CULTURAL RESOURCE ASSESSMENT SURVEY
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

COUNTY ROAD (CR) 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE & CR 887 (OLD US 41) FROM COLLIER COUNTY LINE TO BONITA BEACH ROAD

LEE AND COLLIER COUNTIES, FLORIDA

Financial Project ID Nos.: 435110-1-22-01 & 435347-1-22-01
Federal Aid Project Nos.: D119 028 B; D119 027 B
ETDM No.: 14339

Florida Department of Transportation
District One
801 North Broadway Avenue
Bartow, Florida 33830

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 Federal Highway Administration (FHWA) and FDOT.

June 2025

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Prepared for:

Florida Department of Transportation
District One
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June 2025

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District 1 is conducting a Project Development & Environment (PD&E) Study to consider the widening of County Road (CR) 887 (Old US 41) up to four lanes from US 41 in Collier County to Bonita Beach Road in Lee County in order to address existing congestion and projected travel demand as a result of area-wide growth. The roadway project has been divided into two segments and is approximately 2.73 miles in length. Segment 1 (1.55 miles in length) extends from US 41 to the Lee County Line in the northwestern corner of unincorporated Collier County (Financial Project Identification [FPID] No. 435110-1-22-01). Segment 2 (1.18 miles in length) extends from the Collier County Line to Bonita Beach Road within the City of Bonita Springs in southern Lee County (FPID No. 435347-1-22-01).

The proposed improvement to CR 887 (Old US 41) will expand the roadway to a four-lane divided roadway with 11-foot (ft) travel lanes. The Preferred Alternative would require the purchase of additional right-of-way (ROW) for a shared use path and bicycle lanes in both directions. A new Quadrant Roadway is proposed to connect CR 887 (Old US 41) with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk within a total of 70-ft ROW. There are no improvements planned for CR 887 (Old US 41) north of the proposed new Quadrant Roadway, including the CR 887 (Old US 41) and Bonita Beach Road intersection. In addition, two Stormwater Management Facilities (SMF) sites and three Floodplain Compensation (FPC) sites (hereinafter referred to as pond sites) will be located throughout the study area and will require additional ROW. See **Appendix A** for the Preferred Alternative concept plans and location of proposed pond sites. The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project No. 14339. This is a federally funded project.

The purpose of the Cultural Resource Assessment Survey (CRAS) was to locate and identify any archaeological sites and historic resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). As defined in *36 Code of Federal Regulations (CFR) Part § 800.16(d),* the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." Based on the scale and nature of the project activities, the archaeological APE is limited to the footprint of construction of the roadway improvements and proposed pond sites. The historic/architectural APE along CR 887 (Old US 41) where proposed road widening will occur includes the footprint of construction as well as resources within immediately adjacent parcels up to 200-ft from the existing and proposed ROW. In addition, resources within 500-ft of the proposed new quadrant roadway were surveyed. The historic/architectural pond sites APE includes the footprint of construction and resources within 100-ft of the proposed pond sites. The archaeological and historical field surveys were completed in April 2025.

All work was conducted to comply with Section 106 of the *National Historic Preservation Act (NHPA)* of 1966, (Public Law 89-665, as amended), as implemented by *36 CFR Part 800* (*Protection of Historic* Properties, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (FS)*, Chapter 1A-46, *Florida Administrative Code (FAC),* and Florida's Coastal Management Code. All work was performed to comply with the standards outlined in Part 2, Chapter 8 ("Archaeological and Historical Resources") of the FDOT's *PD&E Manual,* and the standards and guidelines contained in the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003; FDOT 2024). The Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research and a review of the Florida Master Site File (FMSF) indicated that no sites are recorded within the APE. [redacted] he ETDM Project 14339 indicated a moderate impact to cultural resources. As a result of field investigation, including the excavation of 57 shovel tests, no archaeological sites were discovered.

Historic background research, including a review of the FMSF and the NRHP digital databases, indicated that no historic resources have been previously recorded within the APE. Background research identified an unrecorded segment of the Seminole Gulf Railway (8LL02445) crossing through the APE in Lee County. A similar segment of the Seminole Gulf Railway was previously recorded in 2014 approximately two miles north of the APE and was found to have insufficient information to determine NRHP eligibility by the SHPO (Survey No. 21494). A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Collier County and Lee County property appraiser's website data revealed the potential for eight new historic resources 46 years of age or older (constructed in 1979 or earlier) within the APE (Downs 2025, Caldwell 2025).

Historic/architectural field survey resulted in the identification and evaluation of nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between circa (ca.) 1966 and 1977, one structure, the Naples-Fort Myers Greyhound Track (8LL03076), and three linear resources, the Transmission Corridor Canal (8CR01669), Old US 41 (8CR01670/8LL03078), and the Seminole Gulf Railway (8LL02445). Overall, the newly identified buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The Naples-Fort Myers Greyhound Track (8LL03076) is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the affiliated facility was demolished in 2021 and only the track remains extant. Thus, the buildings and structure do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. Two linear resources, the Transmission Corridor Canal (8CR01669) and Old US 41 (8CR01670/8LL03078), as contained within the APE, appear ineligible for listing in the NRHP. The segment of the Transmission Corridor Canal (8CR01669) is a common example of drainage systems found throughout Florida that have been altered and lacks unique design and engineering features. The segment of Old US 41 (8CR01670/8LL03078) is a common example of a highway found throughout Florida that lacks historic integrity. While the segments contained within the APE do not appear to be eligible for the NRHP, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

An unrecorded segment of the Seminole Gulf Railway (8LL02445) was newly identified and recorded within the APE. Although the segment of the railroad within the APE is a typical example found throughout Florida, the railroad possesses significance for its association and engineering trends with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the segment of

the Seminole Gulf Railway (8LL02445), as contained within the APE, appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-ft travel lanes in both directions, a 7-ft bicycle lane in both directions, and a 12-ft shared use path on the west side of CR 887 (Old US 41). The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed. As such, the undertaking will not result in physical destruction, damage, or alteration of all or part of the Seminole Gulf Railway (8LL02445) for which it is NRHP eligible. Therefore, the proposed undertaking will have no adverse effect on the Seminole Gulf Railway (8LL02445). Based on the results of background research and field investigations, it is the opinion of ACI that the proposed undertaking will result in no adverse effect to historic properties. No further cultural resource work is recommended.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT), District 1 is conducting a Project Development & Environment (PD&E) Study to consider the widening of County Road (CR) 887 (Old US 41) up to four lanes from US 41 in Collier County to Bonita Beach Road in Lee County in order to address existing congestion and projected travel demand as a result of area-wide growth. See **Appendix A** for the Preferred Alternative concept plans. The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project No. 14339. This is a federally funded project.

1.1 Project Description

The roadway project has been divided into two segments (**Figure 1.1**) and is approximately 2.73 miles in length. Segment 1 (1.55 miles in length) extends from US 41 to the Lee County Line in the northwestern corner of unincorporated Collier County. Segment 2 (1.18 miles in length) extends from the Collier County Line to Bonita Beach Road within the City of Bonita Springs in southern Lee County.

Within the project limits, the existing Old US 41 is classified as a two-lane, undivided major collector with a posted speed limit of 45 miles per hour. The roadway features two twelve-foot (ft) travel lanes with alternating left and right turn lanes throughout the length of the corridor as well as an open drainage system. An active rail line operated by Seminole Gulf Railway transects the project corridor at-grade. In general, the existing right-of-way (ROW) is 150 ft along Segment 1 and 105 ft along Segment 2. Although the roadway lacks bicycle and transit facilities, there are four non-continuous sidewalk sections along Segment 1 [three occur on the east side of the road and one occurs on the west side] and one section of path on the west side within Segment 2. Bicycle and pedestrian activity have been observed within the corridor.

The proposed improvement will expand the roadway to a four-lane divided roadway with 11-ft travel lanes. The Preferred Alternative would require the purchase of additional ROW for a shared use path and bicycle lanes in both directions. There are no improvements planned for Old US 41 north of the proposed new Quadrant Roadway, including the Old US 41 and Bonita Beach Road intersection. The proposed new Quadrant Roadway connects Old US 41 with Race Track Road (**Figure 1.2**) which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk within a total of 70-ft ROW.

Proposed improvements will integrate multimodal transportation opportunities through the addition of bicycle lanes and shared use paths.

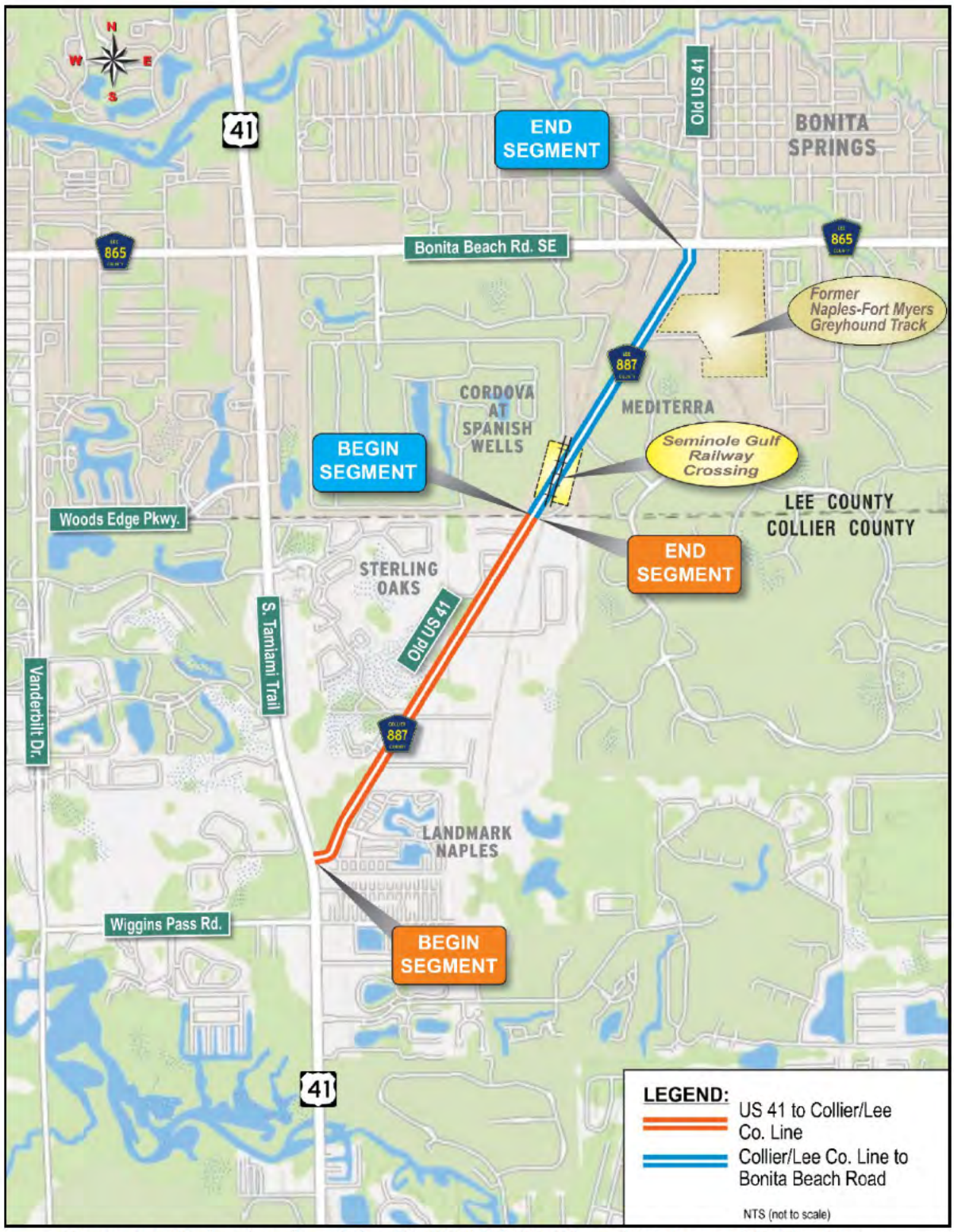


Figure 1.1. Project location of the CR 887 (Old US 41) corridor, Lee and Collier County.

