three large circles to contain parkland along it. According to his design, everything else was to be built off this axis. Streets to the north and south of this grand boulevard were given the names of former Presidents.

In less than five years his vision had been fulfilled. In 1925 the city of Hollywood was officially incorporated. By the beginning of 1926, Hollywood had over 2,400 houses and approximately

18,000 residents with more moving to this spot on the coast every day (Roberts 2002). New housing developments were opened up in the Hollywood Hills section as expansion of the city progressed westward. Young, Inc., Joseph Young's development corporation, used a payment plan method of home ownership, enabling families who lacked the funds to buy a new home outright to move in immediately, thus fueling the city's rapid growth; however, the boom soon turned to bust for Hollywood. On September 18, 1926, a massive hurricane hit the southeast coast of Florida, destroying almost everything in its path. Thirty-seven residents of Hollywood were killed, trees were uprooted, and the power lines were blown down. Hollywood was devastated and all new growth came to a halt. Many residents, frightened by this unexpected downside to paradise decided to sell their homes for whatever the market would yield and head back north. Almost overnight Hollywood's population dropped from near 18,000 to just under 2,500 (Roberts 2002). The stock market crash of 1929 compounded the problem, ushering in the Great Depression. In 1930 Young's Development company went bankrupt and his holdings were auctioned off by the sheriff.

Like Fort Lauderdale, World War II impacted the community of Hollywood. The Hollywood Beach Hotel was converted to the United States Naval Indoctrination School and the local military academy was transformed into the United States Naval Air Gunner's School (TenEick 1966). The population nearly doubled during this time as the military created new jobs. After the war many who had trained in the area during the war later returned with their families, causing the population to rise exponentially.

Hollywood has remained closely associated with Fort Lauderdale, its larger neighboring city to the north, and in many ways has shared in the same boons and busts. Similarly, the biggest attractions for Hollywood continue to be mild winters, good fishing, and boating opportunities provided by the Atlantic Ocean and the Intracoastal Waterway.

Roadway Improvements

Among Broward County's most prominent roadways was Dixie Highway. In 1914, the Dixie Highway Association began to promote the idea of a "continuous, connected, permanent roadway" that would connect the east coast from north to south, promoting development and tourism of towns along the route (Pensacola News Journal, 13 December 1914:1; Tampa Bay Times, 17 February 1915:2). William Sydnor Gilbreath proposed Chicago as the roadway's northern terminus and Miami as its southern terminus (Miami News, 6 January 1915:2). Construction in Florida was underway by 1916. Counties along the route either built new roads or improved existing roads to serve as their portion of the highway (Miami News, 2 March 1916b:4). In 1922, work was underway on Dixie Highway in Broward County, and by the following year, the 26 mi segment of highway was paved and spanned the county, passing through Dania (Miami Herald, 23 July 1922:17, 27 September 1923:15).

Construction began on Griffin Road in 1915 and it was illustrated on a map as an unlabeled two-lane roadway that same year (Azevedo and Travisano 2018; State Library and Archives of Florida 1915). On the 1949 Fort Lauderdale South, Florida historical topographic map, the road is labeled S.R. 818 and on the 1957 West Palm Beach, Florida historical topographic map, the road is designated as Griffin Road and illustrated as a secondary highway, with its eastern end following the present-day route of Griffin Road to Old Griffin Road. The roadway underwent extensive modifications when S.R. 9/I-95 was constructed.

In 1947, plans were underway to construct S.R. 9, a "four-lane super highway," which would connect Jacksonville and Miami (Heldt, 9 December 1947:2A; Miami Herald, 27 August 1947:11). The State Road Department (SRD) issued a notice in 1948, "to designate, plan, establish, regulate, improve and maintain" the portion of S.R. 9 through Dade, Broward, and Palm Beach

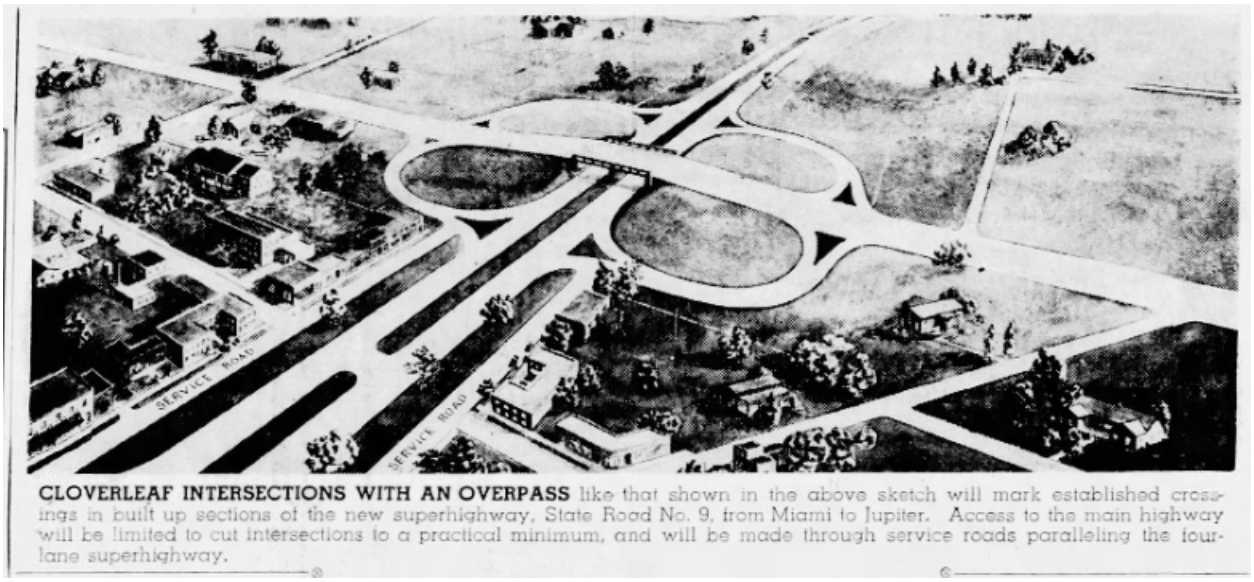
as a limited access facility, which limited access to the road by establishing access points (Figure 8; Heldt, 9 December 1947:2A; Miami Herald, 1 March 1948a:26). That same year, the portion of the roadway between Miami and Fort Lauderdale was under construction, and the SRD sought funds for the section from Fort Lauderdale to Stuart (Miami Herald, 18 January 1948b:25; Miami News, 25 March 1948:12). In September 1949, the section of S.R. 9 between Opa-Locka and the Broward County line was being graded, and local officials hoped there would be funding to pave this section in the following year's budget (Blanchard, 3 September 1949:10).

In November 1949, the SRD sought bids to construct S.R. 9 from the Dade County Line to Johnson Street in Hollywood, Florida, and two years later, $697,000 was appropriated to pave this section (Dodgen, 5 October 1949:8; Senning, 27 February 1951:7). As part of the construction activities, overpasses were built to carry S.R. 9 over existing roadways like Hollywood Boulevard and Griffin Road (Figure 9). Stirling Road also appeared on maps in 1949, labeled as Stirling Road and SW 60th Street. The paved road was two lanes until the construction of I-95 (NETROnline 2023; USGS 1949). The following year, Broward County sought funding to continue construction of S.R. 9 through the county; however, the SRD said they had no immediate plans to continue S.R. 9 beyond Hollywood Boulevard (Kinney and Senning, 26 August 1962:1B).

In 1952, officials began planning the East Coast toll turnpike with three access points in Broward County in Pompano Beach, Fort Lauderdale, and Hollywood. The proposed toll road would extend from the Dade/Broward County Line to S.R. 84, and would include the ROW that had been purchased for S.R. 9, which would allow Broward County to recoup the funds spent on S.R. 9 ROW (Kinney and Senning 1952). Later that year, Governor-Elect Dan McCarty said plans for the East Coast turnpike had been put on hold, with funding being focused on U.S. 1 improvements, and extending S.R. 9 to Oakland Park (Miami News. 9 November 1952b:52). In 1953, the Broward County Commissioners officially requested that the state road board fund the extension of S.R. 9 from Hollywood Boulevard to S.R. 84 (Miami Herald, 4 January 1953a:15).

In 1953, the SRD began a study to determine costs for constructing the turnpike, including the possibility of incorporating the S.R. 9 ROW into the turnpike design; however, if the completed portion of S.R. 9 were to be incorporated into the toll road, the section already completed with federal aid funds would need to remain toll free or would need to negotiate with the Federal Bureau of Public Roads (Kilgore, 11 July 1953a:11; Miami Herald, 18 July 1953b:11). Later that year, the SRD outlined their plan for the proposed turnpike, which included incorporating the portion of S.R. 9 already completed from Miami to Hollywood, and extending the toll road along the S.R. 9 ROW to Pompano Beach (Kilgore, 14 October 1953b:1). By 1957, the route of the newly proposed federal highway, I-95, was outlined and incorporated S.R. 9 through the APE (Bonafede, 5 October 1957:8). By 1964, S.R. 9/I-95 had been completed to S.R. 84, and the SRD was in discussions for the proposed extension from S.R. 84 to Davie Boulevard (Miami Herald, 29 January 1963a:43).

In 1962, the Fort Lauderdale News reported that the segment of the six-lane divided highway from Hollywood Boulevard to Taft Street was completed, but not in use because locals were opposed to an intersection at Taft Street, preferring an interchange be completed at Sheridan Street, to protect the residential nature of Taft Street and because there were two elementary schools adjacent to S.R. 9 along Taft Street (Whiteshield, 18 December 1962:20). Bids for construction of the Sheridan Street interchange was scheduled for July 1963 but were pushed back to February. Although, no reasoning had been provided. State Road Board member Jim Monahan confirmed that Sheridan Street, which had yet to be extended to S.R. 9, would be extended before the interchange was completed (Whiteshield, 18 December 1962:20). In 1963, the SRD solicited bids for construction of S.R. 9 north to S.R. 84, with work already being completed at the intersections of Hollywood Boulevard and Griffin Road (Figure 11).



CLOVERLEAF INTERSECTIONS WITH AN OVERPASS like that shown in the above sketch will mark established crossings in built up sections of the new superhighway, State Road No. 9, from Miami to Jupiter. Access to the main highway will be limited to cut intersections to a practical minimum, and will be made through service roads paralleling the four-lane superhighway.

Figure 8. Overview of the proposed cloverleaf interchanges along the superhighway (Miami Herald, 18 January :25).

Figure 9. Excerpt from the Miami News showing construction of the S.R. 9 overpass over Hollywood Boulevard (near center of APE) (Miami News, 27 April 1952a:17).

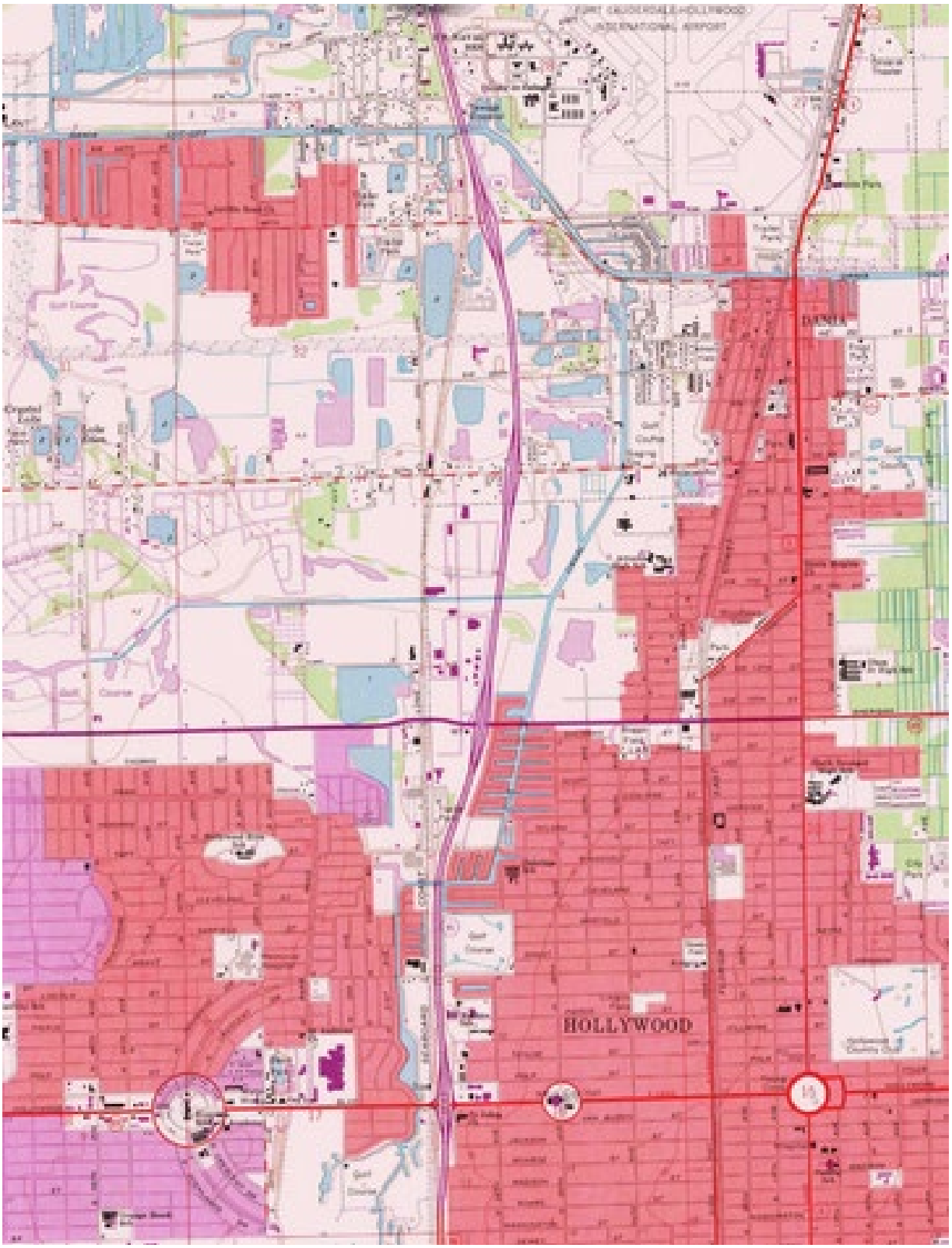


Figure 10. Excerpt from the 1962 (1969 ed.) Fort Lauderdale South, Florida historical 7.5-minute topographic map showing I-95 completed through the APE and the intersections of S.R. 9/I-95 and Griffin Road, Stirling Road, and Sheridan Street.

Construction on the Sheridan Street Extension began in August 1964, and was scheduled to be completed in July 1965 (Fort Lauderdale News, 18 September 1964:8). On the 1962 (1964 edition [ed.]) Fort Lauderdale South, Florida historical 7.5-minute topographic map, S.R. 9/I-95 is illustrated as completed through the APE.

Roadways along S.R. 9/I-95 underwent extensive modifications following its completion. By 1969, Griffin Road was expanded to six lanes with multiple turn lanes and interchanges underneath I-95. The remaining road maintained its two-lane alignment until circa 1995 at which time the road was widened to six lanes divided by concrete medians (NETROnline 2023). Stirling Road was also expanded to four lanes with multiple turn lanes and interchanges underneath I-95; however, the travel lanes of Stirling Road maintained their two-lane alignment until circa 1984 at which time the road was widened to six lanes divided by concrete medians (NETROnline 2023). Sheridan Street expanded to the full length of the APE and crossed the Hollywood Canal by 1969, and the roadway was expanded east to cross the FEC Railroad. The two-lane road was also widened to six lanes divided by concrete medians and was expanded to six lanes with multiple turn lanes and interchanges underneath I-95. A bridge was constructed to carry the roadway over the SAL Railroad at this time (NETROnline 2023).

LOCAL LAND USE

The District reviewed the original land survey records, historical quadrangles, and aerial photographs to determine recent and past land use changes within the APE and its vicinity. The greatest changes to the APE came with the population boom and proliferation of residential developments leading to infrastructure improvements like the FEC Railway, S.R. 9/I-95, and the Dania Cut-Off Canal that created easier access throughout Florida.

The 1870 Bureau of Land Management General Land Office (BLM GLO) original land survey of the APE shows no development within the APE or its vicinity by 1870. Swamp lands are illustrated throughout the APE and its vicinity (Figure 11).

A review of the 1949 Fort Lauderdale South and 1950 North Miami, Florida 7.5-minute historical topographic maps illustrate the growth of the area within a century (Figure 12). The present-day Fort Lauderdale Airport, which housed NAS Fort Lauderdale, is visible northeast of the APE, as is the Dania Cut-Off Canal, which runs east–west under the roadway in the northern end of the APE. The Dania Cut-Canal included a narrower canal, which extended south from the airport, then south and southwestward before crossing the APE, and ending near the Orange Brook Golf Course. The SAL Railroad is illustrated mostly running alongside and meandering in and out of the APE. At that time, the APE was on the fringes of Hollywood. S.R. 95/I-95 and Sheridan Street had not been constructed yet, but Griffin Road and Stirling Road were extant (Figure 12).

In comparison, the 1962 (1964 ed.) Fort Lauderdale South and 1962 (1965 ed.) North Miami, Florida 7.5-minute historical topographic maps show that the community of Hollywood had expanded westward across the center of the APE (Figure 13). The community of Hallandale had also expanded westward toward the APE, and S.R. 9/I-95, labeled as “95,” was under construction (south of the APE), extending from the Miami-Dade and Broward County line to approximately the northern end of the Sunset Golf Course in Hollywood Florida; however, Sheridan Street still had not been constructed within the APE. The portion of the C-10 Canal in Hollywood had been modified for drainage improvements for the subdivisions that had been built over the last decade (Figure 13).

The 1957 USDA aerial reflects much of the same information as the 1962 historical Fort Lauderdale South and North Miami topographic maps. At that time, S.R. 9/I-95 was under construction from the Miami-Dade and Broward County line to approximately the southern end of the golf course, but large swaths of undeveloped land were still present west of the APE (Figure 14).

By 1964, S.R. 9/I-95 had been constructed through the APE, as had Griffin Road, Stirling Road, and Sheridan Street. Construction of these roadways and the C-10 Canal plus urban development transformed this area. [redacted]

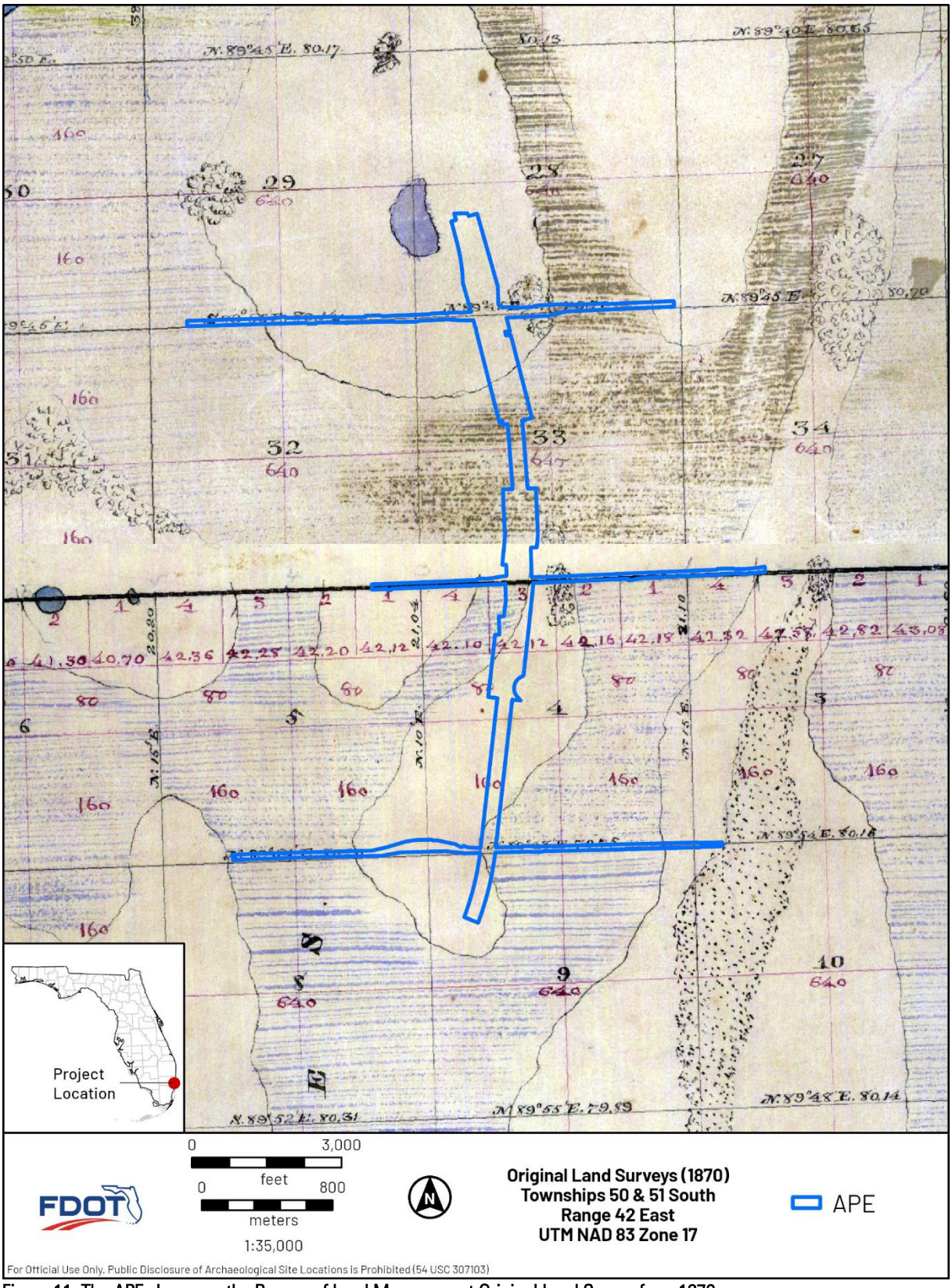


Figure 11. The APE shown on the Bureau of Land Management Original Land Survey from 1870.