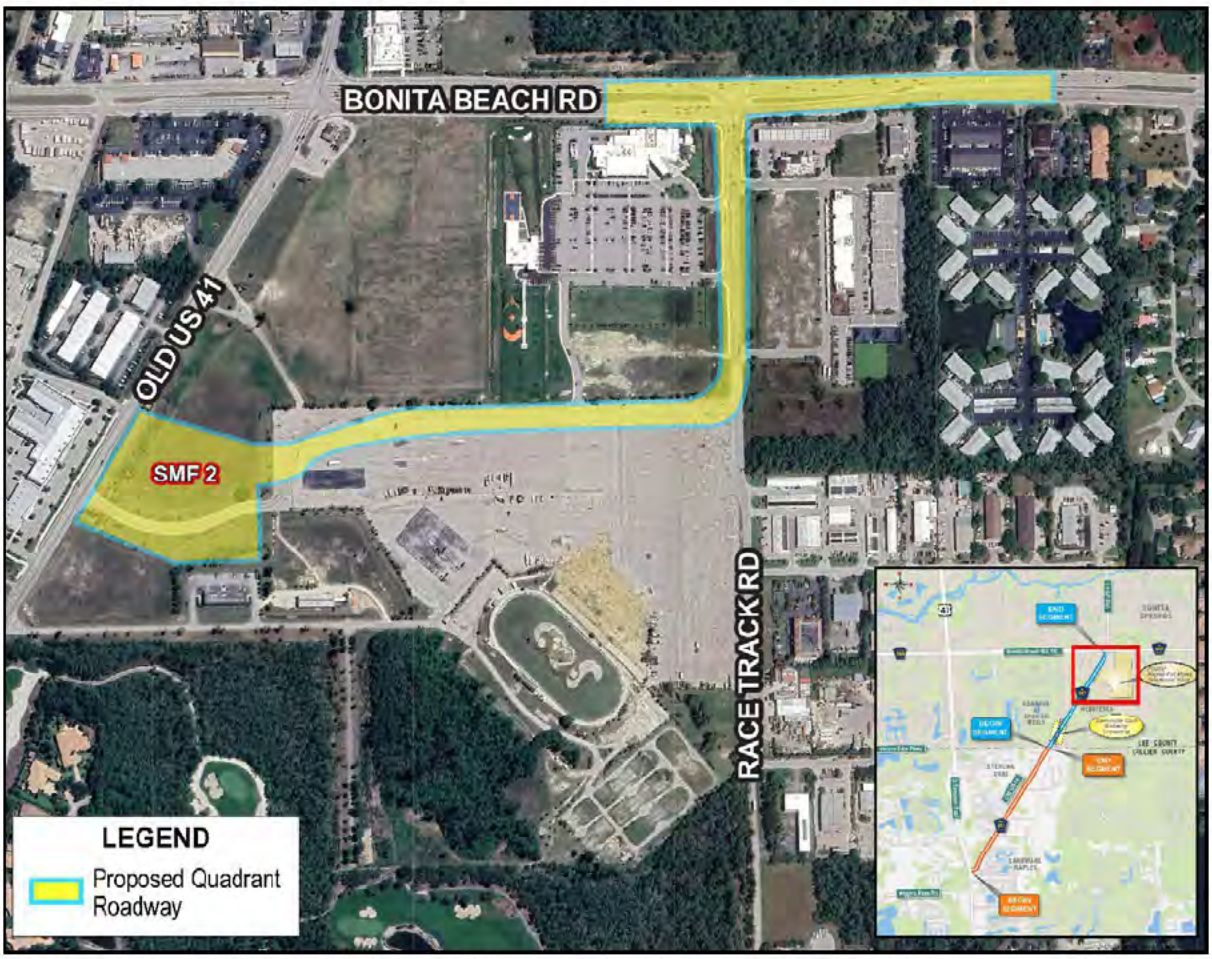


Figure 1.2. Proposed Quadrant Roadway Location, Lee County.

1.2 Purpose and Need

The purpose of the project is to address roadway capacity deficiency along CR 887 (Old US 41) from US 41 in Collier County to Bonita Beach Road in Lee County in order to relieve existing congestion and accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include supporting increased industrial and residential development in the area and improving safety conditions for bicyclists and pedestrians.

1.3 Description of Preferred Alternative

The Preferred Alternative includes widening Old US 41 to a four-lane divided roadway with 11-ft travel lanes both northbound and southbound between US 41 and the proposed new Quadrant Roadway. The alternative includes a 5-ft bicycle lane in both directions, a 6-ft sidewalk and a 10-ft shared use path throughout Old US 41 in the Collier County portion. See **Figure 1.3** below for the Preferred Alternative Typical Section in Collier County.

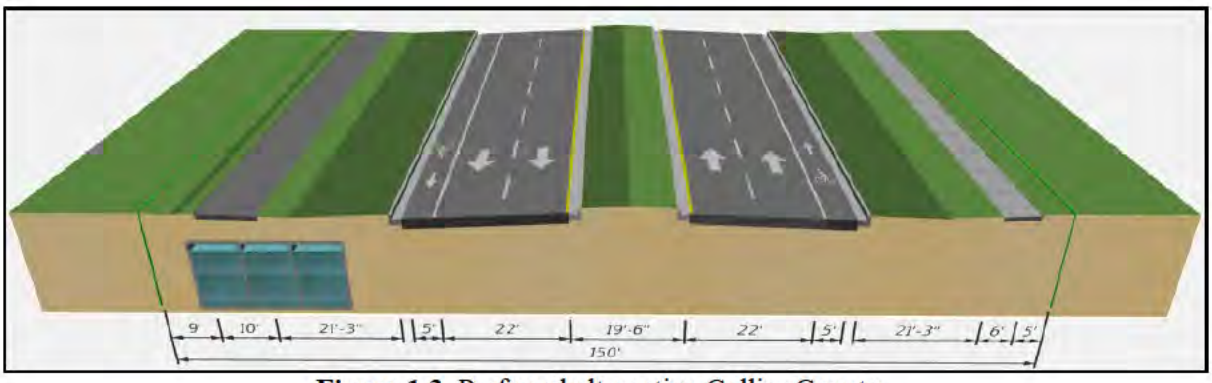


Figure 1.3. Preferred alternative Collier County.

The Preferred Alternative includes a 7-ft bicycle lane in both directions and a 12-ft shared use path south of the new Quadrant Roadway in Bonita Springs (Lee County). There are no improvements planned for Old US 41 north of the proposed new Quadrant Roadway, including the Old US 41 and Bonita Beach Road intersection. See **Figure 1.4** below for the Preferred Alternative Typical Section in Lee County.

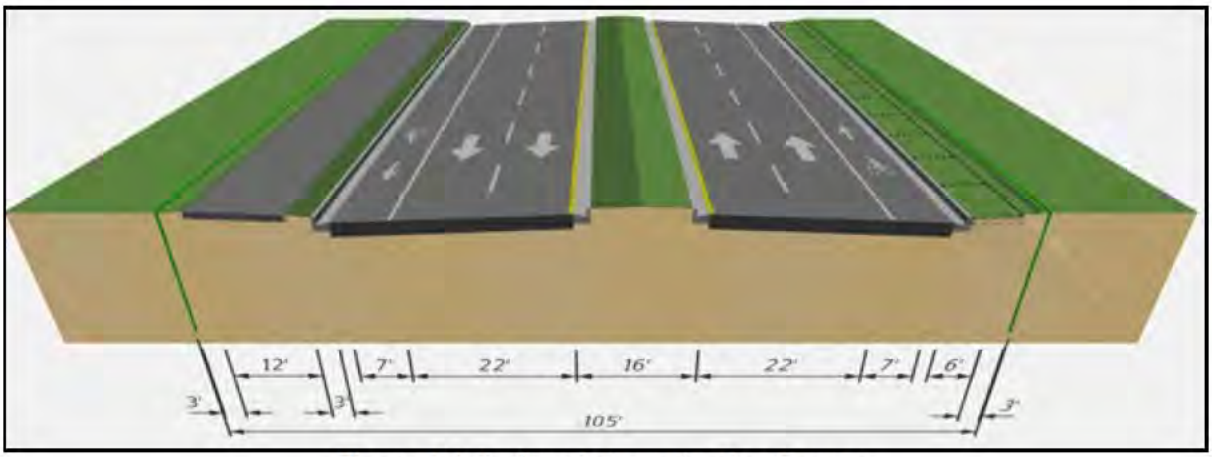


Figure 1.4. Preferred alternative Lee County.

The Preferred Alternative also includes a new Quadrant Roadway that will connect Old US 41 with Race Track Road with 11-ft travel lanes, a 12-ft shared use path on the north/west side, and an 8-ft sidewalk on the south/east side within 70-ft of ROW. The design speed is 30 mph. See **Figure 1.5** below for the Preferred Alternative Typical Section for the new Quadrant Roadway.

This new Quadrant Roadway will allow traffic traveling between the southern end of the study and Interstate 75 to bypass the intersection at Old US 41 and Bonita Beach Road. The Preferred Alternative includes improvements on Bonita Beach Road east of Race Track Road. The intersection of Race Track Road/Bonita Beach Road would remain as a conventional traffic signal with an additional southbound receiving lane and westbound left turn lane. To accommodate the addition westbound left turn lane length the median opening at Bonita Beach Road/Pine Haven Way would be modified to a directional median opening allowing only westbound left turns and northbound left turns. Eastbound U-turns would no longer be permitted.

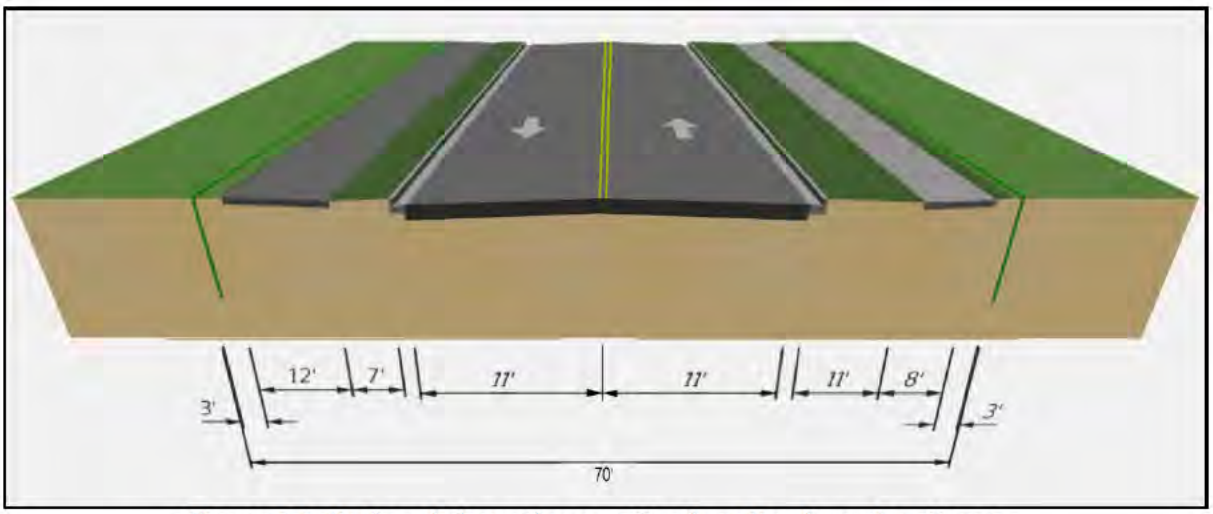


Figure 1.5. Preferred alternative new Quadrant Roadway, Lee County.

New traffic signals are proposed along Old US 41 at Veterans Memorial Boulevard, Rail Head Boulevard, Via Palacio Avenue, Mediterra Drive, and the new Quadrant Roadway to balance safety, access management, and operational needs. Several intersections throughout the study corridor include pavement bulb outs to allow single unit trucks to safely make U-turns.

The existing traffic signal at the US 41/Old US 41 intersection would be modified into a Partial Median U-Turn (PMUT) intersection. The PMUT configuration prohibits left turns from northbound/southbound US 41 at Old US 41 - these movements would be accomplished via U-turns at new signalized intersections located north/south of the main US 41/Old US 41 intersection. Direct left turns from Old US 41 onto SB US 41 would be allowed.

The proposed roadway typically stays within the existing ROW throughout the project area, with the exception of a few intersections, including the Seminole Gulf Railroad crossing and the new Quadrant Roadway. Stormwater management and floodplain compensation sites will be located throughout the study area and will require additional ROW.

The Preferred Alternative provides for the City of Bonita Springs desired new Quadrant Roadway found in their planning documents. The Preferred Alternative will meet the purpose and need of this project by widening the roadway to accommodate future travel demand. The Preferred Alternative also creates the opportunity for complete streets with implementations of shared use paths, sidewalks, and bicycle lanes. **Appendix A** depicts the current concept plans for the Preferred Alternative and includes the locations of the stormwater management and floodplain compensation sites.

1.4 Report Purpose

The purpose of the Cultural Resource Assessment Survey (CRAS) was to locate and identify any archaeological sites and historic resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This CRAS was initiated to comply with Section 106 of the *National Historic Preservation Act (NHPA)* of 1966, (Public Law 89-665, as amended), as implemented by *36 Code of Federal Regulations (CFR) Part 800* (*Protection of Historic* Properties, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (FS)*, Chapter 1A-46, *Florida Administrative Code (FAC),* and

Florida's Coastal Management Code. All work was performed in compliance with the standards outlined in Part 2, Chapter 8 ("Archaeological and Historical Resources") of the FDOT's *PD&E Manual*, and the standards and guidelines contained in the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003; FDOT 2024). The Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

1.5 Area of Potential Effects (APE)

As defined in *36 CFR Part § 800.16(d)*, the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." Based on the scale and nature of the project activities, the archaeological APE is limited to the footprint of construction of the roadway improvements and proposed pond sites. The historic/architectural APE along CR 887 (Old US 41) where proposed road widening will occur includes the footprint of construction as well as resources within immediately adjacent parcels up to 200-ft from the existing and proposed ROW. In addition, resources within 500-ft of the proposed new quadrant roadway were surveyed. The historic/architectural APE of the proposed pond sites includes the footprint of construction and resources within 100-ft of the proposed pond sites.

2.0 ENVIRONMENTAL SETTING

Environmental factors such as geology, topography, relative elevation, soils, vegetation, and water resources are important in determining where pre-Contact and historic period archaeological sites are likely to be located. These variables influenced what types of resources were available for utilization in each area. This, in turn, affected decisions regarding settlement location and land-use patterns. Because of the influence of the local environmental factors upon the Native American inhabitants, a discussion of the effective environment is included.

2.1 Location and Setting

The project is located in Sections 2-3, 10, and 15-16 of Township 48 South, Range 25 East on the border of Lee and Collier County (United States Geological Survey [USGS] Bonita Springs 1972, 2021) (**Figure 2.1**). The northern half of the project is within Lee County, while the southern half is within Collier County. The overall terrain is generally level and consists of urban land complexes mixed with residential and commercial development (such as office buildings, houses, and warehouses) along the length of the corridor, with various utilities within ROW (**Photos 2.1-2.20**). The corridor intersects with the Seaboard Coastline Railway running northeast to southwest and intersects with Bonita Beach Road to the north and US 41 to the south-southwest. At the north end of the corridor on the corner of CR 887 (Old US 41) and Race Track Road, which includes SMF 2B, there is a large parking lot that appears to be mostly used for staging construction materials and is bordered by commercial properties along the south side of Bonita Beach Road. There is also drainage ditching along both sides of Race Track Road. In the south, SMF 1A encompasses a strip mall with a parking lot in front at the corner of CR 887 (Old US 41) and Tamiami Trail. FPC Sites 1, 2, and 3 are all commercial establishments as well.

Surface conditions are mostly characterized by gravelly fill sand with assorted buried utilities, swales, culverts, mixed pavement and sidewalk, and urban landscaping extending from within to beyond the ROW limits. Vegetation consists of mostly dry or maintained grass lawns, with ornamentals near residential and commercial parcels, as well as palm trees and areas of wetland adjacent to the ROW.

Photo 2.1. General conditions of SMF 1A at the south end of the project, facing north.

Photo 2.2. View of the commercial plaza and parking within SMF 1A, facing southeast.

Photo 2.3. View of CR 887 (Old US 41) and Tamiami Trail intersection from the southwest corner, facing northeast.

Photo 2.4. Example of utilities along the west side of Tamiami Trail, facing south.

Photo 2.5. View of canal and bridge along west side of Tamiami Trail, facing north.

Photo 2.6. General grassy environment and street lights on west side of Tamiami Trail, facing south.

Photo 2.7. View of drainage canal along west side of CR 887 (Old US 41) separated by guard rail, facing southwest.

Photo 2.8. Example of sidewalk and residences adjacent east side of CR 887 (Old US 41), facing southwest.

Photo 2.9. Example of utilities and residential entrance on west side of CR 887 (Old US 41), facing northeast.

Photo 2.10. View of CSX Railroad intersecting with CR 887 (Old US 41), facing southwest.

Photo 2.11. View of powerline corridor running along the west side of CR 887 (Old US 41), facing northeast.

Photo 2.12. View of sidewalk adjacent between west side of CR 887 (Old US 41) and commercial property disturbance, facing southwest.

Photo 2.13. General conditions within SMF 2B, facing northwest.

Photo 2.14. General conditions at the north end of the project, facing southeast.

Photo 2.15. General view of parking lot in northeast end of the project, facing northeast.

Photo 2.16. Additional view of parking lot at the northeast end of the project, facing west.

Photo 2.17. Conditions of Race Track Road toward Bonita Beach Road running north from the parking lot, facing north.

Photo 2.18. Additional view of Race Track Road from Bonita Beach Road intersection, facing south.

Photo 2.19. Intersection from southeast corner of Race Track Road and Bonita Beach Road in the northeast end of the project, facing northwest.

Photo 2.20. Conditions of Bonita Beach Road from northeast end of the project, facing west.

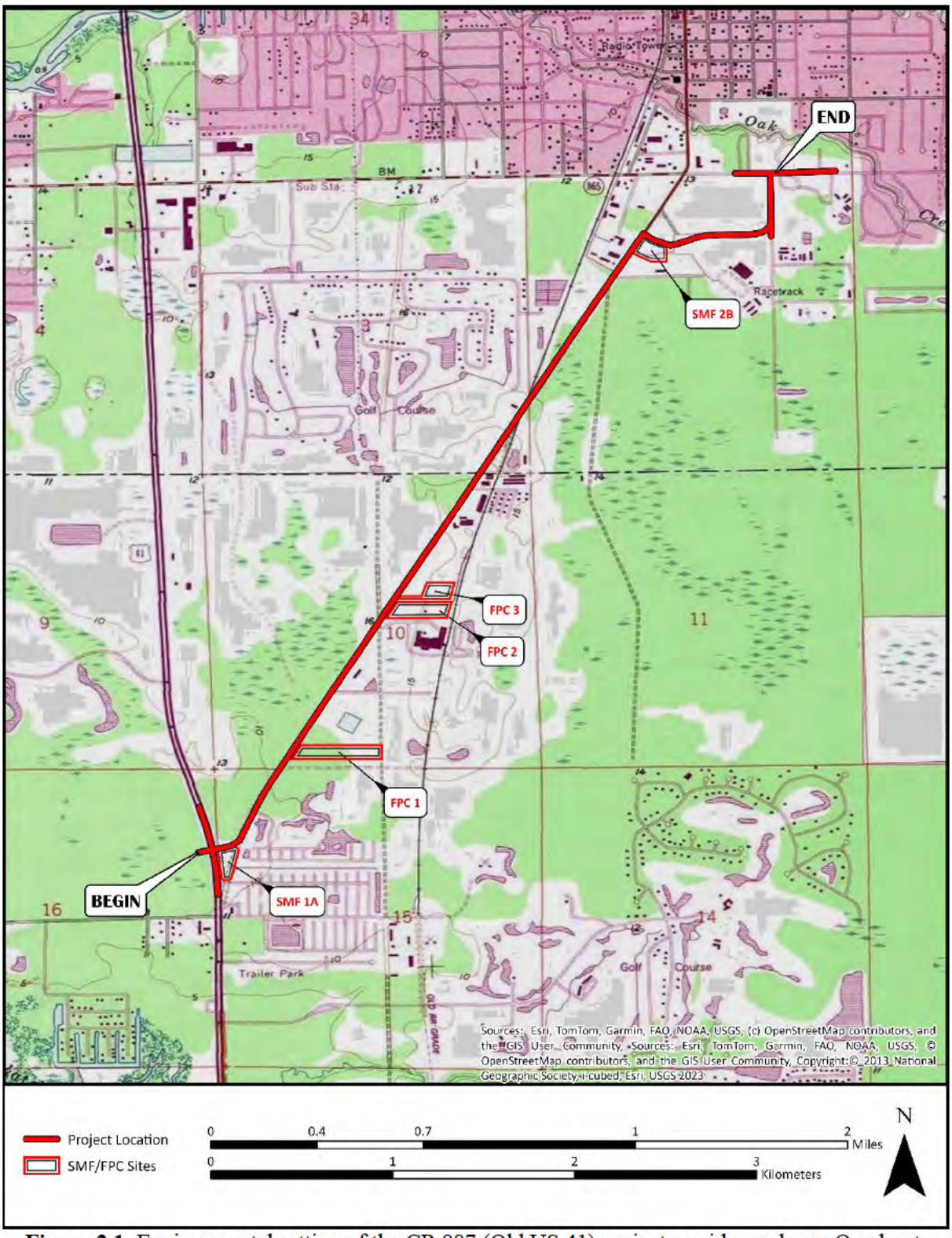


Figure 2.1. Environmental setting of the CR 887 (Old US 41) project corridor and new Quadrant Roadway, Lee and Collier Counties.