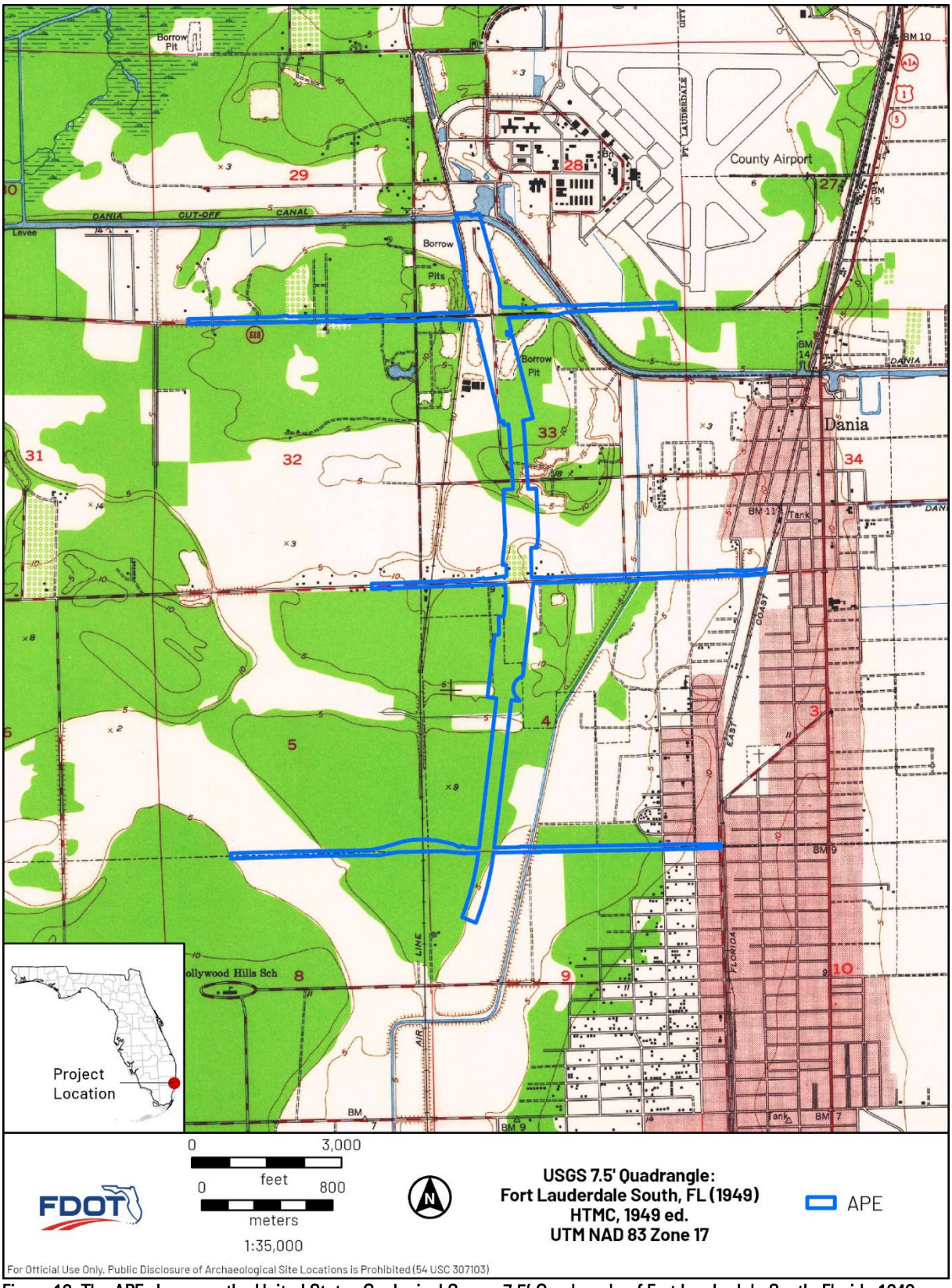


Figure 12. The APE shown on the United States Geological Survey 7.5' Quadrangle of Fort Lauderdale South, Florida 1949.

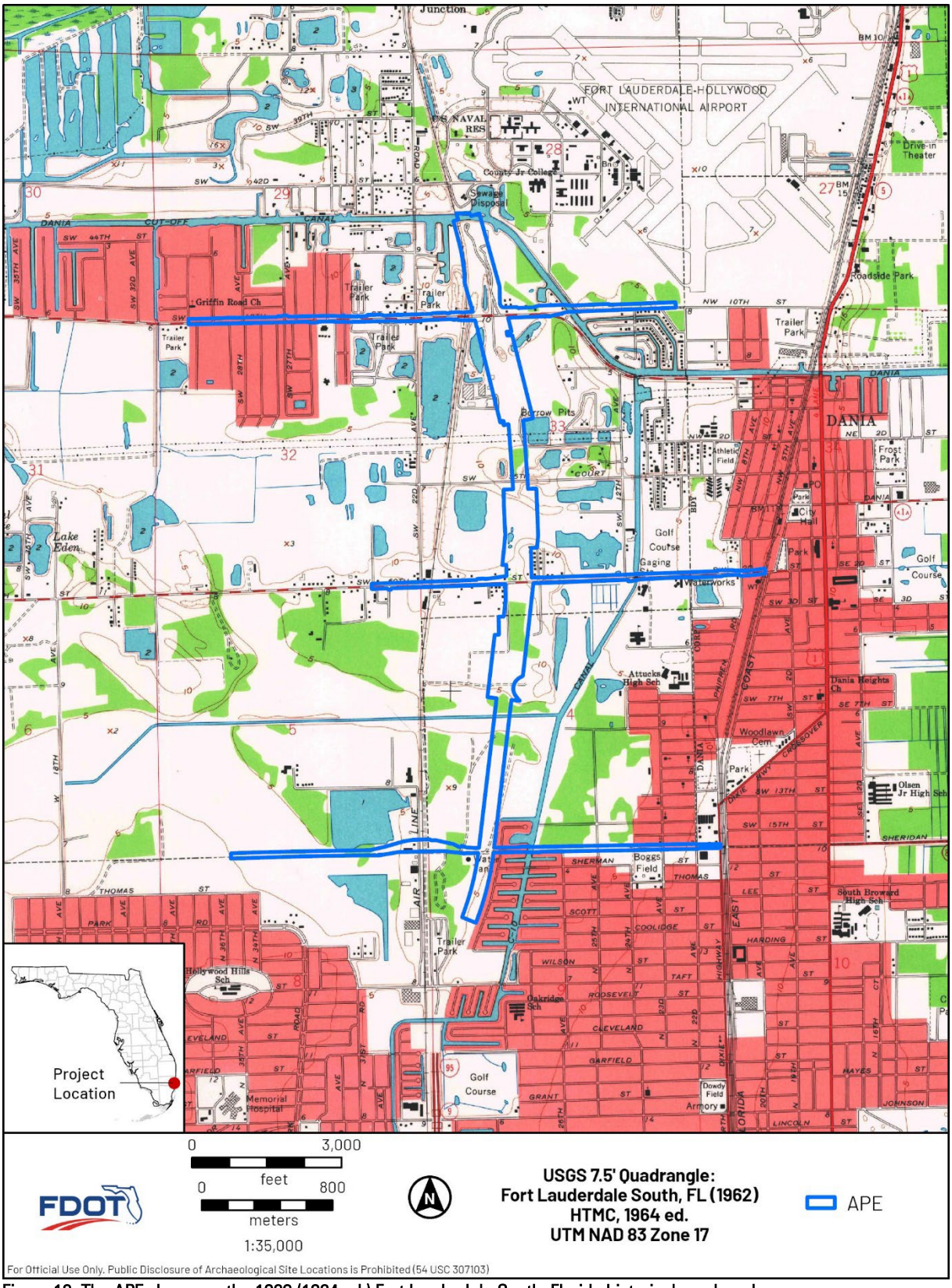


Figure 13. The APE shown on the 1962 (1964 ed.) Fort Lauderdale South, Florida historical quadrangle.

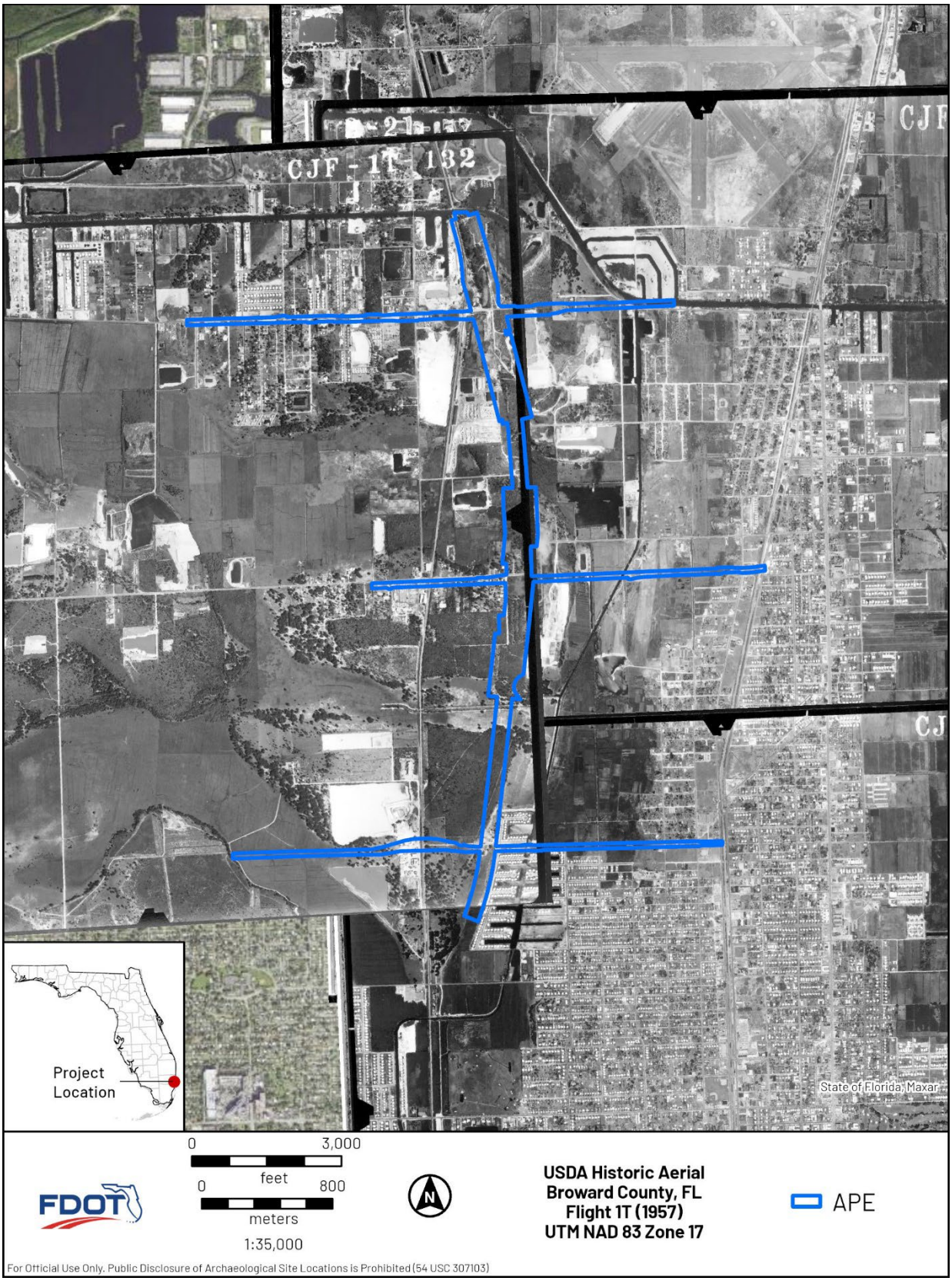


Figure 14. The APE shown on historic aerial photographs (USDA 1957).

PREVIOUS RESEARCH

The District examined records in the Florida Master Site File (FMSF) to determine the location of any previously conducted cultural resource surveys or previously recorded historical resources within 0.5 mi (0.8 km) of the APE (Figure 15). [redacted]

FMSF Survey No. 4075 was a county-wide archaeological survey conducted in 1995 on behalf of the Broward County Office of Planning. The survey overlaps the northern half of the APE, and field methods consisted of pedestrian survey and post-hole testing. [redacted]

FMSF Survey No. 5844 was a CRAS conducted in 1999 in support of improvements for the Tri County Commuter Rail Authority (Tri-Rail) Double Track Corridor. The survey overlaps the northern and southern ends of the APE, and a western portion of the APE and field methods included a historic resources survey only. [redacted]

FMSF Survey No. 19752 was a CRAS conducted in 2012 in support of a widening project for FDOT. The survey overlaps the northern half of the APE, and field methods included pedestrian survey and subsurface shovel testing at intervals defined by archaeological site potential within the footprint of proposed ground disturbing work. [redacted]

FMSF Survey No. 26247 was a desktop analysis and field review conducted in 2019 in support of an FDOT project along Griffin Street, which proposed to resurface and widen the roadway and add sidewalks and bike lanes. The survey overlaps the northern portion of the APE, and field methods were limited to pedestrian survey. [redacted]

There are seven previously recorded historical resource groups that overlap the APE. SHPO determined three are eligible for listing in the NRHP (8BD04087, 8BD04227, and 8BD04649) and that four are ineligible for listing in the NRHP (8BD03216, 8BD03221, 8BD04432, and 8BD07583) (Table 7).

A segment of the Railroad Tracks (8BD04087) resource group was recorded in the APE during FMSF Survey No. 19480. The resource overlaps the eastern end of the APE at Stirling Road and Sheridan Street. The portion of the railway within the APE was built circa 1896 as part of the FEC railway. The SHPO evaluated the portion of 8BD04087 within the APE as eligible for the NRHP and concurred the resource as significant under Criterion A in the categories of transportation and community planning and development (Janus Research 2012).

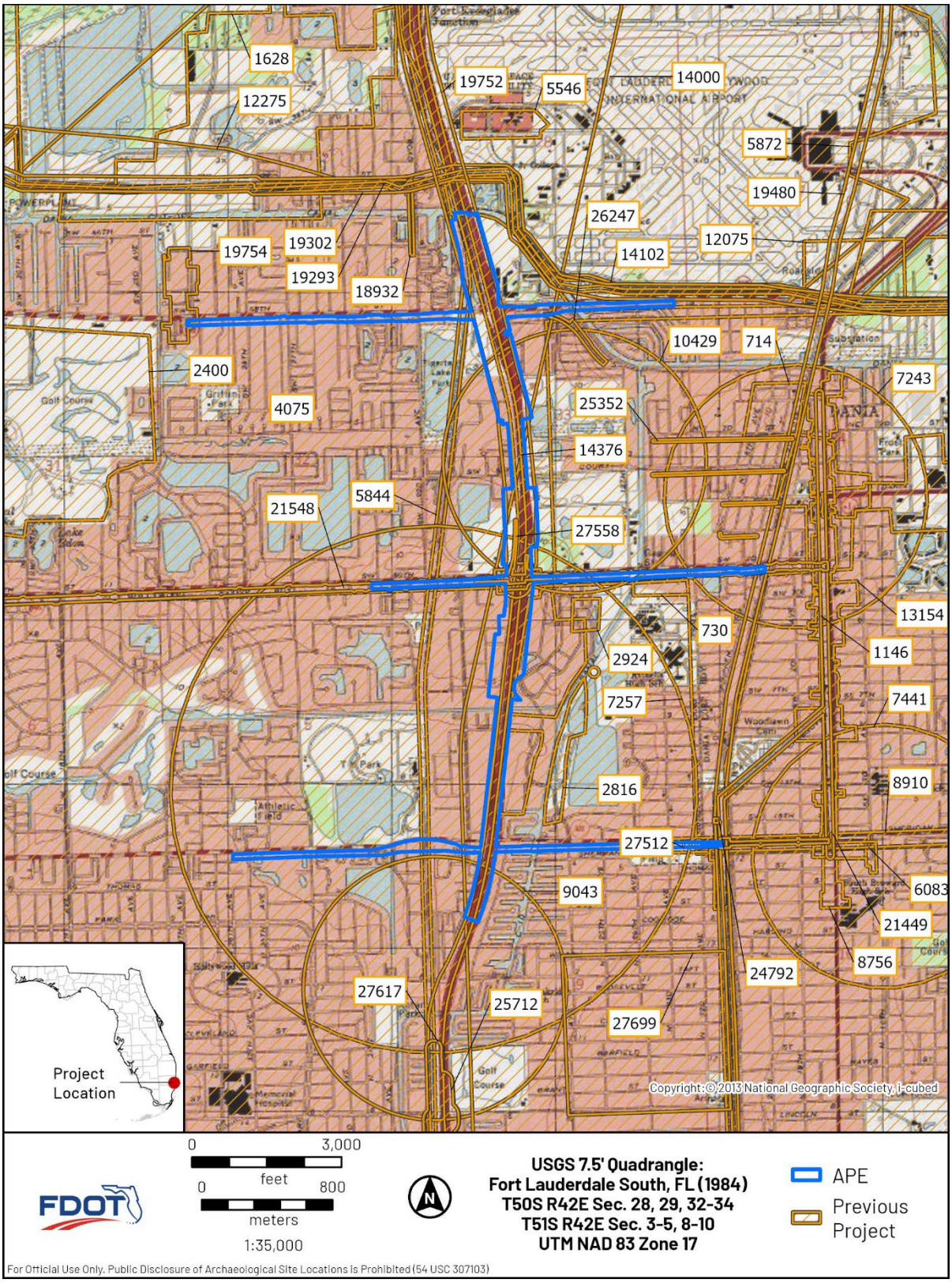


Figure 15. Results of the FMSF Search for cultural resource surveys within 0.5 mi (0.8 km) of the APE.