2.2 Physiography and Geology

The project is located within the Mid-peninsular physiographic zone, and more specifically within the Southwestern Slope (White 1970). The surface lithology consists of shelly sand and clay, which are surficially evidenced by sediments of the Plio-Pleistocene (Scott 1978, 2001; Scott et al. 2001). The surrounding vegetation consists of sand pine scrub forests or pine flatwoods. The elevation is between 10 and 15 ft above mean sea level (amsl).

2.3 Soils and Vegetation

According to the U.S. Department of Agriculture (USDA), the APE is underlain by two soil associations (USGS 1984, 1998). The Hallandale-Boca soil association consists of nearly level, poorly drained, shallow to moderately deep, sandy soils on the flatwoods. Some soils are sandy throughout and some have a loamy subsoil. That native vegetation consists of South Florida slash pine, with cypress in the wetter areas and saw palmetto and pineland threeawn common on the flatwoods. The second soil association, Immokalee-Oldsmar-Basinger, consists of nearly level, poorly drained, sandy soils that have a weakly to strongly developed, organically coated subsoil or a loamy subsoil on the flatwoods and in sloughs. Native vegetation in these areas consist mainly of saw palmetto and some scattered areas of South Florida slash pine, wax myrtle, and gall-berry. The natural vegetation in the sloughs consists of slash pine, scrub cypress, cabbage palm, saw palmetto, wax myrtle, sand cordgrass, pineland threeawn, panicums, and chalky bluestem. The specific soil types found within the APE, and their characteristics and setting, are listed in **Table 2.1** and shown in **Figure 2.2**. **Figure 2.3** shows the amount of development in the project which have altered the soils. **Figure 2.4** denotes the general saturation of the project area.

Table 2.1. Soil types, drainage characteristics, and setting within the archaeological APE.

Soil Type & slope	Drainage	Topographic Setting
Brynwood fine sand, wet-Urban land complex, 0-2%	Poor	On flats of mesic or hydric lowlands, with commercial infrastructure
Copeland fine sandy loam, ponded-Urban land complex, 0-1%	Very poor	In depressions, with commercial infrastructure
Cypress Lake-Riviera-Copeland fine sands, frequently ponded-Urban land association, 0-1%	Poor	On flats of hydric or mesic lowlands with commercial infrastructure
Felda fine sand, Ponded-Urban land complex, 0-2%	Poor	On broad, nearly level sloughs, with commercial infrastructure
Immokalee sand-Urban land complex, 0-2%	Poor	On broad, nearly level sloughs, with commercial infrastructure
Immokalee fine sand-Urban land complex, 0-2%	Poor	On flatwoods, with commercial infrastructure
Immokalee-Oldsmar, limestone substratum-Urban land complex, 0-2%	Poor	In urban areas consisting of commercial buildings, houses, parking lots, streets, sidewalks, recreational areas, shopping centers, and other urban structures where the soil cannot be observed.
Myakka fine sand, ponded-Urban land complex, 0-1%	Poor	On flatwoods, with commercial infrastructure
Satellite fine sand-Urban land complex, 0-2%	Somewhat poor	On low coastal ridges, with commercial infrastructure

Soil Type & slope	Drainage	Topographic Setting
Urban land, 0-2%		Areas that are covered by streets, buildings, parking lots shopping centers, highways, industrial areas, airports, and other urban structures. Small areas of undisturbed soils are mostly in lawns, vacant lots, playgrounds, and green areas. The original soil in some areas has been altered by filling, grading, and shaping. Urban land is nearly level, except for some parking areas that are sloped to remove excess water.
Wabasso sand-Urban land complex, 0-2%	Poor	On flatwoods, with commercial infrastructure

2.4 Paleoenvironmental Considerations

The early environment of the region was different from that seen today. Sea levels were lower, the climate was arid, and fresh water was scarce. An understanding of human ecology during the earliest periods of human occupation in Florida cannot be based on observations of the modern environment because of changes in water availability, botanical communities, and faunal resources. Pre-Contact inhabitants adapted to the environmental changes taking place, as reflected by changes in settlement patterns, site types, artifact forms, and subsistence economies.

Due to the arid conditions between 16,500 and 12,500 years ago, the perched water aquifer and potable water supplies were absent (Dunbar 1981:95). Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). However, the environment was not static. Evidence recovered from the inundated Page-Ladson Site in north Florida has clearly demonstrated that there were two periods of low water tables and dry climatic conditions and two episodes of elevated water tables and wet conditions (Dunbar 2006c). The rise of sea level reduced xeric habitats over the next several millennia.

By 5000 years ago, a climatic event marking a brief return to Pleistocene conditions induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses, and sedges (Carbone 1983). At Lake Annie, in south central Florida, waxmyrtle and pine dominated pollen cores. The assemblage suggests that by this time, a forest dominated by longleaf pine along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). Surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 5 ft above present levels. With the establishment of warmer winters and cooler summers than in the preceding early Holocene, the fire-adapted pine communities prevailed. These depend on the high summer precipitation caused by the thunderstorms and the accompanying lightning strikes to spark the fires (Watts et al. 1996; Watts and Hansen 1994). The increased precipitation also resulted in the formation of the large swamp systems such as the Okefenokee and Everglades (Gleason and Stone 1994). After this time, modern floral, climatic, and environmental conditions began to be established.

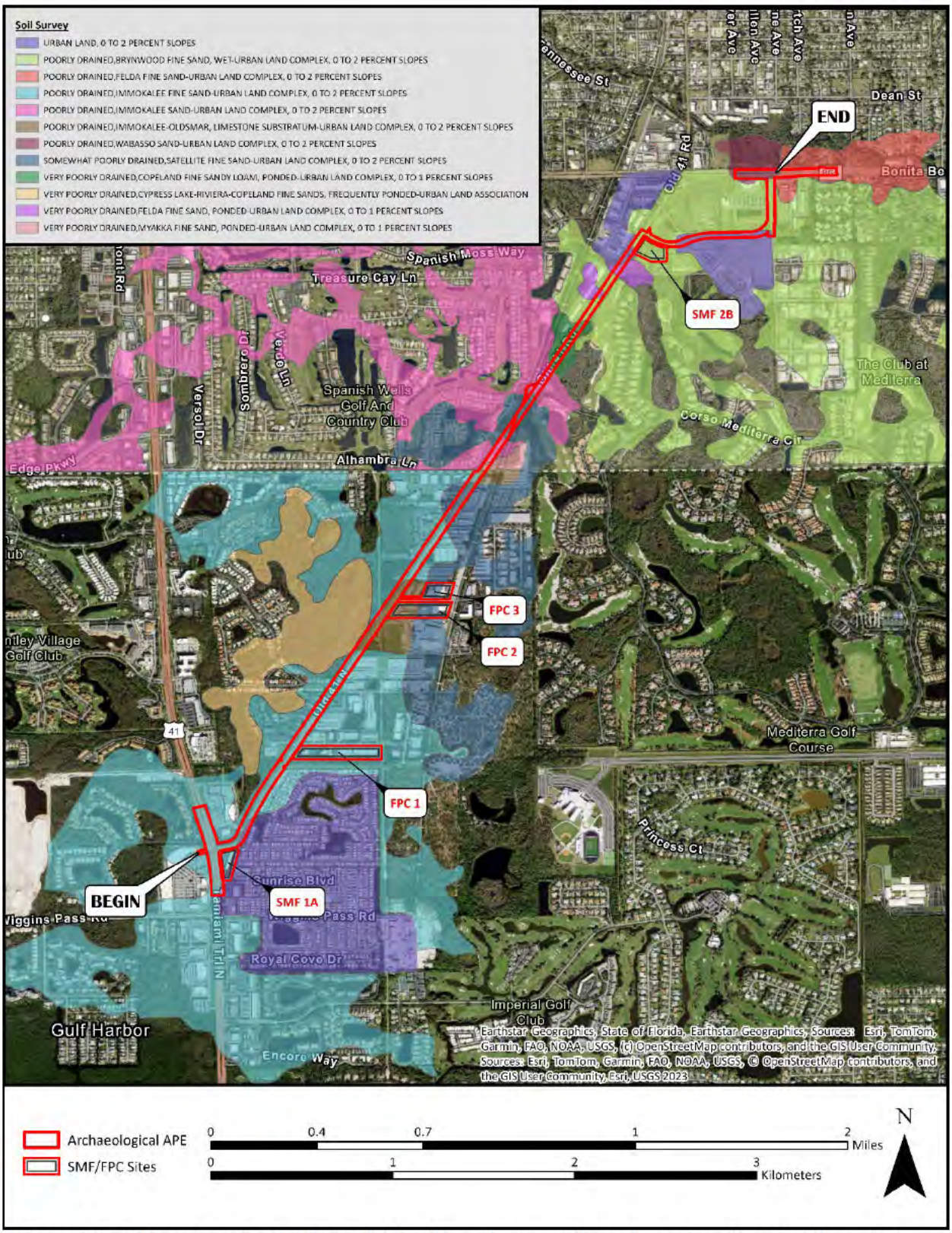


Figure 2.2. Soil types in the CR 887 (Old US 41) project corridor and new Quadrant Roadway, Lee and Collier Counties.

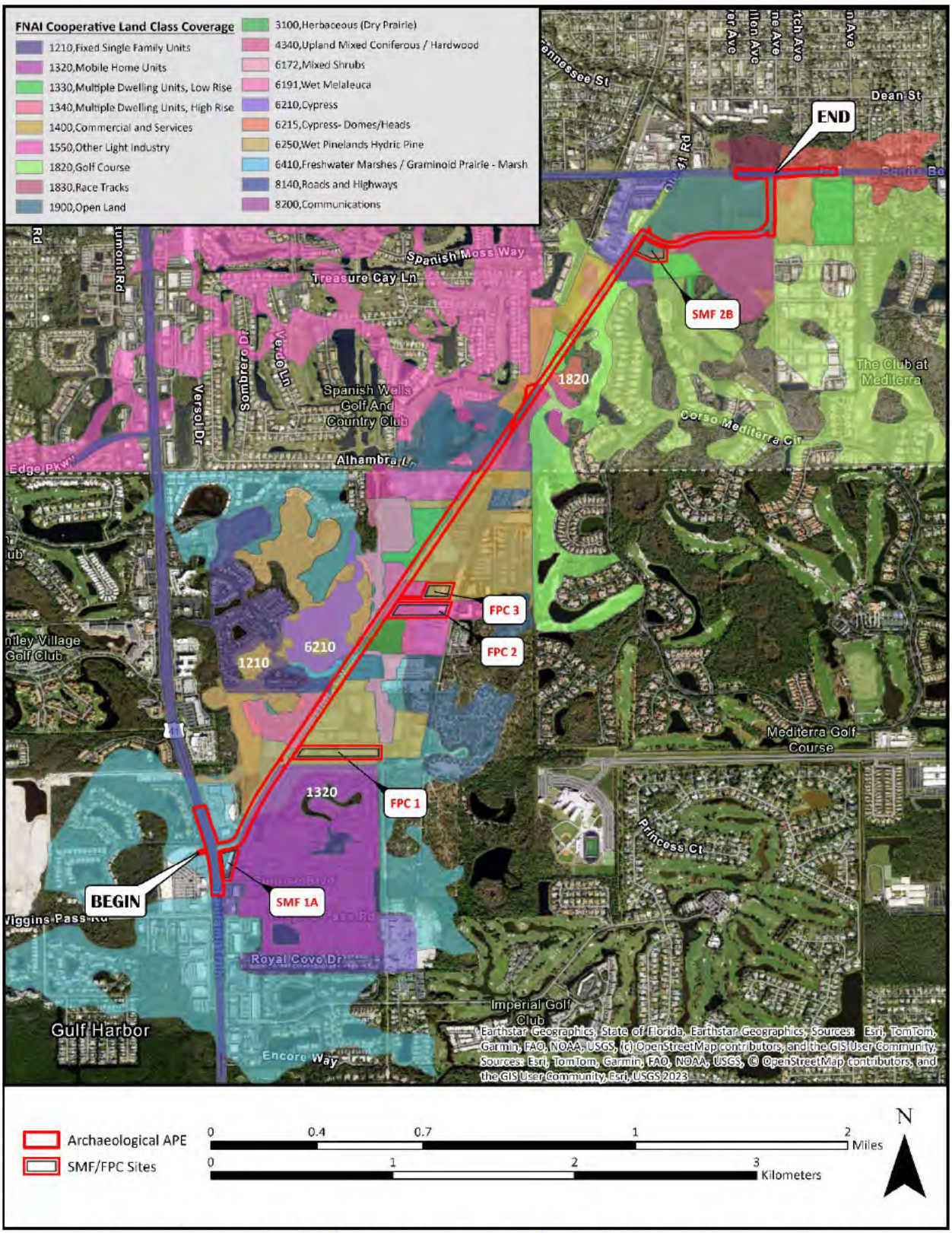


Figure 2.3. FNAI surrounding land use and environmental area within and adjacent to the CR 887 (Old US 41) project corridor and new Quadrant Roadway, Lee and Collier Counties.

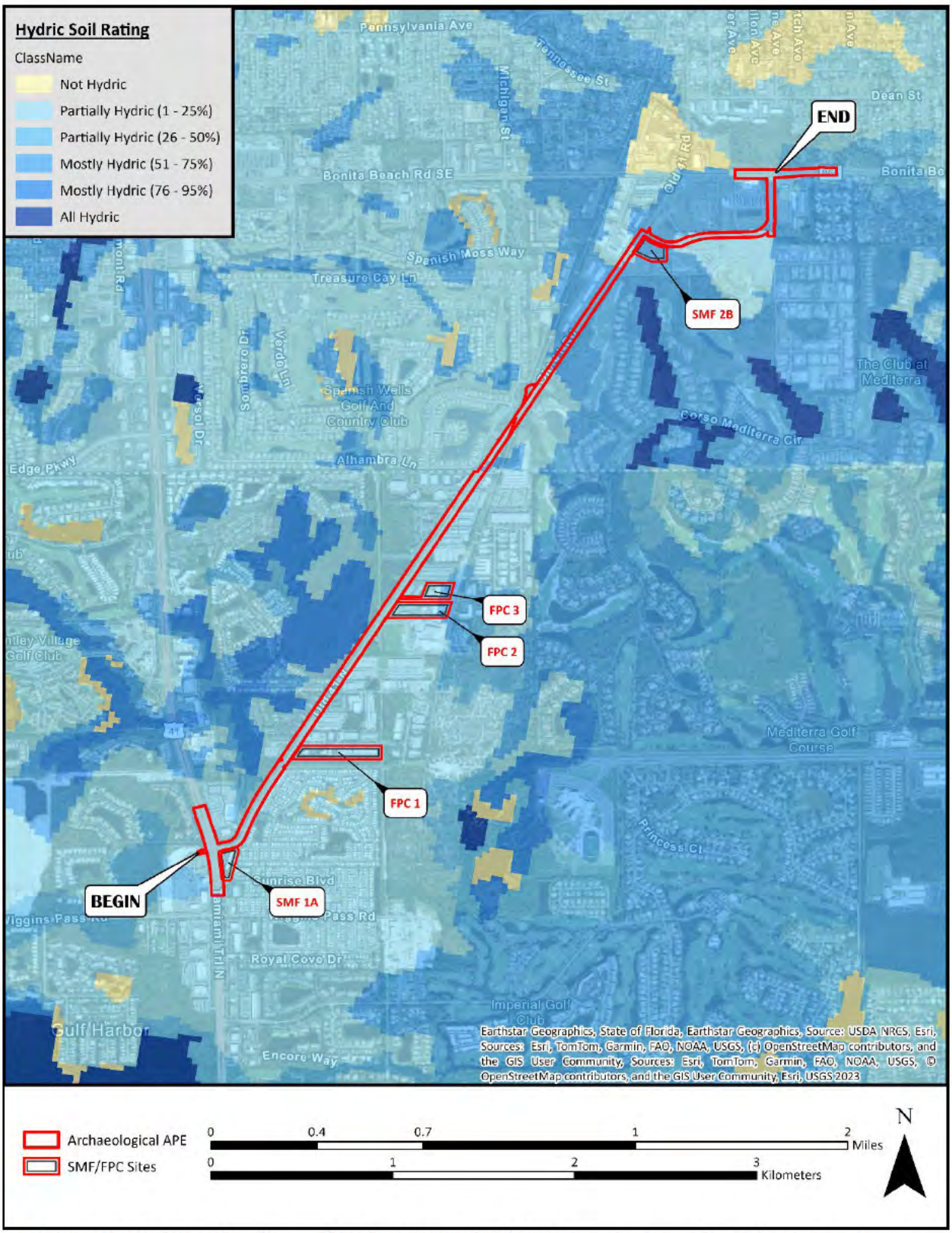


Figure 2.4. Hydric soil ratings within the CR 887 (Old US 41) project corridor and new Quadrant Roadway, Lee and Collier Counties.

3.0 CULTURE HISTORY

A discussion of the cultural history of a region provides a framework within which the local archaeological and historic record can be examined. Archaeological and historic sites are not individual entities, but rather were part of once dynamic cultural systems. As a result, individual sites cannot be adequately examined, interpreted, or evaluated without reference to other sites and resources in the general area.

Archaeologists summarize the pre-Contact history of an area (i.e., an archaeological region) by outlining their sequence through time. Defined largely in geographic terms, these sequences also reflect shared environmental and cultural factors. The project APE is located in the Caloosahatchee archaeological region (Milanich and Fairbanks 1980:24-26). This region extends from east-southeast Charlotte Harbor southward to the Ten Thousand Islands and inland about 54 miles (Carr and Beriault 1984:4, 12; Griffin 1988; Milanich 1994) (**Figure 3.1**). Within this zone, the Paleoindian, Archaic, Woodland, and Mississippian stages have been defined based on unique sets of material culture traits such as stone tools, ceramics, subsistence, settlement, and burial patterns. These broad temporal units are further subdivided into cultural phases or periods.

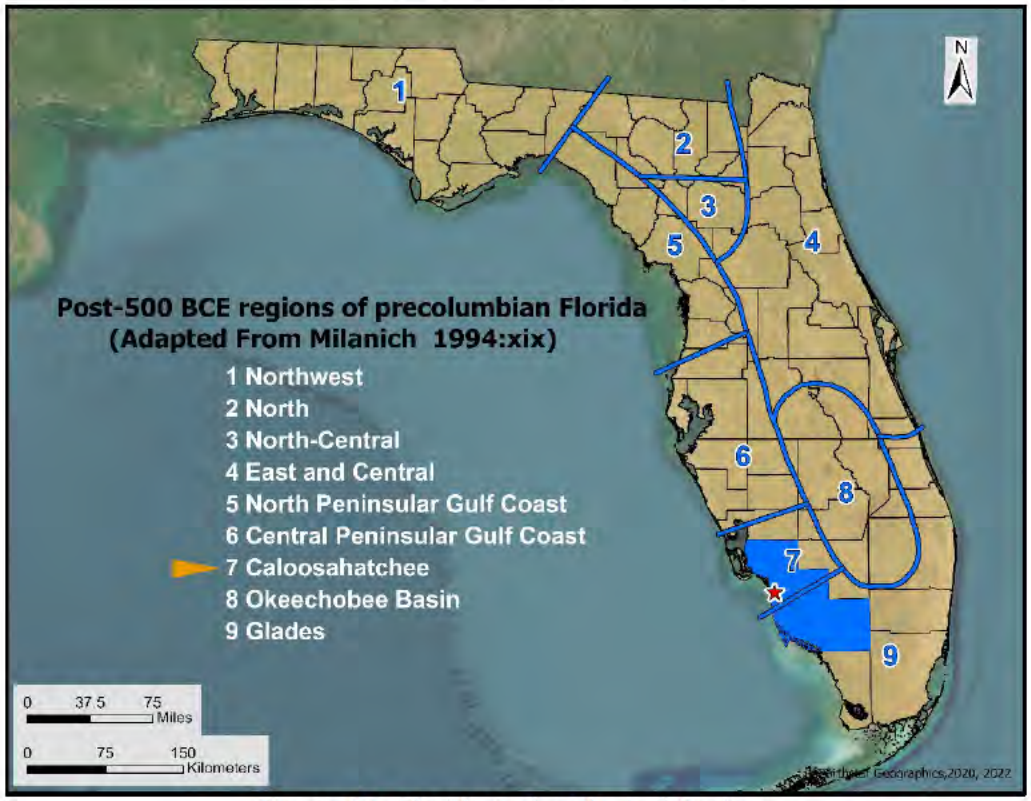


Figure 3.1. Florida Archaeological Regions.

The historical overview of Florida as compiled below is resolved into four distinct yet equally important chronological divisions. The **Colonial Period** (ca. 1513-1821) developed during the Age of Exploration and witnessed more than three centuries of adventurism by both the Spanish and British empires. During **Territory and Statehood** (1822-1860), a territorial government was established in Florida by the United States Congress on March 30, 1822 (Legislative Council of the Territory of Florida 1822). This period also highlights conflict with the Seminole people and the events following

Florida's admission to the Union on March 3, 1845. The **Civil War and Aftermath** (1861-1900) period traces the actions and consequences resulting from Florida's secession from the Union on January 10, 1861, the American Civil War (1861-1865), the succeeding era of Reconstruction and readmission on July 25, 1868, and the late nineteenth century when development and transportation increased and expanded throughout the state (Florida Constitutional Convention 1868; Florida Convention of the People 1861). The **Twentieth Century** includes subperiods defined by important historic events such as the two World Wars, the Florida Land Boom of the 1920s, and the Great Depression. Each of these periods evidenced differential development and utilization of the land within specific regions, ultimately affecting historic site distribution.