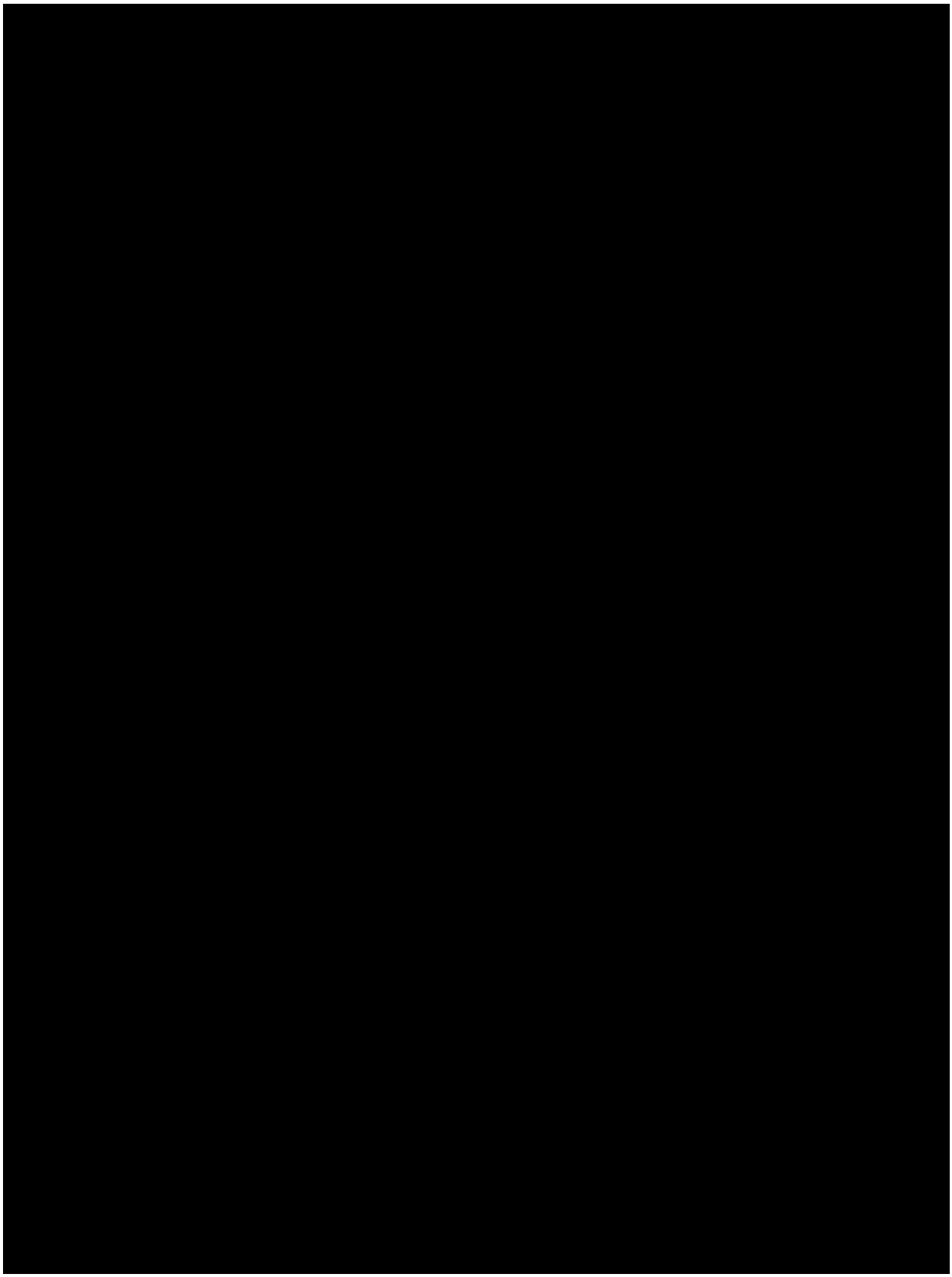


Figure 16. Results of the FMSF Search for cultural resources within 0.5 mi (0.8 km) of the APE.

Table 4. Previously Conducted Cultural Resource Surveys Within 0.5 mi (0.8 km) of the APE

FMSF No.	Title	Date
714	Broward County Historical and Architectural Windshield Survey	1979
730	**Broward County Comprehensive Survey, Phase I**	**1981**
1146	Broward County Comprehensive Survey Phase III: Dania in Perspective: A Comprehensive Documented History of the City of Dania.	1983
1628	Cultural Resources Assessment of the Alandco Corporation, Broward County Property	1988
2400	An Archaeological Survey of the Trafalgar Property Broward County, Florida	1989
2816	**An Archaeological Survey of the Oakwood Property, Broward County, Florida**	**1991**
2924	Archaeological Assessment of Oakwood Development, Phase II	1991
3532	**City of Dania Historical Survey**	**1993**
4075	**An Archaeological Survey of Southeast Broward County, Florida: Phase 3**	**1995**
5546	Archaeological and Architectural Survey, South Florida Testing Facility, U.S. Navy Surface Warfare Center, Fort Lauderdale, Florida	1995
5844	**Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5**	**1999**
5872	An Archaeological and Historic Assessment of the Ft Lauderdale Airport SEIR Roadway Expansion, Broward County Florida	1999
6083	**A Cultural Resource Assessment of Sheridan Street (SR 822) from West of Dixie Highway to US 1 (Federal Highway) Broward County, Florida**	**2000**
7243	**An Archaeological and Historical Survey of the Proposed Dania Fire Station Tower Location in Broward County, Florida**	**2002**
7257	**Cultural Resource Evaluation for the Proposed EXEG Tower Location in Broward County, Florida**	**2002**
7441	An Archaeological and Historical Survey of the Proposed Lincoln Mercury Tower Location in Broward County, Florida	2002
8756	**An Addendum to a Cultural Resource Assessment of Sheridan Street (SR 822) from West Dixie Highway to US 1 (Federal Highway) Broward County, Florida**	**2002**
8910	A Cultural Resource Reconnaissance of State Road 822 (Sheridan Street) From State Road 5 (US 1) To West of the Intercoastal Bridge in Broward County, Florida	2003
9043	**Cultural Resource Assessment of the EOEX Tower Location in Broward County, Florida**	**2003**
10429	**An Archaeological and Historical Assessment for the Existing NW 1st Street Cellular Tower, Broward County, Florida**	**2004**
12068	Cultural Resource Assessment Survey State Road A1A (Dania Beach Boulevard) from East of State Road 5 (US 1) to Cambridge Street, Broward County, Florida	2005
12075	Archaeological Monitoring of Geotechnical Test Bore Program and Subsurface Archaeological Testing of Taylor Road Area for Onshore Segment of Proposed AES Ocean Express Pipeline, Southern Broward County, Florida	2003
12275	**Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport, Broward County**	**2005**

FMSF No.	Title	Date
13154	Cultural Resource Assessment Survey State Road 5/US 1 (North Federal Highway) from South of Sheridan St (SR 822) to NE 3rd Avenue, Broward County, Florida	2006
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	2006
14102	Onshore Archaeological Assessment Report: Archaeological Monitoring of Geotechnical Test Bore Program and Subsurface Archaeological Testing of Taylor Road Area, for Onshore Portion of Proposed AES Ocean Express Pipeline, Southern Broward County, Florida	2004
14376	Historic Resources Reconnaissance Survey and Archaeological Desktop Analysis I-95 Managed Lanes Pilot Project: 95 Express from: I-395 (Miami-Dade County) To: I-595 (Broward County)	2007
18932	Cultural Resource Assessment Survey for the Ravenswood Road Bridge Feasibility Study from SW 45th Street to SW 42nd Street, Dania Beach, Broward County, Florida, Financial Project ID: 430192-1	2012
19293	Cultural Resource Overview of Onshore Segment of Proposed AES Ocean Express Pipeline, Southern Broward County, Florida & Archaeological Evaluation of Magnetometer & Side-Scan Sonar Targets in Florida State Territorial Waters Along the "Offshore Navy Restricted Area Variation" Route of the Proposed 24-inch Ocean Express Gas Pipeline	2002
19302	Underwater Archaeological Background Study and Remote Sensing Investigation and Associated Upland Route Corridor Survey Pursuant to the AES Ocean Express LLC Pipeline Project from Exclusive Economic Zone (EEZ) to Broward County, Florida	2002
19480	Cultural Resource Assessment Report for the All Aboard Florida Passenger Rail Project from West Palm Beach to Miami, West Palm Beach, Broward, and Miami-Dade Counties	2012
19752	Cultural Resource Assessment Survey SR 9 / I-95 PD&E Study from Stirling Road to North of Oakland Park Boulevard FM 42980412201 / ETDM 13168, Broward County, Florida	2012
19754	Cultural Resource Assessment Survey SW 30th Avenue from SR-818/Griffin Road to SW 45th Street, Dania Beach, Broward County, Florida	2013
21449	A Cultural Resource Assessment of the City of Wilton Manors North Dixie Highway Lighting Project, Broward County, Florida	2014
21548	CRAS for Eight Potential Roadway Transfers from the FDOT, District 4, to Broward County: SR 824/Pembroke Rd., SR 848/Stirling Rd., Riverland Rd., SR 736/Davie Blvd., Las Olas Blvd., SR 849/NE 31st Ave., SR 844/NE 14th St.	2014
24792	FCC / TCNS #162687: Proposed 155-Foot (Overall Height) Monopole Telecommunications Structure, Sheridan, Off Dixie Highway, Dania Beach, Broward County, Florida	2017
25352	Cultural Resources Desktop Analysis and Field Review for the City of Dania Beach Citywide Pedestrian Safety Project Broward County, Florida (Financial Project ID No. 438282-1-58-01)	2018
25712	CRAS for Interstate 95 (I-95)/State Road 9 (SR 9) Project Development and Environment Study	2018
26247	Cultural Resources Desktop Analysis and Field Review for Old Griffin Road from Griffin Road to West of Bryan Road, Dania Beach, Broward County, Florida	2019
27512	Cultural Resources Desktop Analysis and Field Review for the SR 822/Sheridan Street from West of North 22nd Avenue to SR 5/US 1, Broward County, Florida (FPID No. 441629-1-52-01)	2020
27558	Cultural Resources Desktop Analysis and Field Review for the SR 848/Stirling Road at SR 9/I-95 Interim Improvements, Broward County, Florida (FM No. 439170-2-52-01)	2020

FMSF No.	Title	Date
27617	Cultural Resource Assessment Survey Addendum Interstate 95 (I-95)/State Road 9 (SR 9) Project Development and Environment Study from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820), Broward County, Mileposts 0.0-3.1	2020
27699	Cultural Resource Assessment Survey of the Avant Garde Safe Routes to School Sidewalk Project, City of Hollywood, Broward County, Florida	2020

Note: Bold entries intersect the APE.

Table 5. NRHP-Listed Resources Within 0.5 mi (0.8 km) of the APE

Resource ID	Name	Period	List Date
8BD02562	Link Trainer NAS FT Lauderdale	1942	1998
8BD00119	Nyberg-Swanson House	ca. 1912	1999

Table 6. Recorded Archaeological Sites Within 0.5 mi (0.8 km) of the APE

Site ID	Name	Period	SHPO Evaluation
[redacted]			

Note: Bold entries intersect the APE.

Table 7. Recorded Resource Groups Within 0.5 mi (0.8 km) of the APE

Resource ID	Name	Period	SHPO Evaluation
8BD03216	**C-10 Spur Canal**	**Twentieth century**	**Ineligible**
8BD03221	**Dania Canal**	**1821–present**	**Ineligible**
8BD04087	**Railroad Tracks**	**Depression and New Deal; Nineteenth century**	**Eligible**
8BD04176	Dania Beach Main Street Historic District	Twentieth century	Potentially eligible
8BD04227	**Dixie Highway**	**Twentieth century; Boom Times; Modern; WW II and Aftermath; 1915–1947**	**Eligible**
8BD04373	Federal Highway	Boom Times; Modern; 1927–1959; 1950–present	Ineligible
8BD04432	**Griffin Road**	**Twentieth century; 1913–Present; ca. 1938**	**Ineligible**

Resource ID	Name	Period	SHPO Evaluation
8BD04649	**Seaboard Air Line (CSX) RR**	**Twentieth century; Boom Times; Modern; WW II and Aftermath; 1927-1963**	**Eligible**
8BD04776	SR-A1A	Boom Times; ca. 1925	Ineligible
8BD06681	Sunset Golf Club	Modern, 1950–present	Ineligible
8BD06696	Church	Twentieth century	Ineligible
8BD07583	**Sheridan Street/SR 822**	**Twentieth century**	**Ineligible**
8BD09448	The Liberia Neighborhood District	1923	Not evaluated

Note: Bold entries intersect the APE.

Table 8. Recorded Bridges Within 0.5 mi (0.8 km) of the APE

Resource ID	Name	Period	SHPO Evaluation
8BD04845	Ravenswood Road Bridge No. 864028	ca. 1928	Ineligible
8BD03220	Dania Canal Railroad Bridge	ca. 1930	Insufficient information

Table 9. Recorded Cemetery Within 0.5 mi (0.8 km) of the APE

Resource ID	Name	Type	Established	SHPO Evaluation
8BD03410	West Lawn Cemetery	Municipal	1918	Ineligible

The Dixie Highway (8BD04227) resource group in Broward County was recorded in 2014 during FMSF Survey No. 13154. The resource overlaps the southeast end of the APE at Sheridan Street. The Dixie Highway was constructed circa 1915, and like the railways, opened up access to southeast Florida (Nodine 2006). SHPO evaluated the portion of 8BD04227 that overlaps the APE as eligible for listing in the NRHP and significant under Criteria A in the categories of transportation and community planning and development in 2015. In 2020 the SHPO evaluated the segment overlapping the APE as not eligible due to modern alterations (Carr et al. 2014; Janus Research 2020b).

The Griffin Road (8BD04432) resource group was recorded within the APE in 2019 during FMSF Survey No. 26247. The resource overlaps the northern portion of the APE along Griffin Road. Griffin Road was first constructed circa 1913 as a rock road. By 1923, the rock road was extended to Flamingo Road, and by 1938, extended to present-day I-75. It was first paved in 1963. SHPO evaluated the segment within the APE as ineligible for listing in the NRHP (Janus Research 2019).

Segments of the Sheridan Street (8BD07583) resource group were recorded in 2019 during FMSF Survey No. 27512 and in 2020 during FMSF Survey No. 27575. The resource group overlaps the southeastern end of the APE at Sheridan Street. Construction on Sheridan Street began circa 1949, and continued into the 1960s, when the road was extended to S.R. 9/I-95. SHPO determined 8BD07583 was ineligible for listing in the NRHP (Finch and Jackson 2020).

The C-10 Spur Canal (8BD03216) and Dania Canal (8BD03221) were recorded during FMSF Survey No. 5844. Both resource groups date to the early twentieth century and were part of a major drainage project that drained the Everglades and other swampy areas in southeast Florida. Both were also extensively modified in the 1950s through deepening and widening, and they no

longer retain integrity as urban development has changed the historic landscape and viewshed. The Dania Canal overlaps the northern end of the APE and the C-10 Spur Canal overlaps with the southern half of the APE. SHPO has determined that 8BD03216 and 8BD03221 are ineligible for listing in the NRHP (Janus Research 1999).

RESEARCH DESIGN AND METHODOLOGY

A Research Design and Survey Methodology, dated September 2023, was prepared under a separate cover and is included in Appendix D. The purpose of the document was to define an appropriate APE for the project, conduct background research to identify previously recorded resources within the APE and develop sufficient historical context for their evaluation, and to establish a plan to guide the location, identification, and evaluation of cultural resources during the CRAS.

SURVEY RESULTS

ARCHAEOLOGICAL SURVEY RESULTS

The District conducted subsurface testing throughout the APE with STPs located at 25 m (82 ft), 50 m (164 ft), and 100 m (328 ft) intervals based on archaeological site potential. In total, the District pre-plotted 43 STPs, of which 7 could be safely excavated (Figure 17). All excavated STPs were negative and pedestrian survey conducted throughout the APE identified no archaeological materials.

As previously addressed, soils in the northern and central portions of the APE are well drained, while soils elsewhere throughout the APE range from somewhat poorly drained to very poorly drained soils. In addition, 72.1 percent of the APE is classified as urban soils, urban land complexes, or shaped soils, which refer to areas of high population density, largely in the built environment, that have been significantly changed by human activities and contain minimal native soils. Historically swampy areas have been altered into drainage ditches and man-made ponds. This was confirmed in the field as 6 STPs were unable to be excavated due to inundation (Figure 18). The remaining 30 STPs were unable to be excavated due to the presence of subsurface utilities, existing paved surfaces, and active construction zones (Figure 19 and Figure 20). All excavated STPs were terminated prior to 100 cmbs after encountering compact fill or water and were excavated to an average depth of 27 cmbs (10.6 in) (Figure 21).

A typical soil profile for the excavated STPs consisted of dark grayish brown (10YR 4/2) sand to an average depth of 27 cmbs (10.6 in). [redacted]

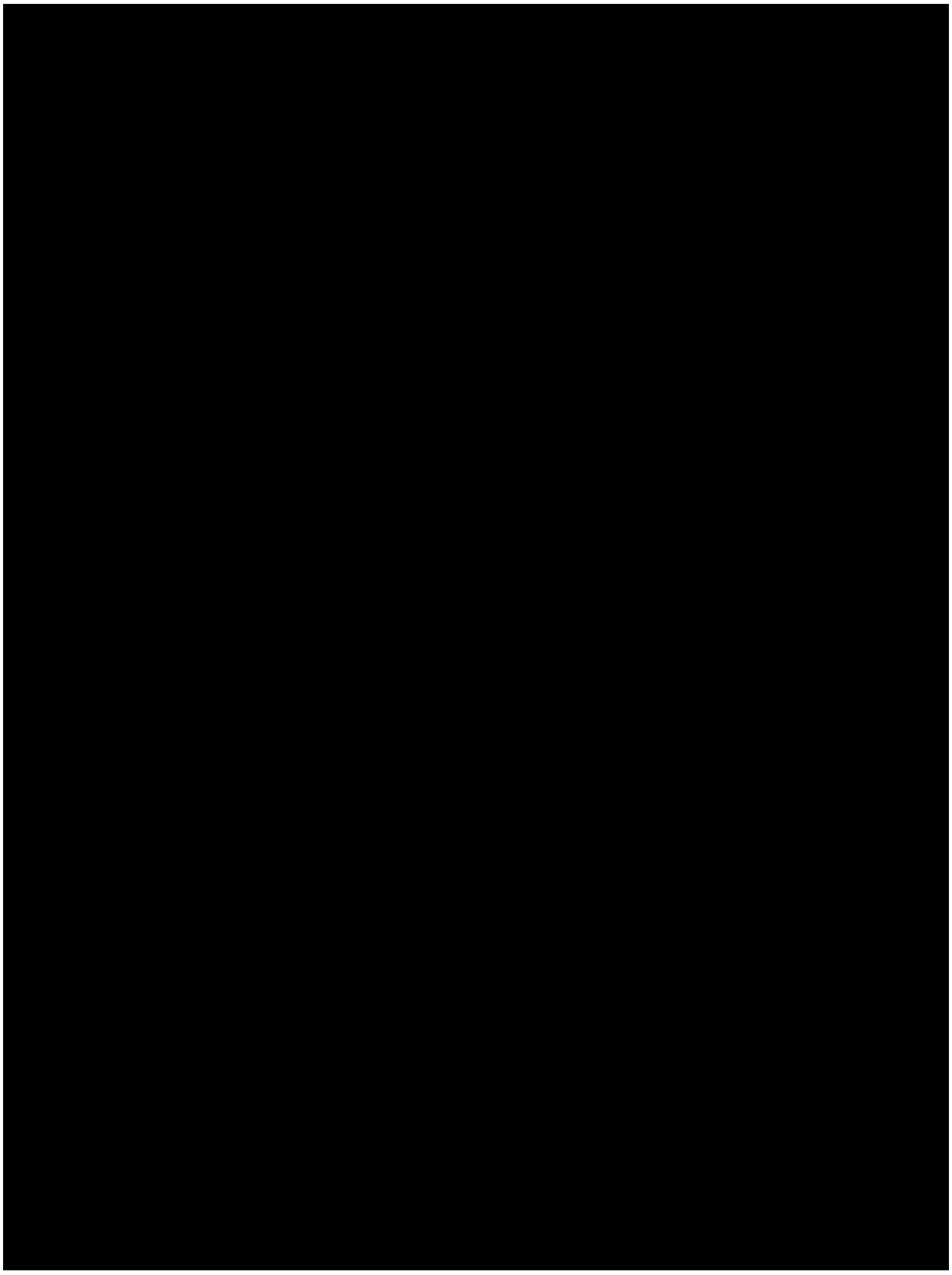


Figure 17. Results of the archaeological survey of the APE showing STPs and previously recorded sites.

Figure 18. Overview of the APE near [redacted] facing east showing inundation typical throughout portions of the APE.

Figure 19. Overview of the APE near [redacted] facing north showing existing paved surfaces and active construction zones present in the APE.