3.1 Paleoindian

The Paleoindian Period is the earliest known cultural manifestation in Florida, dating from roughly 20,000 to 8000 BCE (Before Common Era) (Bense 1994; Milanich 1994; Webb and Dunbar 2006). Archaeological evidence for Paleoindians consists primarily of scattered finds of diagnostic lanceolate-shaped and fluted projectile points. The Paleoindian Period is divided into three horizons based upon characteristic tool forms called the Clovis (10,500-9000 BCE), Suwanee (9000-8500 BCE), and the Late Paleoindian (8500-8000 BCE) (Austin 2001). Research also suggests that there was a horizon before Clovis, aptly named the Pre-Clovis Horizon (before 10,500 BCE) based on artifacts retrieved from the Page-Ladson site in the Aucilla River (Dunbar and Vojnovski 2007; Halligan et al. 2016; Hemmings 1999). Other Paleoindian sites include the Wakulla Springs Lodge, Ryan Harvey, Norden, Lewis-McQuinn, Silver Springs, Warm Mineral Springs, and Harney Flats sites.

The Florida peninsula at this time was quite different than today. In general, the climate was cooler and drier with vegetation typified by xerophytic species with scrub oak, pine, open grassy prairies, and savannas being the most common (Milanich 1994:40). When human populations were arriving in Florida, the sea levels were still as much as 130-200 ft below present levels and coastal regions of Florida extended miles beyond present-day shorelines (Faught 2004). Based on research along the Aucilla and Wacissa Rivers, there were major variations in the inland water tables resulting from large-scale environmental fluctuations that depended on the local environmental conditions present at the time (Dunbar 2006b, 2016). According to Oasis Theory, scarce potable water and low water tables led Paleoindians and common game animals to cluster around the few available water holes that were associated with sinkholes (Neill 1964). When dry periods passed, migrating Pleistocene animals dispersed and moved freely over a wider range for abundant water resources; the Paleoindians would gather around river-crossings to ambush large animals (Waller 1970). Rivers developed from sinkholes where populations settled during the drier periods. As a result of changing climatic conditions, many once-dry sites, such as Page-Ladson and Sloth Hole, have been inundated (Faught and Donoghue 1997; Florida Museum of Natural History 2021; Rick and Braje 2022).

Investigations at additional sites within the north Florida rivers have provided important information on the Paleoindian period and how the Native American population adapted to their environmental setting (Webb 2006). Some of the information about this period has been derived from the underwater excavations at two inland spring sites in Sarasota County: Little Salt Spring and Warm Mineral Springs (Clausen et al. 1979). It has been suggested that Paleoindian settlement and movement may have been related to the scheduling of toolkit replacement, social needs, and the availability of water, among other factors, rather than to seasonal changes as postulated for the Archaic Period (Daniel and Wisenbaker 1987:175) Archaeologists hypothesize that Paleoindians lived in migratory bands and subsisted by gathering and hunting, including the now-extinct Pleistocene megafauna (Anderson and Sassaman 2012). Studies of the Pleistocene faunal remains clearly demonstrate the importance of these animals not only for food, but also as the raw material for the bone tool industry (Daniel and Wisenbaker

1987). In addition, they likely trapped smaller mammals (e.g., mink, muskrat, and rabbit) for their fur and medium to large sized mammals (e.g., deer) for food and bone tools (Dunbar 2016; Dunbar and Vojnovski 2007). These nomadic hunters likely traveled between permanent and semi-permanent sources of water, such as artesian springs, to exploit available water and food resources. In addition to being tied to water sources, most of the Paleoindian sites are close to good quality lithic resources (Anderson and Sassaman 2012). Paleoindian settlements consisted of established semi-permanent habitation areas and the movement of the resources from their procurement sources to the residential locale by specialized task groups, while also presenting the earliest evidence of trade between other groups (Austin 2001:25; Rogers and Fitzhugh 2022).

3.2 Archaic

The Archaic Period (ca. 8000-1000 BCE) is characterized by climate change leading to marked environmental transformations and the extinction of Pleistocene megafauna (Hudson 1984). Among the landscape alterations were rises in sea and water table levels that resulted in the availability of more surface water. It was during this period that Lake Okeechobee, the Everglades, the Big Cypress, and the Caloosahatchee and Peace Rivers developed. In addition, this period is characterized by the spread of mesic forests and the beginnings of modern vegetation communities including pine forests and cypress swamps (Bense 1994; Griffin 1988; Widmer 1988). Humans adapted to this changing environment; regional and local differences are reflected in the archaeological record (Russo 1994a, 1994b; Sassaman 2008).

Archaeological evidence suggests a slow cultural change that led to an increasingly intensive exploitation of localized food resources, which may reflect the transition to a more seasonal, modern climate, compared to the Pleistocene. Pine-dominated forests began to cover the landscape (Bense 1994). With the loss of Ice Age mammals, Archaic populations turned to the hunting of smaller game (e.g., deer, raccoon, and opossum) and relied on wild plants and shellfish, where available (Rogers and Fitzhugh 2022). The disappearance of mammoths and mastodons resulted in a reduction of open grazing lands, and thus, the subsequent disappearance of grazers such as horse, bison, and camels. As a result, herd animals were replaced by the more solitary, woodland browser: the white-tailed deer (Dunbar 2006a:426). The intertwined data of megafauna extinction and cultural change suggests a rapid and significant disruption in both faunal and floral assemblages. The Bolen people represent the first culture adapted to the Holocene environment using a more specialized toolkit and the introduction of chipped-stone woodworking implements (Carter and Dunbar 2006).

The Archaic period is commonly subdivided into three subperiods: Early (ca. 8000-6000 BCE), Middle (6000-4000 BCE), and Late (4000-1000 BCE) Archaic (Bense 1994). These three periods saw transitional changes in lifestyle through settlement patterns and resource procurement in response to climate changes and population growth (Anderson and Sassaman 2012). In the Early period, most sites were small, seasonal campsites that followed a diffuse, yet well-patterned schedule in areas with access to both coastal and interior resources. During the Middle Archaic, these settlements shifted to a system of base camps with smaller satellite camps to maximize forest resources during parts of the year. At this time, there is also evidence of mortuary ceremonialism with the use of marked cemeteries and internments found in bogs, springs, and wetlands (Anderson and Sassaman 2012). Along the coast, excavations on both Horr's Island in Collier County and Useppa Island in Lee County have uncovered pre-ceramic shell middens that date to the Middle Archaic Period (Milanich et al. 1984; Russo 1991). The Horr's Island shell ring is accompanied by at least three ceremonial mounds. Large architectural features such as these were designed to divide, separate, and elevate above other physical positions within the settlement as a reflection and reinforcement of the society's social segmentation (Russo 2008:21). Mortuary sites, characterized by interments in shallow ponds and sloughs as discovered at

the Little Salt Springs Site in Sarasota County and the Bay West Site in Collier County, are also distinctive of the Middle Archaic (Beriault et al. 1981; Clausen et al. 1979). By the Late Archaic, populations became more sedentary due to their growing size and the arrival of essentially modern environmental conditions (Milanich 1994). Settlements in coastal areas grew a greater reliance on marine resources, especially shellfish and fish which resulted in the accumulation of coastal and riverine shell middens due to new subsistence strategies and technology (Rick and Braje 2022). This later period also saw the advent of pottery making, using clay paste with a variety of tempers including plant fibers, quartz sand, and sponge spicules. Fiber-tempered ceramics (also known as Orange or Norwood series) in particular used Spanish moss or palmetto fibers that were pressed into clay and burned out during the firing process, leaving behind charred remnants within pottery (Bense 1994; Cordell 2004). Archaeological evidence indicates that South Florida was sparsely settled during this time.

Tools became diverse and specialized for specific procurement tasks based on settlement type and location (Bullen 1975). New manufacturing processes, such as thermal alteration, became prevalent in shaping chert and coral tools, including broad-bladed projectile points, microliths, burins, large chopping implements, and stemmed and corner-notched projectile points (Bense 1994; Ste. Claire 1987). Other lithic tools of the Late Archaic variety include hafted scrapers and ovate and triangular-shaped knives (Milanich and Fairbanks 1980). Discoveries at Little Salt Spring and the Windover site indicate that bone and wood tools were also used (Clausen et al. 1979; Doran 2002). At sites where preservation is good, such as sinkholes and pones, an elaborate bone tool assemblage, shell tools, and complicated weaving have been identified (Beriault et al. 1981; Wheeler 1994). In addition, artifacts have been found in the surrounding upland areas. The earliest pottery was manufactured in the Late Archaic with the introduction of fiber-tempered (Spanish moss or palmetto) ceramics, also known as the Orange or Norwood series. In the Central Peninsular Gulf Coast region, sand-tempered pottery gradually became the dominant ceramic type towards the end of this period (Gerrell 1997). This diversification of lithic and ceramic artifacts created several tool traditions that reflected cultural regionalism throughout the period.

3.3 Woodland

Evidence of culture changes in the Woodland Period (1000 BCE-1000 CE [Common Era]) continued through increased trade and interaction with people moving into the interior on a permanent basis (Hudson 1984; Prendergast 2015; Rogers 2019). Native Americans began to construct burial and other ceremonial mounds during the Early Woodland Period (1000 BCE-1 CE) and participated in an exchange of exotic items (e.g., copper, mica, conch shells, ear spools, and ceramics), which were also placed within these mounds. This practice constitutes a well-known trait that continued from the Late Archaic Period (Luer 2014; Rogers and Fitzhugh 2022). This ceremonialism has been termed the Yent complex and is the Florida extension of the Hopewellian Interaction Sphere (Blankenship 2013; Caldwell 1964; Struever 1964). It is suggested that the elaboration of monuments may have fostered pluralism by creating spaces that combined diverse elements in new and unusual ways, while remaining rooted in earlier architectural traditions (Pluckhahn and Thompson 2014:70).

During this time, the Caloosahatchee region experienced the maturing of productive estuarine systems accompanied by cultural changes leading to the establishment of the “Glades Tradition” (Griffin 1988:133). This tradition was characterized by the lack of agriculture, extensive use of pottery, exploitation of tropical coastal resources, and secondary dependence on game and wild plant foods (Goggin 1949:28). Unlike much of peninsular Florida, the region does not contain deposits of chert, and as such stone artifacts are rare. Instead, shell and bone were used as raw materials (Milanich 1994:302). The settlement patterns varied throughout the region. Villages were either large (25 acres)

in size with about 400 people or small (9 ac/50 people), though larger sites were placed in the coastal areas. Most of the interior sites are seen as short-term hunting stations occupied by special task groups from the permanent coastal villages, such as fishing hamlets and/or collection stations (< 2.5 ac, temporary, task specific site), and relied almost exclusively on interior resources for survival (Widmer 1988:226). Known inland sites often consist of sand burial mounds and shell and dirt middens along major water courses. Oak/palm hammocks or palm tree islands associated with freshwater marshes provided space for settlements, and are home to small dirt middens that contain animal bones and ceramic sherds (Carr 2002; Griffin 1988). In this region, the Woodland Period can be further subdivided into two subperiods, the latter of which also extends well into the Mississippian Period: Caloosahatchee I (ca. 500 BCE-500 CE) and Caloosahatchee II (500-1200 CE).

The Caloosahatchee I Period is characterized by thick, sand-tempered plain sherds with rounded lips, some St. Johns Plain ceramics, the appearance of Pineland Plain ceramics, and the absence of Belle Glade ceramics (Marquardt 1999:85). Pineland Plain ceramics are tempered with sponge spicules and medium to fine quartz sand. Based on the faunal analysis from Useppa Island and Pineland, fish, whelks, and conch were the primary meat and shellfish sources. Botanical materials utilized include chenopod, panic grass, talinum, mallow, red mangrove, wax myrtle, pine, buttonwood, and seagrape (Marquardt 1999:87). Data on burial customs for this time is lacking at least until the later end of the Caloosahatchee II Period. Small discrete shell middens located along the coast may have represented clustered habitation areas for extended kin groups or lineages. Through time, the lower lying areas were filled in to make a larger elongated shell work (Schober 2014).