Figure 20. Overview of the APE facing west toward [redacted] showing marked subsurface utilities.

Figure 21. Typical soil profile as seen in [redacted].

Figure 22. Overview of the central portion of the APE facing north showing adjacent drainage ditches and commercial properties.


Figure 23. Overview of the APE along S.R. 9/I-95 facing north. Note drainage ditch and subsurface utilities along I-95 in right of frame.

[redacted]

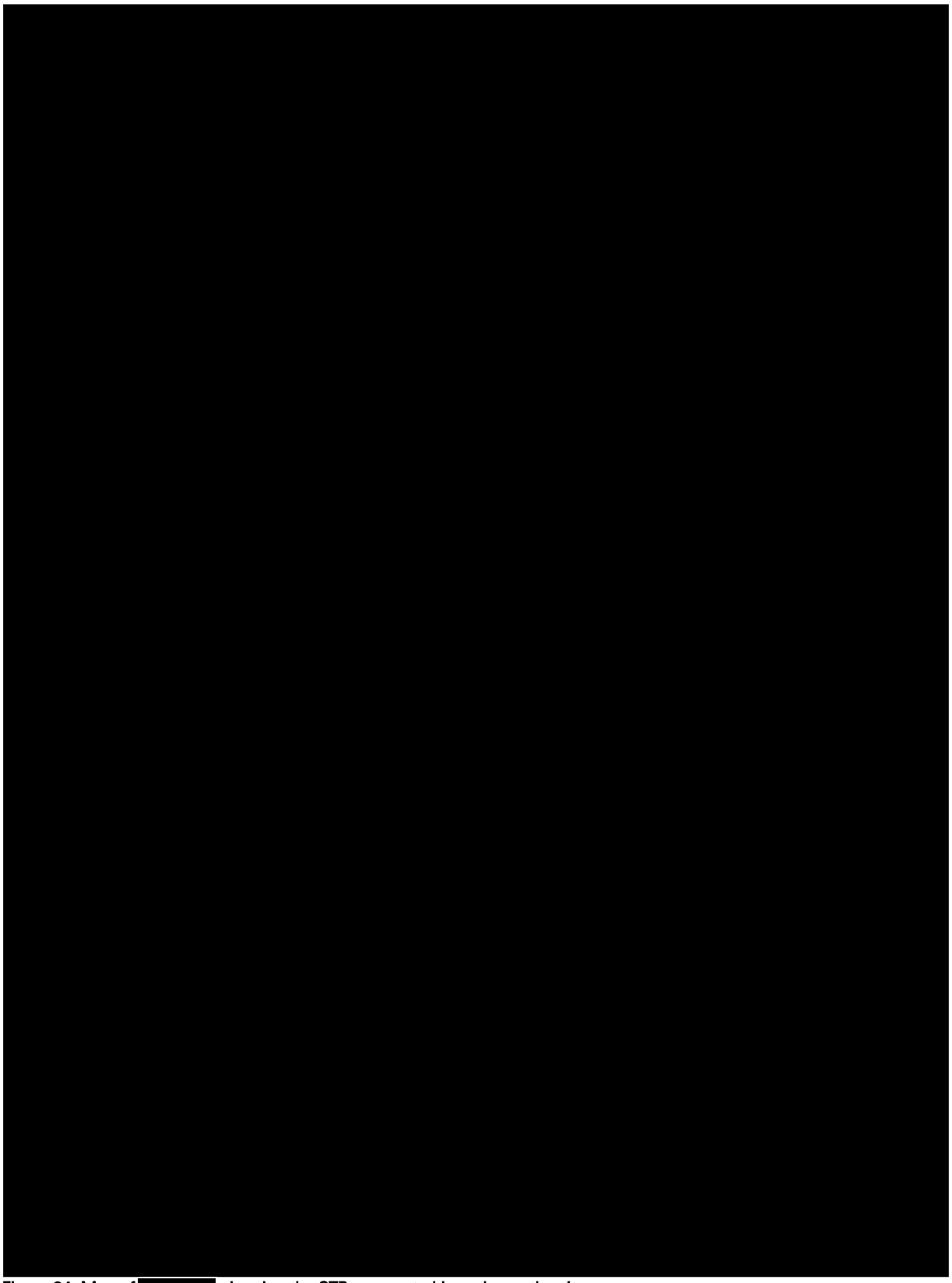


Figure 24. Map of [redacted] showing the STPs excavated in and near the site.

Figure 25. Overview of [redacted] from near the center of site facing east showing portion of the site inundated by water.

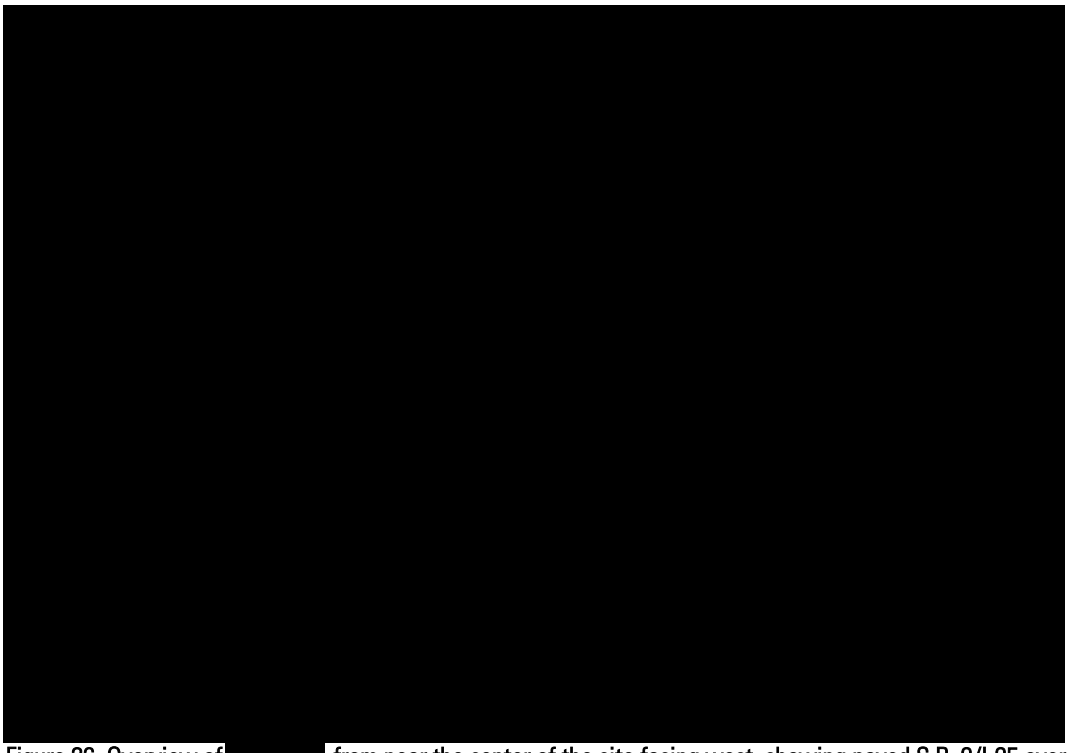


Figure 26. Overview of [redacted] from near the center of the site facing west, showing paved S.R. 9/I-95 over the site.

[redacted]

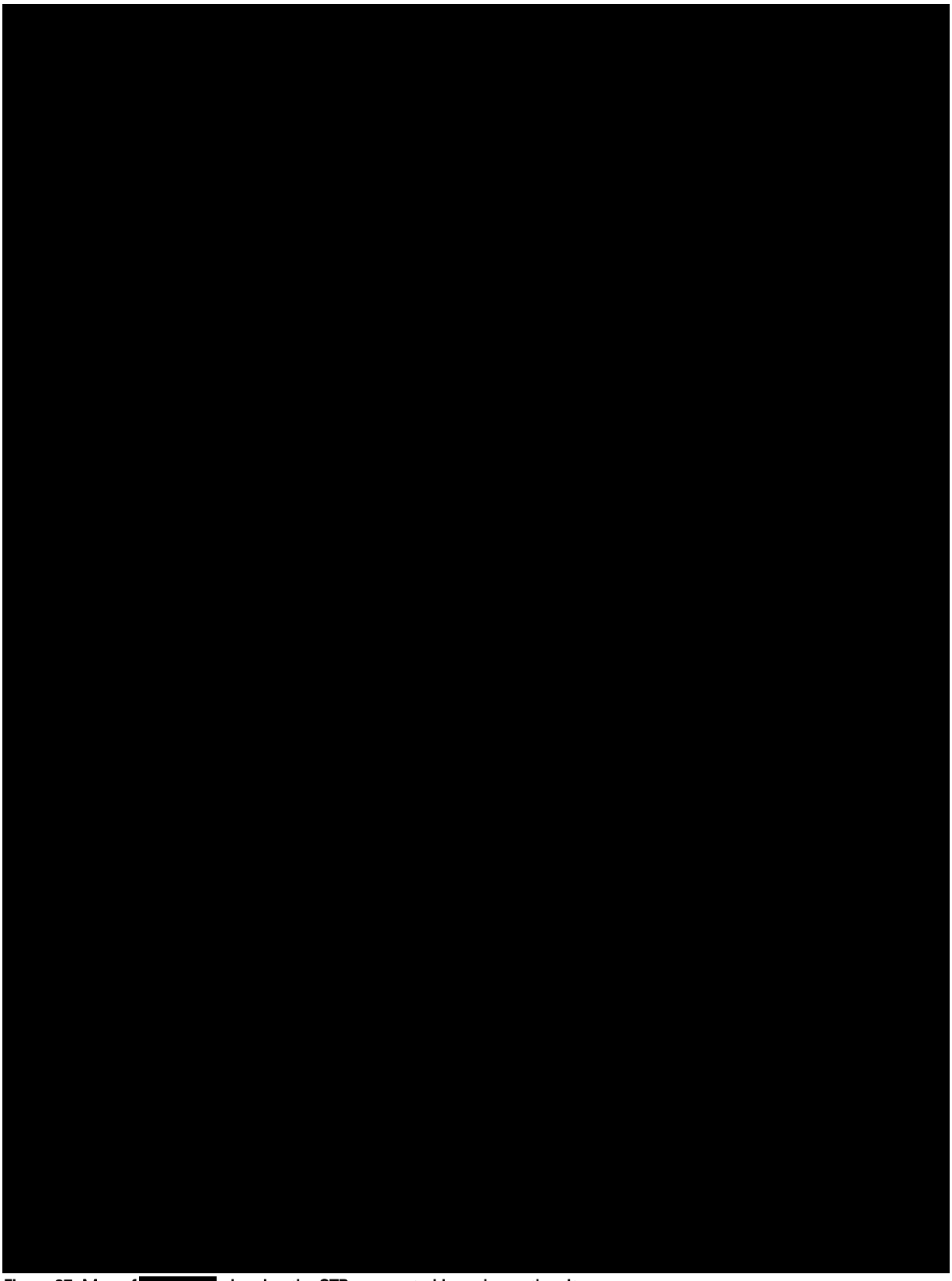


Figure 27. Map of [redacted] showing the STPs excavated in and near the site.

Figure 28. Western edge of [redacted] facing southeast showing paved impasse in location of [redacted].

Figure 29. Eastern edge of [redacted] facing west showing site disturbed by pavement, landscaping, and development.

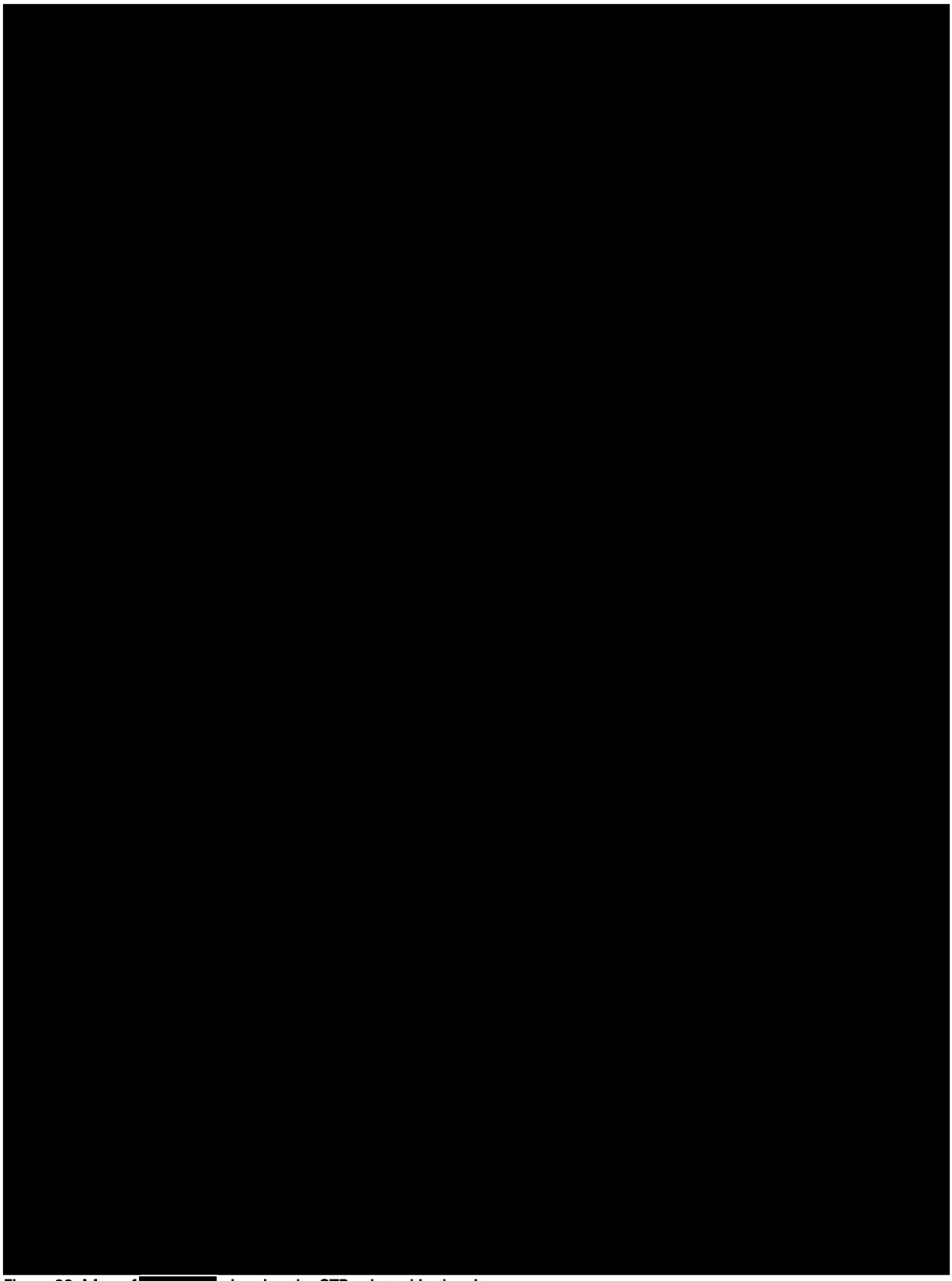


Figure 30. Map of [redacted] showing the STPs plotted in the site.

Figure 31. Overview of [redacted] from the northern half of the site facing south, showing the slope of an artificial embankment for a ramp supporting Griffin Road near [redacted].

Figure 32. Overview of [redacted] from the southern portion of the site facing northwest showing paved Old Griffin Road and Griffin Road (to the north) with tree line just beyond the APE.

ARCHITECTURAL SURVEY RESULTS

The survey of the historical built environment resulted in the documentation of 12 historical resources, consisting of 7 previously recorded resource groups (8BD03216, 8BD03221, 8BD04087, 8BD04227, 8BD04432, 8BD04649, and 8BD07583), 1 newly recorded resource group (8BD09445), and 4 newly recorded historical structures (8BD09441–8BD09444) (Table 10 and Table 11; Figure 33). As the resource groups extend beyond the APE, the District has insufficient information to evaluate 8BD04432, 8BD07583, or 8BD09445 for listing in the NRHP. The District recommends that 8BD04087, 8BD04227, and 8BD04649 remain eligible for listing in the NRHP.

The District recommends that resource groups 8BD03216 and 8BD03221 remain ineligible for listing in the NRHP and 8BD09441–8BD09444 are individually ineligible for listing in the NRHP. Eligibility for a historic district was considered when assessing these structures as a group; however, it is the District's recommendation that these structures in the context of a group do not meet the eligibility criteria for nomination of a historic district as there is no indication of fulfilling Criterion A or B. There is too much new infill, and many of these structures have been updated and altered to such an extent that they no longer retain the historic integrity necessary to fulfill Criterion C.

Table 10. Resource Groups Within the APE

FMSF No	Name	Resource Type	Construction Date	Eligibility
8BD03216	C-10 Spur Canal	Linear Resource	ca. 1928	Ineligible
8BD03221	Dania Canal	Linear Resource	ca. 1916	Ineligible
8BD04087	Florida East Coast Railway	Linear Resource	ca. 1896	Eligible
8BD04227	Dixie Highway	Linear Resource	ca. 1922	Eligible
8BD04432	Griffin Road	Linear Resource	ca. 1913	Insufficient information
8BD04649	Seaboard Air Line (CSX) RR	Linear Resource	ca. 1927	Eligible
8BD07583	Sheridan Street/SR 822	Linear Resource	ca. 1952	Insufficient information
8BD09445	Stirling Road	Linear Resource	ca. 1949	Insufficient information

Table 11. Historic Structures Within the APE

FMSF No	Name	Parcel No.	Construction Date	Eligibility
8BD09441	1900–1908 Tigertail Boulevard	504233030081	ca. 1970	Ineligible
8BD09442	1920–1958 Tigertail Boulevard	504233030080	ca. 1967	Ineligible
8BD09443	4091–4099 N 28 Way	514204040089	ca. 1975	Ineligible
8BD09444	3900 N 28 Terrace	514204040085	ca. 1969	Ineligible

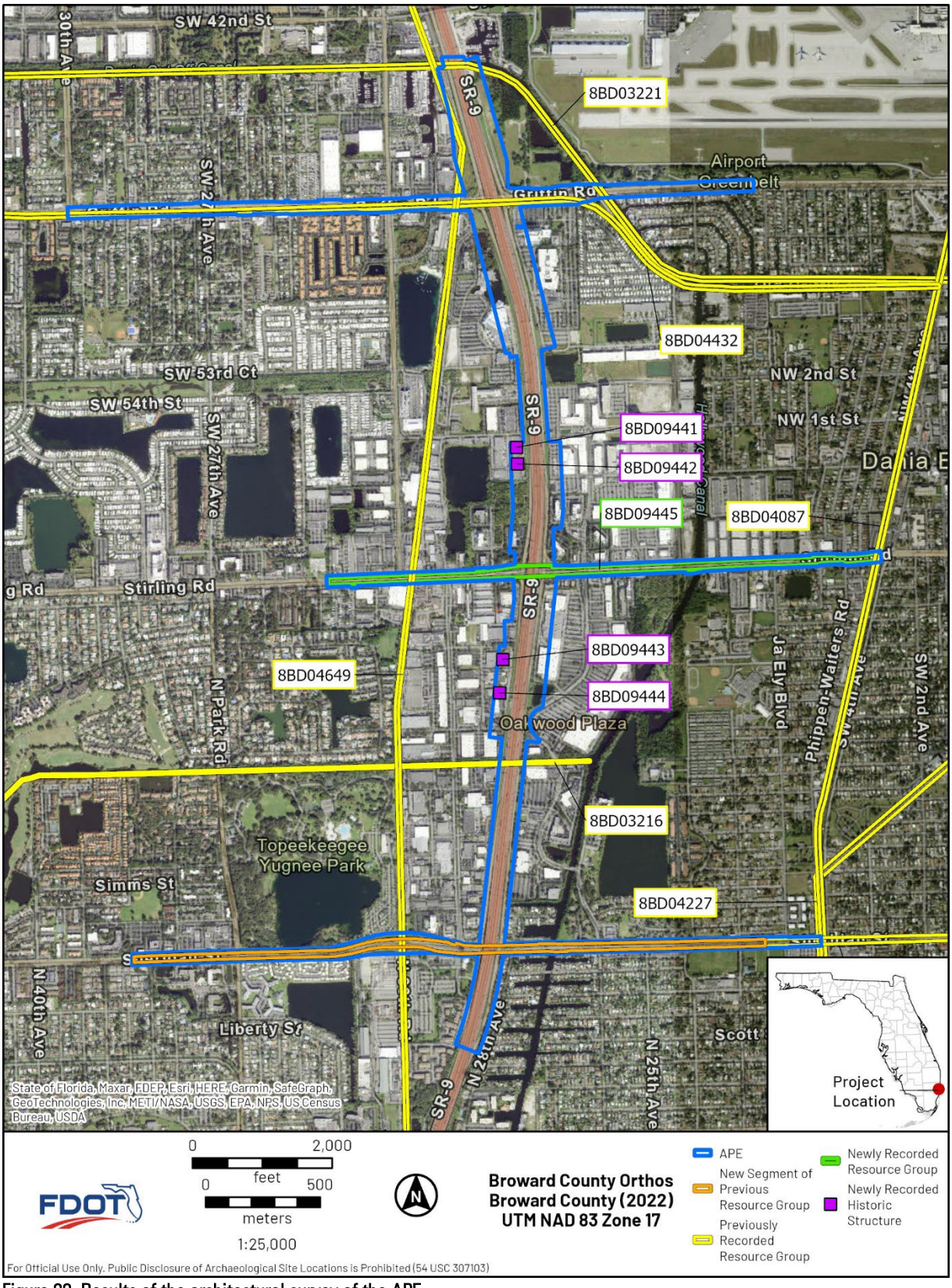


Figure 33. Results of the architectural survey of the APE.

8BD03216: C-10 Spur Canal

Resource Type: Resource Group
Build Date: Circa 1928
Length: 304.80 ft (92.90 m)
Modifications: Widened, deepened to current dimensions (circa 1950)
NRHP Eligibility Recommendation: Ineligible

Resource Description: 8BD03216 (C-10 Spur Canal) is a 304.80 ft (92.90 m) segment of a previously recorded linear resource, locally known as Hollywood Canal. Within the APE, 8BD03216 is a west–east oriented canal measuring 94.90 ft (28.93 m) wide. The canal is a deep earthen channel with heavily vegetated embankments (Figure 34 and Figure 35). FDOT Bridge No. 860574 (built 1990) carries S.R. 9/I-95 over the canal.

The C-10 Spur Canal was constructed in circa 1928 as a drainage sub-canal in the original Everglades Drainage Project. It was part of two different branches which converged into one canal approximately one mile east of the Seaboard Air Line Railroad and emptied into the Dania Canal. The canal underwent extensive modifications in the 1950s during the USACE program for flood control, including deepening and widening of the canal and the addition of flood control structures and reservoirs (Luxon 1999).

Surveyors recorded 8BD03216 during FMSF Survey No. 5844, and recommended this segment of the resource was ineligible for listing in the NRHP, which SHPO concurred with on December 20, 1999 (Luxon 1999).

Recommendation: Although the resource extends beyond the APE, the District recommends **8BD03216 remains ineligible for listing in the NRHP.** It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C as it lacks the integrity, especially in its setting and its materials. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 34. Photograph of 8BD03216–1, facing east.


Figure 35. Photograph of 8BD03216–2, facing east.

8BD03221: Dania Canal

Resource Type: Resource Group
Build Date: Circa 1916
Length: 142.51 ft (43.44 m)
Modifications: Widened, deepened to current dimensions (circa 1950)
NRHP Eligibility Recommendation: Ineligible

Resource Description: 8BD03221 (Dania Canal) is a 142.51 ft (43.44 m) segment of a previously recorded linear resource, locally known as Dania Cut Off Canal. Within the APE, 8BD03221 is a west–east oriented canal measuring 117.14 ft (35.71 m) wide. The canal is a deep earthen channel with heavily vegetated and rocky embankments (Figure 36 and Figure 37). FDOT Bridge Nos. 860109 and 860209 (built 1989) carry S.R. 9/I-95 over the canal.

The Dania Canal was constructed in circa 1916 as part of the Everglades Drainage Project and empties flood waters into the Atlantic Ocean (Miami News, 1 January 1916a:1). Originally known as South New River Canal, the canal was west–east oriented and turned northeast towards the town of Davie (Winkelman 1920). By 1932, the present-day alignment of Dania Canal was in place (Winkelman 1932). The canal underwent extensive modifications in the 1950s during the USACE program for flood control, including deepening and widening the canal (Luxon 1999).

Surveyors recorded 8BD03221 during FMSF Survey No. 5844, and recommended this segment of the resource was ineligible for listing in the NRHP, which SHPO concurred with on December 4, 2017 (Luxon 1999).

Recommendation: Although the resource extends beyond the APE, the District recommends **8BD03221 remains ineligible for listing in the NRHP.** It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C as it lacks the integrity, especially in its setting and its materials. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 36. Photograph of 8BD03221–1, facing northeast.

Figure 37. Photograph of 8BD03221–2, facing east.

8BD04087: Florida East Coast Railway

Resource Type: Resource Group
Build Date: Circa 1896
Length: 48.52 ft (14.79 m)
Modifications: Highway-rail grade crossing installed along with road hardening (circa 1949); highway-rail grade crossing expanded (circa 1984)
NRHP Recommendation: Eligible

Resource Description: 8BD04087 (Florida East Coast Railway) is a 48.52-ft (14.79-m) segment of a previously recorded resource group. The railway is oriented northeast–southwest and consists of a standard gauge rail line with gravel ballast, timber cross ties, and steel rails (Figure 38 and Figure 39).

Originally known as the East Coast Line Railroad, 8BD04087 extended from Jacksonville to Daytona in 1889. In 1892, the railroad was expanded south to New Smyrna as the Florida Coast & Gulf Railway Company. After reaching West Palm Beach in 1893, the railroad was reorganized into the FEC Railway. In 1895, A.L. Knowlton platted Fort Lauderdale and the FEC railway was constructed through the town. Cargo was floated down the New River and shipped to various destinations on the FEC railway, developing the region (Hoffman and Streelman 2012). Dania was a stop along the FEC Railroad as early as 1914 (Fort Pierce News, 25 December 1914:10). By 1949, Stirling Road (8BD09445) was paved, intersecting the railroad (USGS 1949). By 1984, Stirling Road (8BD09445) was widened, and the highway-rail grade crossing was expanded (NETROnline 2023).

Surveyors recorded 8BD04087 during FMSF Survey No. 19480, and recommended this segment of the resource was eligible for listing in the NRHP under Criterion A in Transportation and Community Planning and Development and SHPO concurred with on January 25, 2016 (Hoffman and Streelman 2012).

Recommendation: Although the resource extends beyond the APE, the District recommends **8BD04087 remains eligible for listing in the NRHP.** The FEC Railroad was significant for its role in community development of the Fort Lauderdale area and is eligible under Criterion A for Transportation and Community Planning and Development. Although Henry Flagler is associated with the railway, this segment of 8BD04087 does not individually illustrate significant contributions with the individual to warrant eligibility under Criterion B. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. 8BD04087 does not appear eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

The APE intersects only a very small portion of 8BD04087 at the far eastern end of the project limit along Stirling Road. No alterations to the railroad or the crossing are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04087**.

Figure 38. Photograph of 8BD04087–1, facing southwest.

Figure 39. Photograph of 8BD04087–2, facing northeast.

8BD04649: Seaboard Air Line (CSX) Railroad

Resource Type: Resource Group
Build Date: Circa 1927
Length: 0.19 mi (0.31 km)
Modifications: Highway-rail grade crossing installed along with road hardening (unknown date)
NRHP Recommendation: Eligible

Resource Description: 8BD04649 (Seaboard Air Line [CSX] Railroad) is a 0.19-mi (0.31-km) segment of a previously recorded resource group. The railway is oriented north–south and consists of a standard gauge rail line with gravel ballast, timber cross ties, and steel rails. Within the APE, 8BD04649 intersects Griffin Road and Stirling Road and passes under Sheridan Street (Figure 40–Figure 43).

The SAL Railroad arrived in the Fort Lauderdale on January 8, 1927. The Orange Blossom Special welcomed the first SAL train along its newest extension from West Palm Beach to Miami (Miami Herald, 8 January 1927:7). It became the second railroad line to serve the region following the arrival of the FEC Railroad in 1896 (Broward County 2015). Construction on the SAL Railroad began in the 1880s with branch lines leading to Florida, Georgia, and North Carolina. Following World War I, S. Davies Warfield acquired approximately 160,000 acres of ROW between Sumter County, Florida and West Palm Beach to begin the railroad's expansion. By 1925, 204 mi. of track from Coleman, Florida to West Palm Beach were completed. The Florida Land Boom of the 1920s accompanied the construction of the SAL through the APE. Development of Fort Lauderdale sprawled, following the railroad's footprint away from the city center (Janus Resarch 2012). War-time industry in Fort Lauderdale took advantage of the railroad as well during World War II. Indeed, the railroad handled approximately 33 million tons of freight in 1943 (Burns 2023). The SAL Railroad merged with several companies in the following years, including the Atlantic Coast Line Railroad in 1967 and the Louisville & Nashville Railroad in 1971. After merging under the Chessie System, in 1980, the railway system became CSX Transportation (Janus Resarch 2012).

Surveyors recorded 8BD04649 during FMSF Survey No. 19752 and recommended this segment of the resource was eligible for listing in the NRHP under Criterion A for Transportation and Community Planning and Development. SHPO concurred with on August 8, 2019 (Janus Resarch 2012).

Recommendation: Although the resource extends beyond the APE, the District recommends **8BD04649 remains eligible for listing in the NRHP.** The SAL Railroad was significant for its role in community development of the Fort Lauderdale area so is eligible under Criterion A for Transportation and Community Planning and Development. It does not appear to meet Criterion B as there are no associations with significant persons. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. 8BD04087 does not appear eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road and Stirling Road, and the below-grade crossing with Sheriden Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04649.**

Figure 40. Photograph of 8BD04649–1, facing north.

Figure 41. Photograph of 8BD04649–2, facing south.

Figure 42. Photograph of 8BD04649–3, facing north.


Figure 43. Photograph of 8BD04649–4, facing south.

8BD04227: Dixie Highway

Resource Type: Resource Group
Build Date: Circa 1922
Length: 96.43 ft (29.39 m)
Modifications: Intersected with Sheridan Street (circa 1952); widened to four-lanes (circa 1961)
NRHP Recommendation: Eligible

Resource Description: 8BD04227 (Dixie Highway) is a 96.43 ft (29.39 m) segment of a previously recorded linear resource. Within the APE, the roadway is paved and oriented north–south with a four-lane typical section north of Sheridan Street. South of Sheridan Street, the roadway transitions to only south-bound lanes. The roadway has buffered sidewalks, modern signalization, overhead utilities, and grassed shoulders. Sheridan Road intersects the roadway (Figure 44 and Figure 45).

In 1914, the Dixie Highway Association began to promote the idea of a "continuous, connected, permanent roadway" that would connect the east coast from north to south, promoting development and tourism of towns along the route (Pensacola News Journal, 13 December 1914:1; Tampa Bay Times, 17 February 1915:2). William Sydnor Gilbreath proposed Chicago as the roadway's northern terminus and Miami as its southern terminus (Miami News, 6 January 1915:2). Construction in Florida was underway by 1916. Counties along the route either built new roads or improved existing roads to serve as their portion of the highway (Miami News, 2 March 1916b:4). In 1922, work was underway on Dixie Highway in Broward County, and by the following year, the 26 mi segment of highway was paved and spanned the county, passing through Dania (Miami Herald, 23 July 1922:17, 27 September 1923:15). Within the APE, Dixie Highway was originally a two-lane roadway, running parallel to the FEC Railroad (USGS 1949). By 1952, Sheridan Street was constructed and intersected Dixie Highway, and in circa 1961, 8BD04227 was expanded to four lanes (NETROnline 2023). By 2005, buffered sidewalks were added (NETROnline 2023).

Surveyors recorded 8BD04227 during FMSF Survey No. 27512 and recommended this segment of the resource was ineligible for listing in the NRHP. However, SHPO determined the resource eligible on July 2, 2021 (Kelley 2020b).

Recommendation: Although the resource extends beyond the APE, the District recommends **8BD04227 remains eligible for listing in the NRHP.** Dixie Highway was significant for its role in community development of the Fort Lauderdale area, and the Florida east coast, so is eligible under Criterion A for Transportation and Community Planning and Development. Although William Sydnor Gilbreath is associated with the roadway, this segment of 8BD04227 does not individually illustrate significant contributions with the individual to warrant eligibility under Criterion B. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. 8BD04227 does not appear eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

The APE intersects only a very small portion of 8BD04227 at the far eastern end of the project limit along Sheriden Street. No alterations to Dixie Highway are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04227.**

Figure 44. Photograph of 8BD04227–1, facing north.

Figure 45. Photograph of 8BD04227–2, facing south.

8BD04432: Griffin Road

Resource Type: Resource Group
Build Date: Circa 1913
Length: 1.38 mi (2.22 km)
Modifications: Paved (circa 1957); modernized with I-95 (circa 1964); widened to six lanes (circa 1995)
NRHP Recommendation: Insufficient Information

Resource Description: 8BD04432 (Griffin Road) is a 1.38 mi (2.22 km) segment of a previously recorded linear resource. Within the APE, the roadway is paved and oriented west–east with a six-lane typical section divided by concrete and grassed medians and has sidewalks, bike lanes, modern signalization, and overhead utilities. The Seaboard Air Line Railroad (8BD04649) intersects the roadway, and FDOT Bridge Nos. 860554 (built 1990) and 860555 (built 1989) carry I-95 over the roadway (Figure 46–Figure 48).

Construction began on Griffin Road in 1915 and it was illustrated on a map as an unlabeled two-lane roadway that same year (Azevedo and Travisano 2018; State Library and Archives of Florida 1915). On the 1949 Fort Lauderdale South, Florida historical topographic map, the road is labeled S.R. 818 and on the 1957 West Palm Beach, Florida historical topographic map, the road is designated as Griffin Road and illustrated as a secondary highway, with its eastern end following the present-day route of Griffin Road to Old Griffin Road. The roadway underwent extensive modifications when S.R. 9/I-95 was constructed.

By 1947, plans were underway to construct S.R. 9, a “four-lane super highway,” which would connect Jacksonville and Miami (Heldt, 9 December 1947:2A; Miami Herald, 27 August 1947:11). As part of the construction activities, overpasses were built to carry S.R. 9 over existing roadways, like Griffin Road. In 1952, officials began planning the East Coast toll turnpike and three access points in Broward County. By 1957, the route of the newly proposed federal highway, I-95, was outlined and incorporated S.R. 9 through the APE (Bonafede, 5 October 1957:8). In 1963, the SRD solicited bids for construction of S.R. 9 north to S.R. 84, with work already being completed at the intersections of Hollywood Boulevard and Griffin Road . By 1964, S.R. 9/I-95 had been completed to S.R. 84, and the SRD was in discussions for the proposed extension from S.R. 84 to Davie Boulevard (Miami Herald, 29 January 1963a:43).

By 1969, Griffin Road was expanded to six lanes with multiple turn lanes and interchanges underneath I-95. The remaining road maintained its two-lane alignment until circa 1995 at which time the road was widened to six lanes divided by concrete medians (NETROnline 2023).

Surveyors recorded 8BD04432 during FMSF Survey No. 26858 and determined that the resource was ineligible for listing in the NRHP. SHPO concurred with on February 24, 2020 (Janus Research 2020a).

Recommendation: As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD04432** for listing in the NRHP. Additional research would be required to determine eligibility for the entire resource under Criterion A or B, which is outside the scope of this project. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

The scope of work within the boundary of 8BD04432 consists of interchange, ingress, and egress improvements at the Griffin Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA

requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04432.**

Figure 46. Photograph of 8BD04432–1, facing east.

Figure 47. Photograph of 8BD04432–2, facing west.

Figure 48. Photograph of 8BD04432–3, facing west.

8BD09445: Stirling Road

Resource Type: Resource Group
Build Date: Circa 1949
Length: 1.50 mi (2.41 km)
Modifications: Modernized with I-95 (circa 1964); widened to six lanes (circa 1984)
NRHP Recommendation: Insufficient Information

Resource Description: 8BD09445 (Stirling Road) is a 1.50-mi (2.41-km) segment of a newly recorded linear resource, also known as CR 848. Within the APE, the roadway is paved and oriented west–east with a six-lane typical section divided by concrete and grassed medians and has sidewalks, bike lanes, modern signalization, and overhead utilities. The roadway is intersected by the SAL Railroad, and FDOT Bridge Nos. 860579 and 860580 (built 1990) carry I-95 over the roadway (Figure 49–Figure 51).

Stirling Road appeared on maps in 1949 as Stirling Road and SW 60th Street. The paved road was two lanes until the construction of I-95 (NETROnline 2023; USGS 1949).The roadway underwent extensive modifications when S.R. 9/I-95 was constructed.

By 1947, plans were underway to construct S.R. 9, a “four-lane super highway,” which would connect Jacksonville and Miami (Heldt, 9 December 1947:2A; Miami Herald, 27 August 1947:11). As part of the construction activities, overpasses were built to carry SR 9 over existing roadways. In 1952, officials began planning the East Coast toll turnpike and three access points in Broward County. By 1957, the route of the newly proposed federal highway, I-95, was outlined and incorporated S.R. 9 through the APE (Bonafede 1957). By 1964, SR 9/I-95 had been completed to S.R. 84, and the SRD was in discussions for the proposed extension from S.R. 84 to Davie Boulevard (Miami Herald, 29 January 1963a:43).

The road was expanded to four lanes with multiple turn lanes and interchanges underneath I-95 (NETROnline 2023). The remaining road maintained its two-lane alignment until circa 1984 at which time the road was widened to six lanes divided by concrete medians (NETROnline 2023).

Recommendation: As the resource extends beyond the APE, the District has **insufficient information to evaluate 8BD09445 for listing in the NRHP.** Additional research would be required to determine eligibility for the entire resource under Criterion A or B, which is outside the scope of this project. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

The scope of work within the boundary of 8BD09445 consists of interchange, ingress, and egress improvements at the Stirling Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Stirling Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD09445.**

Figure 49. Photograph of 8BD09445–1, facing west.

Figure 50. Photograph of 8BD09445–2, facing east.

Figure 51. Photograph of 8BD09445–2, facing west.

8BD07583: Sheridan Street/S.R. 822

Resource Type: Resource Group
Build Date: circa 1952
Length: 1.87 mi (3.00 km)
Modifications: Paved and expanded (circa 1969); widened to six lanes (circa 1969)
NRHP Recommendation: Insufficient Information

Resource Description: 8BD07583 (Sheridan Street/S.R. 822) is a 1.87 mi (3.00 km) newly recorded segment of a previously recorded linear resource. Within the APE, the roadway is paved and oriented west–east with a six-lane typical section divided by concrete and grassed medians and has sidewalks, bus lanes, modern signalization, and overhead utilities. The roadway crosses over the Seaboard Air Line Railroad (8BD04649) intersects the roadway, and FDOT Bridge Nos. 860576 and 860577 (built 1990) carry I-95 over the roadway (Figure 52–Figure 54).

The first segment of Sheridan Street within the APE was built in circa 1952 as a small road within a subdivision near present day N 23rd Avenue (NETROnline 2023). The roadway underwent extensive modifications when S.R. 9/I-95 was constructed.

By 1947, plans were underway to construct S.R. 9, a “four-lane super highway,” which would connect Jacksonville and Miami (Heldt, 9 December 1947:2A; Miami Herald, 27 August 1947:11). As part of the construction activities, overpasses were built to carry S.R. 9 over existing roadways. In 1952, officials began planning the East Coast toll turnpike with three access points in Broward County. By 1957, the route of the newly proposed federal highway, I-95, was outlined and incorporated S.R. 9 through the APE (Bonafede 1957). By 1964, S.R 9/I-95 had been completed to S.R. 84, and the SRD was in discussions for the proposed extension from S.R. 84 to Davie Boulevard (Miami Herald, 29 January 1963a:43). Construction on the Sheridan Street Extension began in August 1964, and was scheduled to be completed in July 1965 (Fort Lauderdale News, 18 September 1964:8).

The roadway was expanded to the full length of the APE and crossed the Hollywood Canal by 1969, and the roadway was expanded east to cross the FEC Railroad (NETROnline 2023). The two-lane road was also widened to six lanes divided by concrete medians and was expanded to six lanes with multiple turn lanes and interchanges underneath I-95. A bridge was constructed to carry the roadway over the SAL Railroad at this time (NETROnline 2023).