The Caloosahatchee II Period marks a dramatic increase of Belle Glade ceramics. This period was further divided into IIA (500-800 CE) and IIB (800-1200 CE) based on the appearance of Belle Glade Red ceramics at about 800 CE (Cordell 1992). These ceramic changes may indicate the resurgence of ceremonial mound use, which was a characteristic of the Caloosahatchee II Period. Many shell mounds increased in size at large ceremonial centers and village sites, while the use of burial mounds began in Pineland around 1000 CE (Marquardt and Walker 2013). The Wightman Site in Lee County has three non-mortuary ceremonial mounds connected by shell causeways (Fradkin 1976). In addition, the large Pineland Canal appears to have been constructed at this time (Luer 1989a, 1989b). It is possible that the large Pineland complex served as the center of Calusa society at this time (cf.Milanich 1995:44). Both primary flexed and secondary bundle burials occurred in sand mounds and natural sand ridges. In addition to size, the number of shell middens or village sites increased with evidence of ranked societies present, but many of these sites were apparently abandoned in the inland bays and barrier islands (Milanich 1994:319; Schober 2014; Widmer 1988:93). The IIA and IIB time ranges roughly correlate with two contrasting climate/sea-level episodes (Walker 2013). It is postulated that sea levels were higher or that the coastal area was under greater influence from nearby ocean inlets based on the higher diversity of faunal remains and the increased number of higher salinity-based food stuffs (Walker 1992). This diversity also resulted in an increased variety of shell tools produced, such as hafted shell hammers and cutting edged tools (Dietler 2008; Marquardt 1992:429; Milanich 1994:319).

3.4 Mississippian

The Mississippian (1000-1500 CE) is the last pre-Contact period prior to the arrival of the first Europeans (Bense 1994; Wallis and Thompson 2019). During this time, the Calusa heartland encompassed Charlotte Harbor, Pine Island Sound, San Carlos Bay, and Estero Bay along the southwest Florida coast (Marquardt and Walker 2012). The Caloosahatchee Periods continue and include III (1200-1359 CE) and IV (1400-1513 CE), with the latter extending into the Colonial Period. Mississippian influences from the interior may have transferred from northern Indigenous groups in the

Central Gulf region of Florida, such as the Safety Harbor and Weeden Island cultures; however, the Calusa never adopted maize agriculture, special-purpose nonmortuary earthworks, and shell-tempered pottery production (Marquardt and Walker 2012). Instead, they constructed canals, waterworks, and midden-mounds in a constricted spatial pattern. Sand burial mounds continued to be utilized, often containing Englewood and Safety Harbor vessels. Several mounds from this period have radially placed extended burials (Luer and Almy 1987). Based on archival evidence, large thatched communal houses were built and intra-site spatial reorganization from the Caloosahatchee IIB Period became the conventionalized village plan throughout this period (Marquardt and Walker 2012).

The Caloosahatchee III Period is identified by the appearance of St. Johns Check Stamped and Pinellas Plain ceramics (Cordell 1992). Belle Glade Plain ceramics also continued to be the dominant type, with sand tempered plain and Pineland Plain also occurring. There was a moderate sea level drop between 1150 to 1200 CE, marking the beginning of the Little Ice Age. This environment favored an abundant supply of shellfish for subsistence, especially of large lightning whelks which may have been exchanged indirectly for exotic materials such as quartz and galena from the Midwest and Midsouth (Marquardt and Walker 2012). During the rest of this period, there are no obvious changes in settlement and subsistence patterns, continuing into the Caloosahatchee IV period, based on archaeological evidence (Marquardt 2013). Instead of truncated pyramid mounds, there were linear midden-mounds that likely supported domicile habitation, which were possibly built higher by redepositing older middens (Thompson et al. 2016). The Calusa also began using sand mounds to bury their dead (Klingle 2006; Milanich 1994).

The Caloosahatchee IV period (1400-1513 CE) is characterized by the appearance of numerous trade wares from all adjoining regions (Widmer 1988). These types include Glades Tooled ceramics and pottery of the Safety Harbor series while the Belle Glade Plain ceramics declined in popularity (Milanich 1994:321). The most common type of ceramic found is sand tempered plain pottery, with square and flattened lips; there is also an increase in Pineland Plain ceramics in the region (Cordell 1992:168). Around 1400 CE, the use of incising on ceramics in the Glades and Caloosahatchee regions ceased and the ceramic assemblages of the two areas became very homogeneous (Marquardt 1992:431). This may represent an expansion of the Calusa within this area (Griffin 1988; McGregor 1974). Large villages sites continued to accumulate midden-mounds and sand burial mounds (Marquardt 2013). The same basic fishing-hunting-gathering technology was used and large shellfish consumption continued (Marquardt and Walker 2012).

3.5 Colonial Period

The cultural traditions of native Floridians ended with the advent of European expeditions to the Americas. The initial events, authorized by Spain in the late fifteenth century, ushered in waves of devastating European contact (Ethridge et al. 2022). The first European to have contact with the west coast of Florida was Ponce de León. After arriving in St. Augustine in 1513, he explored the Florida Coast through the Keys and ended near Safety Harbor in 1521 (based on recent research), attempting settle around the Old Tampa Bay Area (MacDougald 2021; Worth 2014). Pánfilo de Narváez arrived in the Tampa Bay area in 1528, explored northward from Tampa Bay, and crossed the Withlacoochee River near present day Dunnellon in an attempt to reach northeastern Mexico (MacDougald 2021). Hernando de Soto landed in the Tampa Bay area in 1539; he sought the allegedly rich Native American village of Cale (Lavender 1992). Spanish contact is indicated by the presence of European objects, especially beads, and cut marks on bones resulting from metal swords and knives (Allender 2018; Nilssen 2000; Soulier and Costamagno 2017; Steele 2015). During their arrival, Europeans encountered the Calusa, who by that time established a powerful, complex society ruled by a paramount chief. The

principal town of the Calusa is probably Mound Key near Fort Myers Beach. Historic documents suggest that the Calusa chief ruled over fifty villages, from which he exacted tribute (Widmer 1988).

The Caloosahatchee V Period continued into Contact and is distinguished from the Mississippian period by the presence of European artifacts. From ca. 1513 to 1750 CE, the Caloosahatchee V is coterminous with the period of European contact. The Calusa people settled in a sedentary, non-agricultural, highly stratified and politically complex chiefdom (Milanich 1998). Calusa villages along the coast are marked by extensive shellworks and earthworks with European artifacts in association with Indigenous ones. Indigenous metal smiths were also manufacturing metal pendants during this time (Allerton et al. 1984). In addition, cultural materials from the Leon-Jefferson Mission Period provide possible evidence of Native people fleeing Spanish missionaries and moving into southwest Florida. Missionaries and explorers also founded large population areas along the southwest Florida coast and within the interior (Hann 1991:86; Widmer 1988). The Indigenous population likely continued to subsist mainly on coastal resources, but they are believed to have also enjoyed Spanish food and drink (Marquardt 1992:431). Burial patterns remained the same as earlier periods, but the most striking feature is the continuity of mortuary pattern and general lack of grave goods (Walker et al. 1996:23). European trade goods include glass beads, bells, and trinkets recovered from village sites.

Along the Gulf Coast between Charlotte Harbor and Tampa Bay, Spanish and Cuban fishermen established communities, or "ranchos," with the earliest being at Useppa Island and San Carlos Bay (Hammond 1973; Palov 1999). There is growing archaeological evidence that the surviving Native Americans of the region were assimilated into these mixed communities (Almy 2001; Hann 1991; Neill 1968; Palov 1999). These west coast ranchos supplied dried fish to Cuban and northern markets until the mid-1830s, when the Seminole Indian Wars and customs control closed the fisheries.

The geographic area that now constitutes the State of Florida, was ceded per terms of the Treaty of Paris (1763) by Spain to Great Britain as a result of the British victory in the Anglo-Spanish War (1762-1763), the last-stage theater of the wider, global Seven Years' War (1756-1763) (Anderson 2000). Britain governed East and West Florida until the Treaty of Paris (1783) returned Florida to Spain; however, Spanish influence was nominal during this second period of occupation (1763-1821). During this time, English loyalists moved into Florida during the American Revolution, which would later contribute to rising tensions over land settlement (Frank 2017). Prior to American colonial settlement, members of the Muskogean Creek, Yamassee, and Oconee tribes moved into Florida and repopulated the area once inhabited by the original Indigenous inhabitants; these migrating groups of Native Americans became known as the Seminoles (Mulroy 1993). They had an agriculturally based society, focused upon cultivation of crops and the raising of horses and cattle. Creek settlements included large villages located near rich agricultural fields and grazing lands (Sturtevant and Cattelino 2004). Seminole sites tend to be in the scattered oak-hickory uplands surrounding the Alachua savanna; south of that area, they tend to be located along the Brooksville Ridge (Weisman 1989). While the Seminoles did also focus on hunting, they did not heavily exploit maritime and riverine resources until later times (Weisman 1989). The material culture of the Seminoles remained like the Creeks; the dominant pottery type being Chattahoochee Brushed (White 2014). European trade goods, especially British, were common (Allender 2018).

Seminole early history can be divided into two basic periods: Colonization (1716-1767), when the initial movement of Creek towns into Florida occurred, and Enterprise (1767-1821) which was an era of prosperity under British and Spanish rule prior to American presence (Mahon and Weisman 1996). The Nicholson's Grove site (8PA00114) and the Hawes Site both located west of Lake Pasadena possess a wealth of information on the Seminoles during the Enterprise period (Weisman 1989:69-74). The Seminoles formed loose confederacies at various times for mutual protection against the new American Nation to the north (Tebeau 1980:72). They also provided refuge for escaped enslaved

Africans from the north; both were later targeted for enslavement when the British outlawed the importation of enslaved Africans in 1807 (Frank 2017; Neill 1956). The assimilation of African refugees into the Seminole tribe brought rise to Black Seminole communities (Frank 2017). Rising tensions from re/enslavement attempts, land acquisition, and border raids led by Andrew Jackson and the U.S. Army in 1817 ignited the Seminole War (1818-1830s), which lasted until well past Florida's acquisition as a United States territory in 1821 (Knetsch 2003; Missall and Missall 2004). During this time, Spain ceded Florida to the United States in the Adam-Onis Treaty of 1819 in exchange for territory west of the Sabine River.

3.6 Territorial and Statehood

The Territorial and Statehood period (1822-1861) is characterized by conflicts between settlers and the Seminole Tribe, particularly events relating to the Seminole War. The timeline and events of the Seminole War tend to be divided into three segments according to U.S. military history and encompass Andrew Jackson's invasion into Florida (First Seminole War, 1817-1818), and the first and second removal wars (Second Seminole War, 1835-1842; Third Seminole War, 1855-1858) (Seminole Tribe of Florida 2024). It should be noted that the Seminole War tends to be viewed as a single event by the Seminole Tribe as the U.S. military never conceded after each individual "war" and in between each conflict there was still aggression from American settlers, slave catchers, militia and lawmen, as well as legislation enacted targeting the removal of the Seminole, particularly the Armed Occupation Act of 1842 (FSU 2024; Seminole Tribe of Florida 2024).