The nearest recorded segment of 8BD07583 is approximately 1.71 mi (2.75 km) east of the APE. Surveyors recorded 8BD07583 during FMSF Survey No. 27575, and recommended this segment of the resource was ineligible for listing in the NRHP, which SHPO concurred with on July 28, 2021 (Janus Research 2020b).

Recommendation: As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD07583** for listing in the NRHP. Additional research would be required to determine eligibility for the entire resource under Criterion A or B, which is outside the scope of this project. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, has been consistently maintained, and no historical materials are extant. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

The scope of work within the boundary of 8BD07583 consists of interchange, ingress, and egress improvements at the Sheridan Street and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Sheridan Street is a

modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD07583.**

Figure 52. Photograph of 8BD07583 –1, facing east.

Figure 53. Photograph of 8BD07583 –2, facing west.

Figure 54. Photograph of 8BD07583 –3, facing west.

8BD09441: 1900–1908 Tigertail Boulevard

Resource Type: Structure
Build Date: Circa 1970
Dimensions/Area: 24,000 square feet (sq ft)
Modifications: Hip awnings removed (circa 2014)
NRHP Eligibility Status: Ineligible

Resource Description: 8BD09441 (1900–1908 Tigertail Boulevard) is a newly recorded historical structure with Commercial style. Built in 1970, 8BD09441 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The flat roof is built up with tar and gravel, and the masonry walls are clad in stucco. There are multiple store fronts along the east façade through glazed metal-framed doors. Select entrances feature cloth awnings. A concrete slab abuts the facade. Fenestration includes individual, paired, and grouped metal-framed picture windows. Fixed transoms are above the grouped windows. A molded cornice accents the parapet. The west elevation features multiple garage bays with metal roll-up doors. Hip awnings above each storefront were removed in circa 2014. A paved parking lot is located east of the building (Figure 55–Figure 58).

Tigertail Industrial Park owned many properties throughout Dania which consisted of warehouses and industrial centers (Miami Herald, 14 November 1972b:46). Public Auctions as well as Bankruptcy sales were held at these facilities (Fort Lauderdale News, 8 October 1972:66; Miami Herald, 19 July 1972a:108).

According to the Broward County Property Appraiser Records, the main building mass is 24,000 sq ft (Figure 59). This property is currently owned by Tigertail Industrial Park LLC and was purchased from Allen and Milton Prince in November 2007 (Broward County Property Appraiser 2023).

Recommendation: The District recommends **8BD09441 is ineligible for listing in the NRHP.** It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 55. Photograph of 8BD09441–1, facing west.

Figure 56. Photograph of 8BD09441–2, facing west.

Figure 57. Photograph of 8BD09441–3, facing southwest.

Figure 58. Photograph of 8BD09441–4, facing southeast.

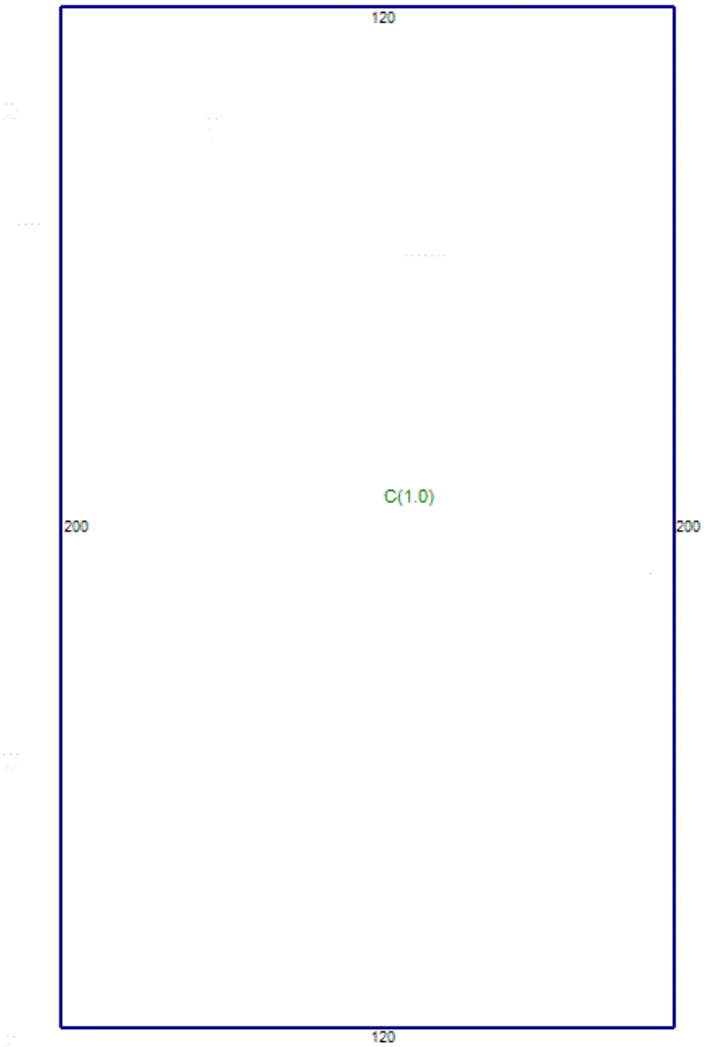


Figure 59. 8BD09441 Base Area plan (Broward County Property Appraiser 2023).

8BD09442: 1920–1958 Tigertail Boulevard

Resource Type: Structure
Build Date: Circa 1967
Dimensions/Area: 31,992 sq ft
Modifications: Garage bays converted to storefronts (circa 2014)
NRHP Eligibility Status: Ineligible

Resource Description: 8BD09442 (1920–1958 Tigertail Boulevard) is a newly recorded historical structure with Commercial style. Built in 1967, 8BD09442 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The flat roof is built up with tar and gravel, and the masonry walls are clad in stucco. There are multiple store fronts along the east façade through glazed metal-framed doors. Select entrances feature cloth awnings. A concrete slab abuts the facade. The east façade also features multiple open garage bays. Fenestration includes paired metal-framed transoms and sidelights. A flat utility addition is centered on the east façade, and a molded cornice accents the parapet. Three garage bays were converted to storefronts in circa 2014. A paved parking lot is located east of the building (Figure 60–Figure 63).

Tigertail Industrial Park owned many properties throughout Dania which consisted of warehouses

and industrial centers (Miami Herald, 14 November 1972:46). Public Auctions as well as Bankruptcy sales were held at these facilities (Miami Herald 19 July 1972:108).

According to the Broward County Property Appraiser Records, the main building mass is 31,992 sq ft (Figure 64). This property is currently owned by Tigertail Industrial Park LLC and was purchased from Allen and Milton Prince in November 2007. In March 1998, the property was owned by Fred Zorovich, Stanley Warren, and David Harris. In April 1980, the property was owned by Allyn Industrial Property Inc (Broward County Property Appraiser 2023).

Recommendation: The District recommends **8BD09442 is ineligible for listing in the NRHP.** It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 60. Photograph of 8BD09442–1, facing west.

Figure 61. Photograph of 8BD09442–2, facing west.

Figure 62. Photograph of 8BD09442–3, facing west.

Figure 63. Photograph of 8BD09442–4, facing northwest.

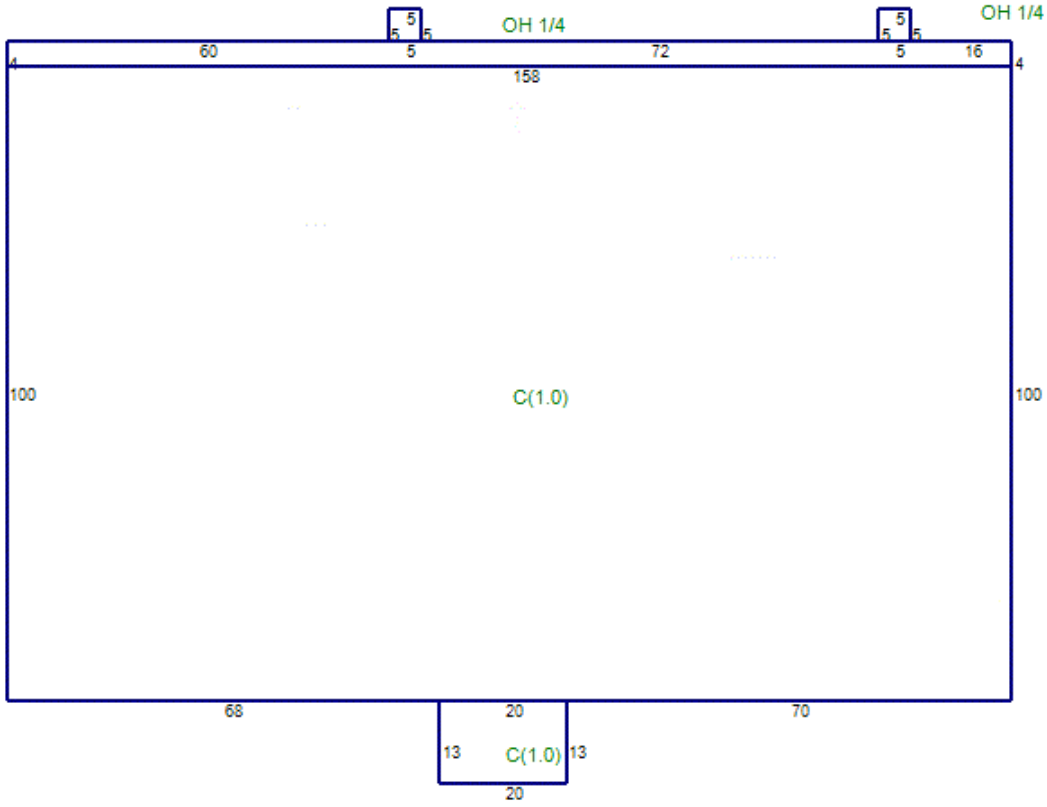


Figure 64. 8BD09442 Base Area plan of northern section (Broward County Property Appraiser 2023).

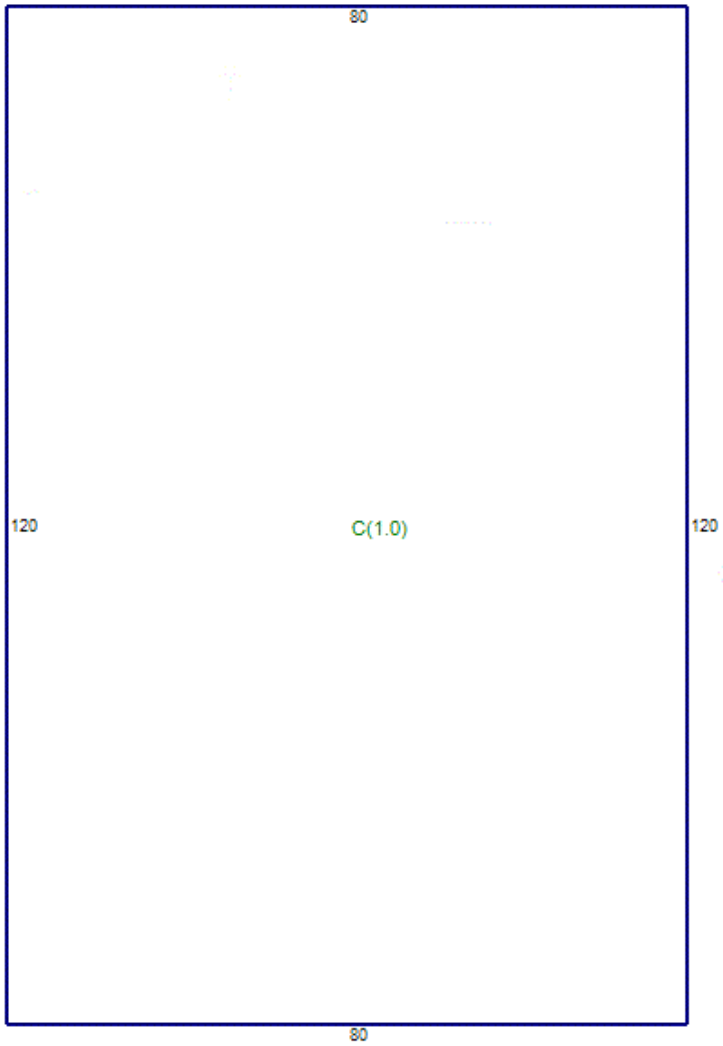


Figure 65. 8BD09442 Base Area plan of southern section (Broward County Property Appraiser 2023).

8BD09443: 4091–4099 N 28 Way

Resource Type: Structure
Build Date: Circa 1975
Dimensions/Area: 56,185 sq ft
Modifications: Ramp replaced with stairs, loading bay added on east elevation (circa 2011)
NRHP Eligibility Status: Ineligible

Resource Description: 8BD09443 (4091-4099 N 28 Way) is a newly recorded historical structure with Industrial Vernacular style. Built in 1975, 8BD09443 is a one-story, rectangular-shaped plan warehouse set on a continuous concrete block foundation. The flat roof is built up with tar and gravel, and the masonry walls are clad in stucco. There are multiple store fronts along the east and west elevations through glazed metal-framed doors with fixed transoms. The entrances feature raised concrete platforms with metal railing and are within slight concrete flat extensions. Paired concrete pilasters flank rusticated panels around the entrances. Fenestration includes individual metal-framed fixed windows. Loading bays with metal roll-doors are featured on both the east and west elevation. A concrete ramp on the east elevation was replaced with stairs to make room for an additional loading bay in circa 2011. A paved parking lot is located west of the building (Figure 66–Figure 69).

The National Cheese Co. operated from this facility in 1978 (Miami Herald, 29 October 1978:84).

According to the Broward County Property Appraiser Records, the main building mass is 56,185 sq ft (Figure 70). This property is currently owned by Jordan International Co and Sarasha Investments Inc and was purchased from John Alper in December 1991. In December 1986, the property was owned by Ralph Myers (Broward County Property Appraiser 2023).

Recommendation: The District recommends **8BD09443 is ineligible for listing in the NRHP.** It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 66. Photograph of 8BD09443–1, facing west.

Figure 67. Photograph of 8BD09443–2, facing west.

Figure 68. Photograph of 8BD09443–3, facing southeast.

Figure 69. Photograph of 8BD09443–4, facing south.

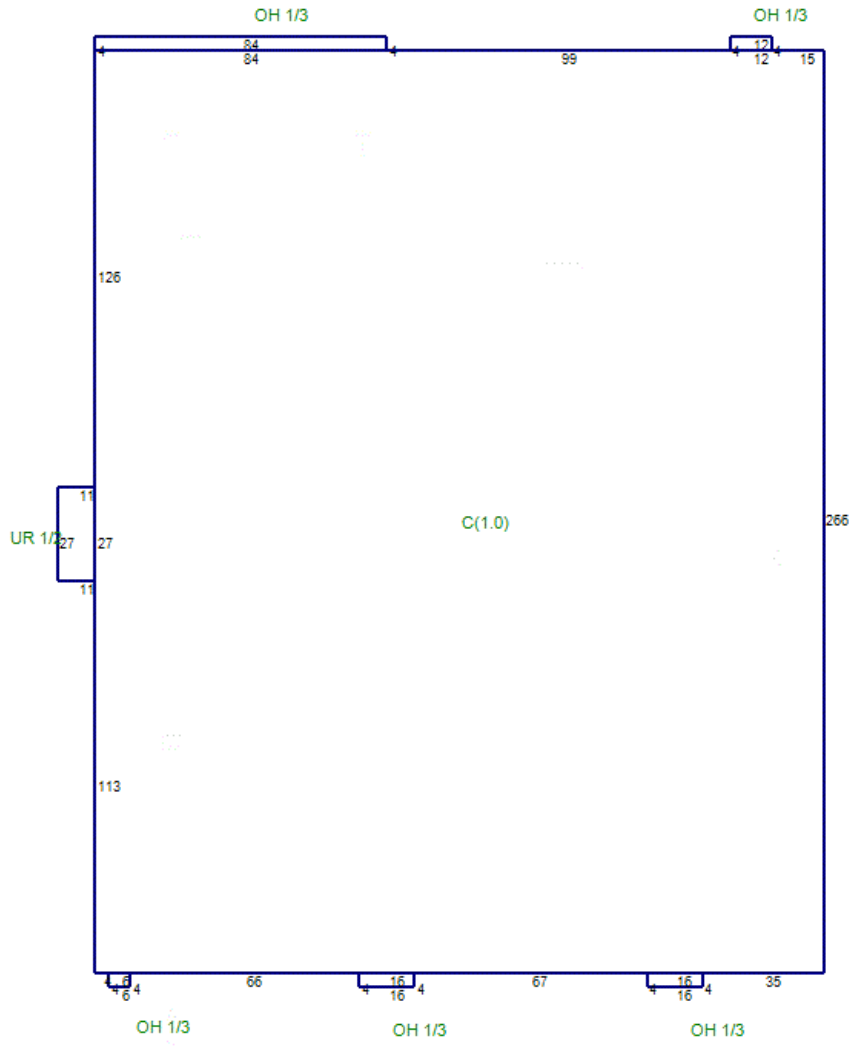


Figure 70. 8BD09443 Base Area plan (Broward County Property Appraiser 2023).

8BD09444: 3900 N 28 Terrace

Resource Type: Structure
Build Date: Circa 1969
Dimensions/Area: 22,200 sq ft
Modifications: Addition on west elevation (circa 1995); hurricane shutters added (unknown date)
NRHP Eligibility Status: Ineligible

Resource Description: 8BD09444 (3900 N 28 Terrace) is a newly recorded historical structure with Industrial Vernacular style. Built in 1969, 8BD09444 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The flat roof is built up with tar and gravel, and the masonry walls are clad in stucco. The main entrance is on the south facade through glazed metal-framed doors. The entrance is within a slight concrete flat extension. An additional glazed metal-framed entrance is located on the east elevation. Rusticated panels accent the elevations with smooth stucco finished panels between. Colored banding wraps around the south elevation. Fenestration includes individual metal-framed picture windows and paired metal-framed single-hung-sash windows with one-over-one configuration. Hurricane shutters flank the windows. A

metal addition with a side-gable roof was constructed on the west elevation in circa 1995. A loading bay is located on this addition on the west elevation. A paved parking lot is south of the building (Figure 71–Figure 74).

Nationwide Lift Trucks operated from this facility from 1979 through 1986 (Fort Lauderdale News, 28 August 1979:47; South Florida Sun Sentinel 6 October 1986:54).

According to the Broward County Property Appraiser Records, the main building mass is 22,200 sq ft (Figure 75). This property is currently owned by Conte Enterprises Ltd and was purchased from Arthur and Clara Conte in October 2002 (Broward County Property Appraiser 2023).

Recommendation: The District recommends **8BD09444 is ineligible for listing in the NRHP**. It is not eligible under Criterion A or B as no significant historical associations are known. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

Figure 71. Photograph of 8BD09444–1, facing west.

Figure 72. Photograph of 8BD09444–2, facing west.

Figure 73. Photograph of 8BD09444–3, facing northwest.

Figure 74. Photograph of 8BD09444–4, facing northeast.

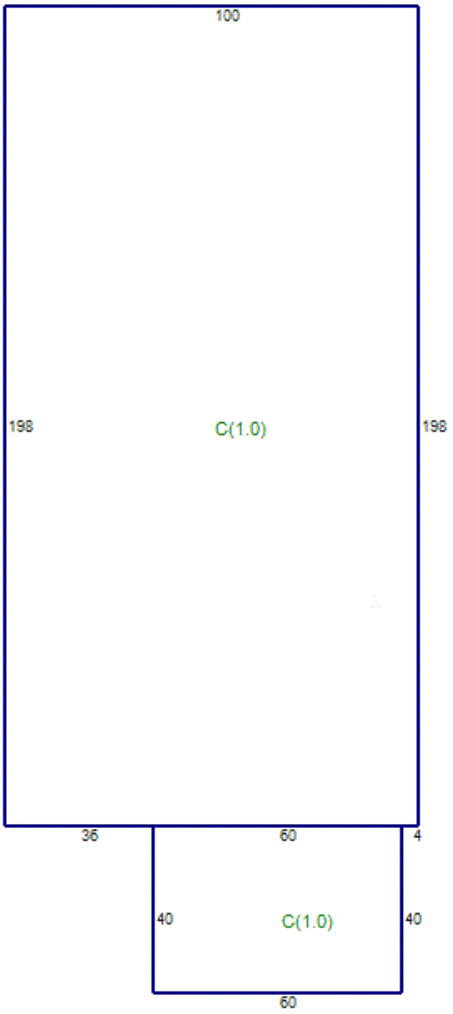


Figure 75. 8BD09444 Base Area plan (Broward County Property Appraiser 2023).

CONCLUSIONS AND RECOMMENDATIONS

FDOT District 4 prepared a CRAS in support of the S.R. 9/I-95 From Miami-Dade/Broward County Line to North of Griffin Road PD&E Study in Broward County, Florida. The project length is 13.183 mi (21.22 km). The proposed undertaking includes interchange, ingress, and egress improvements at the intersections of S.R. 9/I-95 and Sheridan Street, Stirling Road, and Griffin Road (known as the Basic Services Area), including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. The project is in Sections 28, 29, 32–34 of T50S, R42E and Sections 3–5 and 8–10 of T51S, R42E. The PD&E study is federally funded under FPID Number 439170-1-22-02.

The APE is defined as the existing ROW for the proposed undertaking and was expanded to include adjacent parcels up to 100 m from the centerline of the road in areas of new ground disturbance. The CRAS aims to identify and locate any historic resources within the APE and assess their potential for listing in the NRHP. The CRAS was prepared in accordance with the guidelines of the Section 106 PA among the Federal Highway Administration, the Advisory Council on Historic Preservation, the FDHR, the SHPO, and FDOT (executed September 27, 2023). The survey methods and report were designed to comply with Chapter 267, F.S., Rule 1A-46 of the Florida Administrative Code, Section 106 of the National Historic Preservation Act of 1966, FDOT's PD&E Manual, FDOT's CRM Handbook, and the FDHR's Module 3 Guidelines (FDHR 2003).

A Research Design and Survey Methodology, dated September 2023, was prepared to define an appropriate APE, conduct background research to identify previously recorded resources within the APE and develop sufficient historical context for their evaluation, and to establish a plan to guide the location, identification, and evaluation of cultural resources during the CRAS. [redacted] The field survey was conducted in accordance with the approved Research Design and Survey Methodology. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing at intervals based on archaeological site potential throughout the APE. No archaeological materials were encountered during field survey of the APE.

[redacted]

[redacted]

The survey of the historical built environment resulted in the documentation of 12 historical resources, consisting of 7 previously recorded resource groups (8BD03216, 8BD03221, 8BD04087, 8BD04227, 8BD04432, 8BD04649, and 8BD07583), 1 newly recorded resource group (8BD09445), and 4 newly recorded historical structures (8BD09441–8BD09444). The District recommends that resource groups **8BD03216 and 8BD03221 remain ineligible for listing in the NRHP**, and that newly recorded historical structures **8BD09441–8BD09444 are ineligible for listing in the NRHP.**

Florida East Coast Railway (8BD04087) is a previously recorded linear resource built circa 1869. Although the resource extends beyond the APE, the District **recommends 8BD04087 remains eligible for listing in the NRHP.** The APE intersects only a very small portion of 8BD04087 at the far eastern end of the project limit along Stirling Road. No alterations to the railroad or the crossing are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04087.**

Seaboard Air Line (CSX) Railroad (8BD04649) is a previously recorded linear resource built circa 1927. Although the resource extends beyond the APE, the District recommends **8BD04649 remain eligible for listing in the NRHP**. 8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road and Stirling Road, and the below-grade crossing with Sheriden Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04649.**

Dixie Highway (8BD04227) is a previously recorded linear resource built circa 1922. Although the resource extends beyond the APE, the District recommends **8BD04227 remains eligible for**

listing in the NRHP. The APE intersects only a very small portion of 8BD04227 at the far eastern end of the project limit along Sheriden Street. No alterations to Dixie Highway are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04227.**

Griffin Road (8BD04432) is a previously recorded linear resource built circa 1913. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD04432 for listing in the NRHP.** The scope of work within the boundary of 8BD04432 consists of interchange, ingress, and egress improvements at the Griffin Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04432.**

Stirling Road (8BD09445) is a newly recorded linear resource built circa 1949. As the resource extends beyond the APE, the District **has insufficient information to evaluate 8BD09445 for listing in the NRHP.** The scope of work within the boundary of 8BD09445 consists of interchange, ingress, and egress improvements at the Stirling Road and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Stirling Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD09445.**

Sheridan Street/S.R. 822 (8BD07583) is a newly recorded segment of a previously linear resource built circa 1957. As the resource extends beyond the APE, the District **has insufficient information to evaluate the newly recorded segment of 8BD07583 for listing in the NRHP.** The scope of work within the boundary of 8BD07583 consists of interchange, ingress, and egress improvements at the Sheridan Street and S.R. 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Sheridan Street is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD07583.**

The District recommends that the proposed undertaking should have **no adverse effect** on resources listed, eligible, or potentially eligible for listing in the NRHP and **no additional investigation** within the APE is necessary. Should work outside the existing ROW be proposed or should the project design change in a manner that alters the undertaking's relationship with cultural resources, it is recommended that the District reinitiate consultation with the SHPO and Broward County CLG to assess potential effects to the resources.

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Appendix A
Previously Recorded Historical Structures in the FMSF Search Area

Table A-1. Previously Recorded Historical Structures Within 0.5 mi (0.8 km) of the APE

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD00080	Old Dania Elementary School	1913	School, University, College	Not evaluated
8BD00081	Hollywood Hills Elementary School	1926	School, University, College	Not evaluated
8BD00118	Boehm, John Residence	1915	Private residence	Not evaluated
8BD00119	Nyberg-Swanson House	ca. 1912	Private residence; barber/beauty shop	Not evaluated
8BD00120	Frost, Helen And Martin Home	No Data	Private residence	Not evaluated
8BD00121	Old Dania Bank	1923	Commercial	Not evaluated
8BD00137	Bryan, John Residence	ca. 1910	Private residence	Not evaluated
8BD00140	Dania Methodist Church	1905	House of worship	Not evaluated
8BD00141	Dania Beach Hotel	ca. 1925	Hotel, motel, Inn	Potentially eligible
8BD00142	La Normandie Restaurant	1910	Farm; restaurant	Not evaluated
8BD00144	Black, J W Residence	ca. 1913	Private residence	Not evaluated
8BD00145	Dania Community Library Woman's Club	No Data	Lodge (club) building	Not evaluated
8BD00147	Parrish Residence	ca. 1915	Private residence	Not evaluated
8BD00148	Ocean Waterway Mobile Home Park	ca. 1900	Lodge (club) building; office	Not evaluated
8BD00320	2239 Atlanta Street	ca. 1924	Private residence	Not evaluated
8BD00329	2218 Charleston Street	ca. 1924	Private residence	Not evaluated
8BD00358	2205 Coolidge Street	No Data	Private residence	Not evaluated
8BD00359	2223 Coolidge Street	No Data	Private residence	Not evaluated
8BD00360	2311 Coolidge Street	ca. 1924	Private residence	Not evaluated
8BD00382	1902 North Dixie Highway	No Data	Abandoned or vacant	Not evaluated
8BD00387	2221 Douglas Street	ca. 1924	Private residence	Not evaluated
8BD00388	2224 Douglas Street	ca. 1924	Private residence	Not evaluated
8BD00389	2234 Douglas Street	ca. 1924	Private residence	Not evaluated
8BD00390	2206 Farragut Street	ca. 1924	Private residence	Not evaluated
8BD00391	2235 Farragut Street	ca. 1924	Private residence	Not evaluated
8BD00392	2245 Farragut Street	ca. 1924	Private residence	Not evaluated
8BD00465	2227 Greene Street	ca. 1924	Private residence	Not evaluated
8BD00468	Arble, Robert Residence	No Data	Private residence	Not evaluated
8BD00469	1951 Harding Street	1933	Private residence	Not evaluated
8BD00470	2212 Harding Street	ca. 1924	Private residence; school, university, college	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD00471	Hudson, R R Residence	No Data	Private residence	Not evaluated
8BD00472	Philips, E C Residence	No Data	Private residence	Not evaluated
8BD00578	2204 Hood St	1924	Private residence	Not evaluated
8BD00579	2206 Hood St	1924	Private residence	Not evaluated
8BD00580	2208 Hood St	1924	Private residence	Not evaluated
8BD00581	2212 Hood St	1924	Private residence	Not evaluated
8BD00582	2221 Hood St	1924	Private residence	Not evaluated
8BD00583	2229 Hood St	1924	Private residence	Not evaluated
8BD00584	2230 Hood St	1924	Private residence	Not evaluated
8BD00585	2234 Hood St	1924	Private residence	Not evaluated
8BD00586	2235 Hood St	1924	Private residence	Not evaluated
8BD00646	1834 Lee St	ca. 1925	Private residence	Not evaluated
8BD00647	1911 Lee St	ca. 1930	Apartment	Not evaluated
8BD00648	1938 Lee St	No Data	Private residence	Not evaluated
8BD00649	1945 Lee St	1933	Private residence	Not evaluated
8BD00650	2220 Lee St	No Data	Private residence	Not evaluated
8BD00825	2229 Raleigh St	ca. 1930	Private residence	Not evaluated
8BD00826	2240 Raleigh St	ca. 1930	Private residence	Not evaluated
8BD00827	2308 Raleigh St	ca. 1930	Private residence	Not evaluated
8BD00853	1819 Scott St	No Data	Private residence	Not evaluated
8BD00854	1823 Scott St	ca. 1926	Private residence	Not evaluated
8BD00855	1931 Scott St	No Data	Private residence	Not evaluated
8BD00856	Gardner, F O Residence	1928	Private residence	Not evaluated
8BD00858	Jones, Charles Residence	No Data	Private residence	Not evaluated
8BD00859	2228 Simms St	ca. 1922	House of worship	Not evaluated
8BD00860	2238 Simms St	ca. 1930	Private residence	Not evaluated
8BD00861	2240 Simms St	No Data	Private residence	Not evaluated
8BD00862	2246 Simms St	ca. 1924	Private residence	Not evaluated
8BD00863	2313 Simms St	ca. 1924	Private residence	Not evaluated
8BD00864	2332 Simms St	ca. 1924	Private residence	Not evaluated
8BD00875	2237 Taft St	No Data	Private residence	Not evaluated
8BD00876	Masters, Ida Residence	ca. 1926	Private residence	Not evaluated
8BD00896	Butler, Mattie Residence	ca. 1926	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD00897	Foote, George C Residence	ca. 1928	Destroyed	Not evaluated
8BD00898	Knowles, Dr Virgil W Residence	No Data	Private residence	Not evaluated
8BD00899	Adams, George Residence	1928	Private residence	Not evaluated
8BD00900	Davis, J O Residence	ca. 1924	Private residence	Not evaluated
8BD00979	Nelson, J J Residence	ca. 1931	Private residence	Not evaluated
8BD00980	2231 Wilson St	No Data	Private residence	Not evaluated
8BD00981	2233 Wilson St	ca. 1938	Private residence	Not evaluated
8BD00982	Purcell, R L Residence	No Data	Private residence	Not evaluated
8BD00983	2311 Wilson St	No Data	Private residence	Not evaluated
8BD00984	Swords, W A Residence	ca. 1924	Private residence	Not evaluated
8BD00985	2411 Wilson St	ca. 1926	Private residence	Not evaluated
8BD00986	2422 Wilson St	No Data	Private residence	Not evaluated
8BD01031	Stone, Walter P Residence	1928	Private residence	Not evaluated
8BD01043	2514 N 22nd Ave	No Data	Private residence	Not evaluated
8BD01045	2640 N 23rd Ave	ca. 1924	Private residence; Shop	Not evaluated
8BD02754	Smith, William Henry, House	ca. 1915	Private residence	Not evaluated
8BD02561	Junior Bachelor Officers Quarters NAS	1942	Governmental offices; military	Not evaluated
8BD02562	Link Trainer NAS Ft Lauderdale	1942	Military; museum/art gallery/planetarium	Eligible
8BD02592	Shelton, Dr John B, House	No Data	Private residence; retail establishment	Not evaluated
8BD02593	Original Site Of First Baptist Church	1924	Commercial; House of worship	Not evaluated
8BD02594	Backstreet Antiques	No Data	Commercial	Not evaluated
8BD02595	Atr Lane's Antiques	ca. 1920	Commercial	Not evaluated
8BD02596	Filiz Bakir Antiques	ca. 1940	Commercial	Not evaluated
8BD02597	Bank Of Dania	1923	Bank	Not evaluated
8BD02598	T & T Cash Grocery #1	ca. 1926	Grocery store; retail establishment	Not evaluated
8BD02599	T & T Cash Grocery #2	1939	Restaurant; grocery store	Not evaluated
8BD02600	Breeding Drugs	1943	Pharmacy	Not evaluated
8BD02601	Griffin Hardware & Blossom Flower Shop	ca. 1940	Commercial; hardware store	Not evaluated
8BD02602	Elmer Christian's Garage	ca. 1909	Automobile dealership	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD02603	Hotel Anne	ca. 1912	Commercial and apartments; hotel, motel, inn	Not evaluated
8BD02604	Vr Labree Bicycle Shop	ca. 1913	Commercial and apartments	Not evaluated
8BD02605	Home Grocery Shop	ca. 1942	Grocery store	Not evaluated
8BD02606	Shell Gas Station	ca. 1935	Service station	Not evaluated
8BD02607	Brady Building	ca. 1923	Commercial	Not evaluated
8BD02608	Katherine Hotel	1940	Hotel, motel, inn	Potentially eligible
8BD02609	Roland Apartments	ca. 1920	Commercial and apartments	Not evaluated
8BD02610	Hansen, R J, Building	ca. 1920	Commercial and apartments	Not evaluated
8BD02611	Swanson Building	ca. 1920	Commercial and apartments	Not evaluated
8BD02612	James, J R, Building	ca. 1920	Commercial and apartments	Not evaluated
8BD02613	Ellis Building	ca. 1926	Commercial	Not evaluated
8BD02614	Cameo Antiques	ca. 1926	Commercial	Not evaluated
8BD02615	Adam's Five And Dime	ca. 1940	Commercial	Not evaluated
8BD02616	Florida Theater At Dania	1939	Commercial; Theater	Not evaluated
8BD02617	Shield's, J E, Building	ca. 1924	Commercial and apartments	Not evaluated
8BD02618	Ruck's D M, Buildings	ca. 1928	Commercial	Not evaluated
8BD02619	Booth, Oscar, Building	ca. 1944	Barber/Beauty shop	Not evaluated
8BD02620	Rooming House	No Data	Commercial and apartments	Not evaluated
8BD02621	Larson Building	ca. 1926	Commercial	Not evaluated
8BD02622	First Dania Theater	1925	Commercial and apartments; Theater	Not evaluated
8BD02623	Antique Galleries Mall	ca. 1946	Commercial	Not evaluated
8BD02624	63 N Federal Hwy	No Data	Commercial and residence	Not evaluated
8BD02625	Shelton, Dr John B, Office Addition	ca. 1930	Office	Not evaluated
8BD02626	Baker, Catherine Le, House	ca. 1943	Private residence	Not evaluated
8BD02627	Collins, M S And Anita, House	ca. 1936	Private residence	Not evaluated
8BD02628	Jones, S L And Ola M, House	ca. 1938	Private residence	Not evaluated
8BD02629	Jones, M L And Barbara H, Jr, House	ca. 1938	Private residence	Not evaluated
8BD02630	Daniels, Robert, House	ca. 1938	Private residence	Not evaluated
8BD02631	Jones, S L, & Peek, Edgar, House	ca. 1920	Private residence	Not evaluated
8BD02639	Peek, Lonnie And Bernice, House	ca. 1930	Private residence	Not evaluated
8BD02640	Gibralter Capital Corp	ca. 1940	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD02641	Calhoun, Priscilla, House	ca. 1920	Private residence	Not evaluated
8BD02642	Young, Lillian M, House	ca. 1920	Private residence	Not evaluated
8BD02643	Knowles, H And Beulah, House	ca. 1943	Private residence	Not evaluated
8BD02644	Besner, Jack T R, House	ca. 1930	Private residence	Not evaluated
8BD02645	Mcnair, Adel, House	ca. 1943	Private residence	Not evaluated
8BD02646	Dean, A And Rosalie, House	ca. 1938	Private residence	Not evaluated
8BD02647	Walker, R And Curley Mae, Houses	ca. 1920	Private residence	Not evaluated
8BD02648	131 NW 7th Ave	ca. 1920	Private residence	Not evaluated
8BD02649	143 NW 7th Ave	ca. 1920	Private residence	Not evaluated
8BD02650	149 NW 7th Ave	ca. 1930	No Data	Not evaluated
8BD02654	249 NW 8th Ave	ca. 1930	Private residence	Not evaluated
8BD02655	300 Block Of 8th Ave	ca. 1930	Private residence	Not evaluated
8BD02656	United Church Of God	1943	House of worship	Not evaluated
8BD02657	Lee, R And Funchess, W J, House	ca. 1930	No Data	Not evaluated
8BD02658	Le, C And Hilton, R III, House	ca. 1931	Private residence	Not evaluated
8BD02659	55 NW 14th Ave	No Data	Private residence	Not evaluated
8BD02660	Williams, Betty, House	ca. 1949	Private residence	Not evaluated
8BD02664	Lewis, Rev Tannie, House	ca. 1930	Private residence	Not evaluated
8BD02665	Anderson, James, House #3	ca. 1930	Private residence	Not evaluated
8BD02668	Burrows, W, House	ca. 1920	Private residence	Not evaluated
8BD02669	Mack, A And Pearlie, House	ca. 1920	Private residence	Not evaluated
8BD02671	Polanco, L And Eva, House	ca. 1930	Private residence	Not evaluated
8BD02673	Collins, M S And Anita, House #3	ca. 1933	Private residence	Not evaluated
8BD02674	Collins, Sterling M, House	No Data	Private residence	Not evaluated
8BD02675	Rolle, H And Morley, V, House	ca. 1936	Private residence	Not evaluated
8BD02676	Burrows, Miriam, House	ca. 1944	Private residence	Not evaluated
8BD02677	Reeves, Beatrice R, House	ca. 1933	Private residence	Not evaluated
8BD02678	Burrows, Elisa C, House	ca. 1920	No data	Not evaluated
8BD02679	Taylor, Sam, House	ca. 1920	Private residence	Not evaluated
8BD02680	Rhemings, Charles, House	ca. 1920	Private residence	Not evaluated
8BD02681	Rocksburg House	ca. 1930	Private residence	Not evaluated
8BD02691	Peek, Lonnie & Bernice, House # 2	ca. 1934	Duplex	Not evaluated
8BD02692	Bethel Baptist Church	ca. 1930	House of worship	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD02693	11 SW 6th Ave	ca. 1920	Private residence	Not evaluated
8BD02694	23 SW 6th Ave	ca. 1930	Private residence	Not evaluated
8BD02695	Brown, Mabel, House	ca. 1936	Private residence	Not evaluated
8BD02696	Daniels, Warren, House	ca. 1930	Private residence	Not evaluated
8BD02697	Weiner, Elizabeth, House	ca. 1933	Private residence	Not evaluated
8BD02698	Joynes, Tom F, House	ca. 1936	Private residence	Not evaluated
8BD02701	Bailey, G H & Eileen M, House	No Data	Private residence	Not evaluated
8BD02702	Salvino, F & Ella Exec Cntr, Sa	ca. 1933	Private residence	Not evaluated
8BD02703	Olebos, Anna V, House	ca. 1934	Private residence	Not evaluated
8BD02704	Frost, Clark & Judith, House	ca. 1940	Private residence	Not evaluated
8BD02710	Gordon, N & G, House	No Data	Private residence	Not evaluated
8BD02711	Cart, Richard D, House	No Data	Private residence	Not evaluated
8BD02712	Zeller, Donald & Denise, House	ca. 1900	Private residence	Not evaluated
8BD02713	Shannon Apartments	No Data	Apartment	Not evaluated
8BD02715	Delarm, Floyd, House	ca. 1940	Private residence	Not evaluated
BD02716	Bartelamus, M F P, House	ca. 1920	Private residence	Not evaluated
8BD02717	Husband, T P & J, House	No Data	Private residence	Not evaluated
8BD02718	Lehtola, Ralph & Esther, House	No Data	Private residence	Not evaluated
8BD02719	Beaubrun, Carmelita, House	ca. 1936	Private residence	Not evaluated
8BD02720	Zeigler, David, House	No Data	Private residence	Not evaluated
8BD02721	Publicker, Donna, House	ca. 1939	Private residence	Not evaluated
8BD02722	Buhagiar, Mary, House	ca. 1943	Private residence	Not evaluated
8BD02723	Dech, G & Mary Jane, House	ca. 1936	Private residence	Not evaluated
8BD02724	Ostojich, Gerald & Joan, House	ca. 1945	Private residence	Not evaluated
8BD02725	Miller, R C & J, House A	ca. 1925	Private residence	Not evaluated
8BD02726	Miller, R C & J, House B	ca. 1925	Duplex	Not evaluated
8BD02727	Miller, R C & J, House C	ca. 1925	Private residence	Not evaluated
8BD02728	Miller, R C & J, House D	ca. 1925	Private residence	Not evaluated
8BD02729	Miller, R C & J, House E	ca. 1925	Private residence	Not evaluated
8BD02730	Kresh, Carl J, House	ca. 1933	Private residence	Not evaluated
8BD02731	Angelos, Helene, House	ca. 1943	Private residence	Not evaluated
8BD02732	Felix, Ethlena, House	ca. 1933	Private residence	Not evaluated
8BD02733	Pardo, John, House	ca. 1931	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD02734	Dragoo, Eugene D, House	ca. 1944	No data	Not evaluated
8BD02735	Reeves, Jd & Shirley, House	ca. 1941	Private residence	Not evaluated
8BD02736	Kodner, Bruce, House	ca. 1920	Office	Not evaluated
8BD02738	Estes, Van P & Cynthia Ann, House	No Data	Apartment	Not evaluated
8BD02739	Ely Antiques	No Data	Commercial	Not evaluated
8BD02740	Poutinen, Wayne, House	1939	Office	Not evaluated
8BD02741	Creative Workshop	ca. 1915	Warehouse; Industrial plant	Not evaluated
8BD02742	Dania Phoenix Corp	ca. 1915	No data	Not evaluated
8BD02743	Kodner, Bruce, House #2	ca. 1915	No data	Not evaluated
8BD02747	Mcelyea, C & Carole, House	ca. 1904	Lodge (club) building	Not evaluated
8BD02748	Mcelyea, C & Carole, House #2	ca. 1904	Private residence	Not evaluated
8BD02749	Mcelyea, C & Carole, House #3	ca. 1904	Private residence	Not evaluated
8BD02750	Dania Professional Bldg Corp	ca. 1915	Private residence	Not evaluated
8BD02751	Dania Pro Bldg Corp, House #2	ca. 1915	Private residence	Not evaluated
8BD02752	Jose, Frank A, House	ca. 1915	Private residence	Not evaluated
8BD02753	129 SW 1st Ct	ca. 1915	Private residence	Not evaluated
8BD02889	Paint Building NAS Building 1	1942	Other	Ineligible
8BD02890	Antenna Communications NAS Building 4	1953	Other	Ineligible
8BD02891	Hoisting Tower NAS Building 4	1953	Other	Ineligible
8BD02892	Mine Test Tank NAS Building 7	1942	Other	Ineligible
8BD02893	Underwater Weapons Systems Lab NAS Bld14	1942	Other	Ineligible
8BD02894	Administration Building NAS Building 15	1942	Other	Ineligible
8BD02895	Magazines/Small Arms NAS Building 20	1943	Other	Ineligible
8BD02896	Magazines/High Explosive NAS Building 21	1943	Other	Ineligible
8BD02897	Magazines/Small Arms NAS Building 22	1943	Other	Ineligible
8BD03214	Rinker Concrete Blocks & Steel	ca. 1945	Industrial plant	Ineligible
8BD03215	3600 N. 29th Avenue	ca. 1949	Commercial	Ineligible
8BD03217	2950 Stirling Road	No Data	Warehouse	Ineligible
8BD03218	2910 Stirling Road	ca. 1935	Private residence	Ineligible
8BD03219	195 Ravenswood Road	ca. 1950	Warehouse	Ineligible
8BD03338	1950 Sheridan Street	ca. 1950	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD03350	1944 Sheridan Street	1950	Private residence	Ineligible
8BD03351	1844 Sheridan Street	1949	Private residence	Ineligible
8BD03352	Roe F. Stafford Residence	1950	Private residence	Ineligible
8BD03353	42 Sheridan Street	1947	Private residence	Ineligible
8BD03354	48 Sheridan Street	1942	Private residence	Ineligible
8BD03355	1518 SW 2nd Ave	1947	Private residence	Ineligible
8BD03356	Walter D. Scott House	1935	Private residence	Ineligible
8BD03357	2417 North 19th Ave	1950	Private residence	Ineligible
8BD03359	2323 Sheridan Street	1947	Private residence	Ineligible
8BD03360	2239 Sheridan Street	1955	Private residence	Ineligible
8BD03361	18 A & B SE 15th Street (Duplex)	1950	Private residence	Ineligible
8BD03395	1466 South Dixie Highway	1949	Other	Ineligible
8BD03396	1464 South Dixie Highway	1952	Private residence	Ineligible
8BD03397	2218 North Dixie Highway	1952	Service station	Ineligible
8BD03398	2100 North Dixie Highway	1952	Entertainment	Ineligible
8BD03399	2101 North Federal Highway	1949	Funeral home	Ineligible
8BD03400	2105 North Federal Highway	1954	Restaurant	Ineligible
8BD03401	2111 North Federal Highway (US 1)	1952	Retail establishment	Ineligible
8BD03402	221 North Federal Highway	1952	Restaurant	Ineligible
8BD03403	2217-2221 North Federal Highway	1949	Abandoned or vacant	Ineligible
8BD03404	2342 North Federal Highway	1950	Hotel, motel, inn	Ineligible
8BD03405	2218 North Federal Highway	1954	Bar	Ineligible
8BD03406	2200 North Federal Highway	1944	Automobile dealership	Ineligible
8BD03407	1331 South Federal Highway	1946	Shop	Ineligible
8BD03408	1550 South Federal Highway	1953	Restaurant	Ineligible
8BD03409	1290 South Federal Highway- Palms Inn	1951	Hotel, motel, inn	Ineligible
8BD03948	14 SE 15th Street	1955	Private residence	Ineligible
8BD03949	248 Sheridan Street	1952	Private residence	Not evaluated
8BD03950	326 Sheridan Street	1951	Private residence	Not evaluated
8BD03951	322 Sheridan Street	1955	Private residence	Not evaluated
8BD03952	320 Sheridan Street	1954	Private residence	Not evaluated
8BD03953	306 Sheridan Street	1955	Apartment	Not evaluated
8BD03954	300 Sheridan Street	1955	Apartment	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD03955	266 Sheridan Street	1955	Private residence	Not evaluated
8BD03956	260 Sheridan Street	1952	Private residence	Not evaluated
8BD03957	254 Sheridan Street	1952	Private residence	Not evaluated
8BD03958	2243 Sheridan Street	ca. 1955	Private residence	Not evaluated
8BD03959	Stracke Residence	ca. 1955	Private residence	Not evaluated
8BD03960	218 Sheridan Street	1952	Private residence	Not evaluated
8BD03961	36 Sheridan Street	1956	Private residence	Not evaluated
8BD03962	1938 Sheridan Street	1954	Private residence	Not evaluated
8BD04154	Sentry Gate	1942	Military	Ineligible
8BD04160	Bleep's Sub Shop	ca. 1957	Restaurant	Ineligible
8BD04161	California Accessories	ca. 1958	Commercial and residence	Ineligible
8BD04162	Villa L. Hommei Motel Building B	ca. 1958	Office	Ineligible
8BD04163	Villa L. Hommei Motel Building A	ca. 1949	Hotel, Motel, Inn	Ineligible
8BD04164	Fabulous Fabrics and More	ca. 1955	Commercial; Restaurant	Ineligible
8BD04165	Shoreline Gallery	ca. 1955	Commercial	Ineligible
8BD04846	Rustic Inn	ca. 1950	Commercial; Restaurant	Ineligible
8BD04847	North Coast Trailer Park	ca. 1955	Mobile Home/Trailer Home	Ineligible
8BD04848	Banyan Bay Marine Center	ca. 1940	Pier	Ineligible
8BD04849	4201 Ravenswood Road	No Data	Commercial	Ineligible
8BD04989	3011 SW 46th Court	ca. 1957	Private residence	Ineligible
8BD04990	3010 SW 46th Court	ca. 1957	Private residence	Ineligible
8BD04991	3011 SW 47th Street	ca. 1957	Private residence	Ineligible
8BD04992	3010 SW 47th Street	ca. 1957	Private residence	Ineligible
8BD04993	4536 SW 30th Avenue	No Data	Private residence	Ineligible
8BD05324	1952 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05325	1946 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05326	1940 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05327	1934 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05328	1932 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05339	1911 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05340	1917 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05341	1923 Wilson Street	ca. 1951	Private residence	Not evaluated
8BD05342	1929 Wilson Street	ca. 1949	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD05343	1933 Wilson Street	ca. 1949	Apartment	Not evaluated
8BD05344	1935 Wilson Street	ca. 1951	Private residence	Not evaluated
8BD05345	1941 Wilson Street	ca. 1959	Duplex	Not evaluated
8BD05346	1947 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05347	1953 Wilson Street	ca. 1949	Private residence	Not evaluated
8BD05348	1958 Harding Street	ca. 1956	Duplex	Not evaluated
8BD05349	1956 Harding Street	ca. 1956	Private residence	Not evaluated
8BD05350	1950 Harding Street	ca. 1957	Apartment	Not evaluated
8BD05351	1946 Harding Street	ca. 1957	Apartment	Not evaluated
8BD05352	1932 Harding Street	ca. 1944	Private residence	Not evaluated
8BD05353	1924 Harding Street	ca. 1952	Duplex	Not evaluated
8BD05354	1910 Harding Street	ca. 1957	Duplex	Not evaluated
8BD05355	1904 Harding Street	ca. 1949	Private residence	Not evaluated
8BD05356	1821 North 19th Avenue	ca. 1941	Private residence	Not evaluated
8BD05358	1821 Harding Street	ca. 1938	Duplex	Not evaluated
8BD05359	1825 Harding Street	ca. 1942	Apartment	Not evaluated
8BD05360	1829 Harding Street	ca. 1939	Private residence	Not evaluated
8BD05361	1833 Harding Street	ca. 1938	Private residence	Not evaluated
8BD05362	1837 Harding Street	ca. 1931	Apartment	Not evaluated
8BD05363	1901 Harding Street	ca. 1939	Private residence	Not evaluated
8BD05364	1905 Harding Street	ca. 1939	Private residence	Not evaluated
8BD05365	1913 Harding Street	ca. 1939	Duplex	Not evaluated
8BD05366	1917 Harding Street	ca. 1939	Private residence	Not evaluated
8BD05367	1921 Harding Street	ca. 1949	Private residence	Not evaluated
8BD05368	1925 Harding Street	ca. 1960	Apartment	Not evaluated
8BD05369	1935 Harding Street	ca. 1947	Private residence	Not evaluated
8BD05370	1903-1905 North 20th Ave	ca. 1958	Duplex	Not evaluated
8BD05371	1954 Coolidge Street	ca. 1951	Private residence	Not evaluated
8BD05372	1948 Coolidge Street	ca. 1950	Private residence	Not evaluated
8BD05373	1942 Coolidge Street	ca. 1950	Private residence	Not evaluated
8BD05374	1936 Coolidge Street	ca. 1949	Private residence	Not evaluated
8BD05375	1922 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05376	1918 Coolidge Street	ca. 1938	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD05377	1916 Coolidge Street	ca. 1938	Private residence	Not evaluated
8BD05378	1912 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05379	1908 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05380	1904 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05381	1900 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05382	1836 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05383	1832 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05384	1828 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05385	1824 Coolidge Street	ca. 1936	Private residence	Not evaluated
8BD05386	1820 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05387	1816 Coolidge Street	ca. 1944	Private residence	Not evaluated
8BD05388	1812 Coolidge Street	ca. 1940	Apartment	Not evaluated
8BD05389	Budget Inn	ca. 1940	Hotel, Motel, Inn	Not evaluated
8BD05390	1813 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05391	1817 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05392	1821 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05393	1825 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05394	1829 Coolidge Street	ca. 1939	Private residence	Not evaluated
8BD05395	1833 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05396	1837 Coolidge Street	ca. 1940	Private residence	Not evaluated
8BD05397	1901 Coolidge Street	ca. 1938	Private residence	Not evaluated
8BD05398	1905 Coolidge Street	ca. 1938	Private residence	Not evaluated
8BD05399	1909 Coolidge Street	ca. 1938	Private residence	Not evaluated
8BD05400	1917 Coolidge Street	ca. 1938	Apartment	Not evaluated
8BD05401	1931 Coolidge Street	ca. 1949	Private residence	Not evaluated
8BD05402	1937 Coolidge Street	ca. 1949	Private residence	Not evaluated
8BD05403	1949 Coolidge Street	ca. 1950	Private residence	Not evaluated
8BD05404	1954-58 Scott Street	ca. 1959	Apartment	Not evaluated
8BD05405	1942 Scott Street	ca. 1952	Private residence	Not evaluated
8BD05406	1936 Scott Street	ca. 1952	Private residence	Not evaluated
8BD05407	1930 Scott Street	ca. 1954	Apartment	Not evaluated
8BD05408	1916 Scott Street	ca. 1944	Apartment	Not evaluated
8BD05409	1912 Scott Street	ca. 1938	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD05410	1908 Scott Street	ca. 1938	Private residence	Not evaluated
8BD05411	1904 Scott Street	ca. 1938	Private residence	Not evaluated
8BD05412	1900 Scott Street	ca. 1942	Private residence	Not evaluated
8BD05413	1836 Scott Street	ca. 1939	Private residence	Not evaluated
8BD05414	1832 Scott Street	ca. 1942	Duplex	Not evaluated
8BD05415	1828 Scott Street	ca. 1939	Private residence	Not evaluated
8BD05416	1824 Scott Street	ca. 1939	Private residence	Not evaluated
8BD05417	1820 Scott Street	ca. 1939	Private residence	Not evaluated
8BD05418	1816 Scott Street	ca. 1944	Apartment	Not evaluated
8BD05419	1812 Scott Street	ca. 1939	Private residence	Not evaluated
8BD05420	1810 Scott Street	ca. 1955	Duplex	Not evaluated
8BD05421	1905 Scott Street	ca. 1949	Apartment	Not evaluated
8BD05422	1925-1927 Scott Street	ca. 1959	Duplex	Not evaluated
8BD05423	1935 Scott Street	ca. 1944	Private residence	Not evaluated
8BD05424	1943 Scott Street	ca. 1953	Private residence	Not evaluated
8BD05425	2103-2105 N 20th Avenue	ca. 1957	Duplex	Not evaluated
8BD05426	1950 Lee Street	ca. 1960	Private residence	Not evaluated
8BD05427	1946 Lee Street	ca. 1954	Private residence	Not evaluated
8BD05428	1924 Lee Street	ca. 1951	Private residence	Not evaluated
8BD05429	1918 Lee Street	ca. 1948	Private residence	Not evaluated
8BD05430	1916 Lee Street	ca. 1945	Private residence	Not evaluated
8BD05431	1900 Lee Street	ca. 1965	Private residence	Not evaluated
8BD05432	2118 N 19th Ave	ca. 1957	Apartment	Not evaluated
8BD05433	1821 Lee St	ca. 1952	Office	Not evaluated
8BD05434	1825 Lee St	ca. 1952	Private residence	Not evaluated
8BD05435	1855 Lee St	ca. 1950	Apartment	Not evaluated
8BD05436	2215-2217 N 20 Ave	ca. 1954	Duplex	Not evaluated
8BD05437	1954 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05438	1948 Thomas St	ca. 1952	Private residence	Not evaluated
8BD05439	1942 Thomas St	ca. 1952	Apartment	Not evaluated
8BD05440	1936 Thomas St	ca. 1961	Apartment	Not evaluated
8BD05441	1924-1930 Thomas St	ca. 1951	Duplex	Not evaluated
8BD05442	1916 Thomas St	ca. 1950	Private residence	Not evaluated

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD05443	1846 Thomas St	ca. 1951	Private residence	Not evaluated
8BD05444	1842 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05445	1836 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05446	1832 Thomas St	ca. 1949	Private residence	Not evaluated
8BD05447	1826 Thomas St	ca. 1948	Private residence	Not evaluated
8BD05448	1820 Thomas St	ca. 1951	Private residence	Not evaluated
8BD05449	1825 Thomas St	ca. 1940	Private residence	Not evaluated
8BD05450	1833 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05451	1839 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05452	1845 Thomas St	ca. 1954	Private residence	Not evaluated
8BD05453	1857-1851 Thomas St	ca. 1956	Private residence	Not evaluated
8BD05455	1913 Thomas St	ca. 1950	Private residence	Not evaluated
8BD05456	1955 Thomas St	ca. 1951	Private residence	Not evaluated
8BD05457	1959 Thomas St	ca. 1954	Private residence	Not evaluated
8BD05458	2303 N 20th Ave	ca. 1946	Private residence	Not evaluated
8BD05459	1930 Sherman Street	ca. 1951	Private residence	Not evaluated
8BD05460	1924 Sherman Street	ca. 1950	Private residence	Not evaluated
8BD05461	1918 Sherman Street	ca. 1950	Private residence	Not evaluated
8BD05462	1912 Sherman Street	ca. 1949	Apartment	Not evaluated
8BD05463	1844 Sherman Street	ca. 1946	Apartment	Not evaluated
8BD05464	2410 Federal Highway	ca. 1967	Restaurant	Not evaluated
8BD05465	1845 Sherman St	ca. 1950	Private residence	Not evaluated
8BD05466	1849 Sherman St	ca. 1959	Apartment	Not evaluated
8BD05467	1855 Sherman St	ca. 1946	Apartment	Not evaluated
8BD05468	1901 Sherman St	ca. 1946	Private residence	Not evaluated
8BD05469	1909 Sherman St	ca. 1957	Private residence	Not evaluated
8BD05470	1919 Sherman St	ca. 1948	Private residence	Not evaluated
8BD05471	1925 Sherman St	ca. 1949	Private residence	Not evaluated
8BD05472	1931 Sherman St	ca. 1949	Private residence	Not evaluated
8BD05473	1939 Sherman St	ca. 1955	Private residence	Not evaluated
8BD05474	1943 Sherman St	ca. 1955	Private residence	Not evaluated
8BD06453	St Maurice ECE	ca. 1958	House of worship	Not evaluated
8BD06683	Stirling Church	ca. 1958	House of worship	Ineligible

Resource ID	Name	Year Built	Use	SHPO Evaluation
8BD08237	Garden appts at 4850 SW 48 Ave	1951	Apartment	Not evaluated
8BD08238	1958 Steakhouse at Griffin Rd	1956	Restaurant	Not evaluated
8BD08239	Cottage at Griffin Rd	1952	No Data	Not evaluated
8BD08250	1905 Stirling Road	ca. 1953	Private residence	Ineligible

Appendix B.
Shovel Test Pit Locations

Table A-2. UTM NAD 83, Zone 16

STP	Results	Easting	Northing
1	Not excavated	[redacted]	
2	Not excavated		
3	Not excavated		
4	Not excavated		
5	Not excavated		
6	Not excavated		
7	Not excavated		
8	Not excavated		
9	Not excavated		
10	Not excavated		
11	Not excavated		
12	Negative		
13	Not excavated		
14	Negative		
15	Not excavated		
16	Negative		
17	Not excavated		
18	Not excavated		
19	Negative		
20	Not excavated		
21	Negative		
22	Negative		
23	Not excavated		
24	Negative		
25	Not excavated		
26	Not excavated		
27	Not excavated		
28	Not excavated		
29	Not excavated		
30	Not excavated		
31	Not excavated		
32	Not excavated		

STP	Results	Easting	Northing
33	Not excavated	[redacted]	
34	Not excavated		
35	Not excavated		
36	Not excavated		
37	Not excavated		
38	Not excavated		
39	Not excavated		
40	Not excavated		
41	Not excavated		
42	Not excavated		
43	Not excavated		

Appendix C.
FMSF Forms

Appendix D. Research Design and Survey Methodology