As mentioned previously, the First Seminole War culminated from previous border tensions between Spanish Florida, European settlers, and the Seminoles and their allies maintaining their territory in the Alachua savanna area (Knetsch 2003). For the Seminole, the start of the war was 1812, when southern military forces invaded Florida in what is also known as the Patriot War of East Florida (Seminole Tribe of Florida 2024). Spanish holdings and the town of Alachua were attacked, where the Seminole suffered the loss of their leader, King Payne, who was succeeded by his brother Bowlek (Bowlegs) as the new leader of the Alachua band (Seminole Tribe of Florida 2024). Meanwhile, the first Seminole War battle was fought in 1817. The U.S. military attacked Fowltown, a Seminole town led by Neamathla. He threatened U.S. expansion by claiming hereditary and legal rights on land near the Flint River and defended warriors who attacked settlers in response to hostilities by U.S. settlers and the militia (Hernandez 2017). That same year, American forces led by Andrew Jackson returned to Florida and attacked several Seminole towns, as well as Pensacola, Bowleg's Town, and the neighboring Nero's Town, which was the largest Maroon settlement in Florida (Seminole Tribe of Florida 2024). The alleged end of the First Seminole War came with the signing of the 1819 Adams-Onis Treaty, however, tensions continued to rise as settlers and government officials demanded the removal of the Seminoles. When Florida became a United States Territory in 1821, Andrew Jackson was named provisional governor and divided the territory into St. Johns and Escambia counties, with the Suwanee River demarcating these two counties. St. Johns County encompassed all of Florida to the east, while Escambia County included all lands to the west.

Land ownership was intensified with the Treaty of Moultrie Creek in 1823, which forced the Seminoles out of the Alachua savanna area and south into an approximately four million-acre reservation south of Ocala and north of Charlotte Harbor (Covington 1958; Mahon 1985:50; Monaco 2018). The inadequacy of the reservation, the desperate situation of the Tribe, and the mounting demand of the settlers for their removal west of the Mississippi produced yet more conflict (Monaco 2018). As a result, tensions erupted periodically between the settlers and the Seminoles. During this decade, legislation was enacted prompting the further removal of the Seminole Tribe, including the Indian Removal Act (1830), the Treaty of Payne's Landing (1832), and the Treaty of Fort Gibson (1833), each

demanding the Seminole be removed to a further isolated location, until eventually they were forced into Creek reservation lands in Oklahoma (Frank 2014; Monaco 2018). In the wake of the expanding frontier, the earliest attempt to settle in Lee County occurred in 1833; William Hackley of Tampa and a group of New York investors tried to establish the town of Sanibel, on Sanibel Island, but were unsuccessful. These treaties and increased settlement, which was not in accord with the Treaty of Moultrie Creek, led to increased military presence and exacerbated tensions between Seminole and settlers (Guthrie 1974:10).

By the early 1830s, governmental policy shifted in terms of relocating the Seminoles to lands west of the Mississippi River to clear the way for homesteaders. As a result, some tribal members agreed to emigrate while others resisted, leading to armed conflicts around Florida, particularly in the Alachua area, as prewar efforts were underway (Carrier 2005; Knetsch 2003). By 1836, the Second Seminole War in Florida had escalated with attacks on isolated settlers and communities. A strong force of American soldiers, commanded by Colonel Persifer F. Smith, left Fort Basinger for Punta Rassa in January 1838 and entered Seminole territory south of the Caloosahatchee River. During the 1837-38 campaign, Smith took his troops up the Caloosahatchee, to meet up with three other columns and push the Seminoles into the Everglades, with hopes that they would either surrender or die (Knetsch 2003:100). Along the way, Fort Adams and Fort Denaud, two supply depots, were established at river crossings; Fort Dulaney was established in 1838 at Punta Rassa. These forts were small blockhouses with a warehouse for the storage of supplies; all were abandoned when the rainy season set in. Fort Dulaney was used as the principle base and was expanded to include large barracks, warehouses, and a hospital until October 19, 1841, when it was destroyed by a hurricane (Grismer 1949). After the destruction of Fort Dulaney, Captain H. McKavit traveled up the Caloosahatchee River to find an area less prone to flooding to establish a new fort. He found an elevated hammock where he built Fort Harvie at the present location of Fort Myers on November 1, 1841 (ACI 1993; Grismer 1949). This fort was named for Lieutenant John H. Harvie, 8th Infantry, and was the Army's "principal depot" for operations in Southwest Florida during the Second Seminole War. It remained active until March of 1842 (Sprague 1964:348). **Figure 3.2** depicts the locations of nearby forts and military trails to the APE. The closest fort is miles north at Fort Dulaney in Punta Rass, with military trails connecting it to the northeast, and an "Indian camp" is marked to the east of the APE (MacKay and Blake 1839).

The "Second" Seminole War is considered to be the longest and most expensive "Indian War" campaigned by the U.S. government (Seminole Tribe of Florida 2024; Strang 2014). The U.S. forces were met with resistance via Seminole Guerrilla tactics, and they lacked knowledge of the land compared to the Seminoles (Seminole Tribe of Florida 2024). During this time, Black Seminoles had allied themselves with the Seminoles, particularly with the war parties of Osceola, based on their shared opposition to re-enslavement efforts (Carrier 2005; Dixon 2007). As part of the effort to subdue the Seminoles in Florida, military patrols moved into the wilderness in search of any of their concentrated communities. As the Second Seminole War escalated, attacks on isolated settlers and communities became more common. In response, the U.S. Army and Navy converged on southwest Florida attempting to seal off the southern portion of the Florida peninsula from the estimated 300 Seminoles remaining int eh Big Cypress Swamp and Everglades (Covington 1958; Tebeau and Carson 1965). Eventually, Seminole warriors Coacoochee (Wildcat) and Osceola were captured by General Thomas Jesup under a flag of truce. While Coacoochee managed to escape imprisonment in St. Augustine, Osceola was unable to follow due to illness ad died outside of Florida (Carrier 2005; Monaco 2018). The Second Seminole War ended when the federal government withdrew troops from Florida (Carrier 2005; Monaco 2018). At the end of this conflict, the Armed Occupation Act was passed by the U.S Congress in order to pressure the Seminoles to leave by encouraging settler population growth in South Florida from south of Gainesville to the Peace River, except for coastal lands and those within a two-mile radius of a fort (Covington 1961; Schafer 2018). By 1843, 3,824 Seminoles had been shipped west

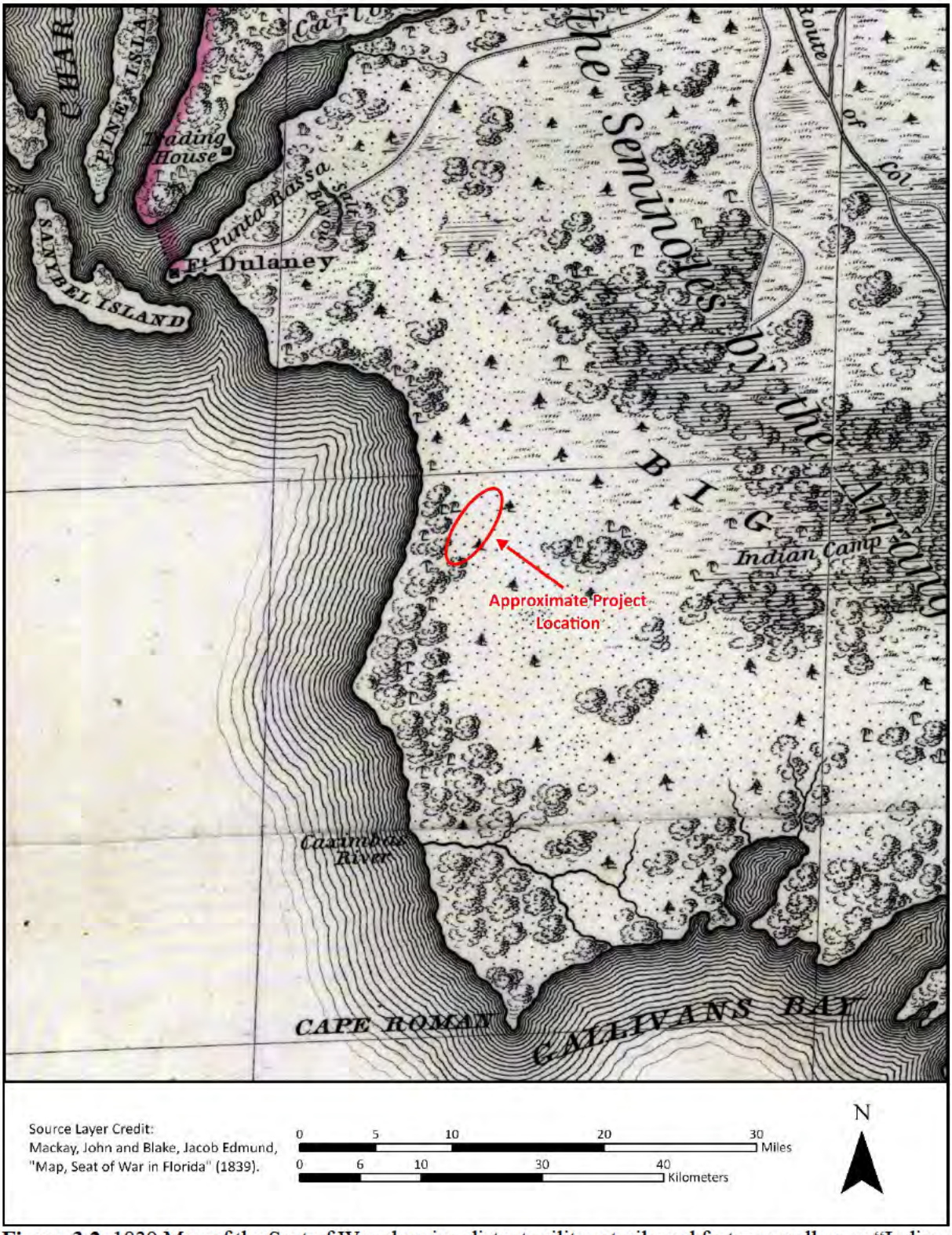


Figure 3.2. 1839 Map of the Seat of War showing distant military trails and forts, as well as an "Indian Camp" to the east (MacKay and Blake 1839).

to the Oklahoma Indian Reservation, which served as a catch-all for many different tribal nations (Mahon 1985; Settle 2015). Those who wished to remain could do so but were pushed further south into the Everglades and Big Cypress Swamp. This area became the last stronghold for the Seminoles, a reservation bounded by the Peace and Kissimmee Rivers in the north down through Lake Okeechobee and the Everglades in the east with the Gulf Coast in the west (Mahon 1985)(Knetsch et al. 2018;).

In 1850, renewed problems with the Seminoles saw the development of a new post, Fort Myers, on the site of the earlier Fort Harvie. The post was named for Colonel Abraham C. Myers, who was the commander of Fort Brooke (Tampa). The post consisted of some 57 buildings including a large supply depot, numerous barracks, and a two-and-one-half story hospital. The facility also featured shell streets, a parade ground, a 1,000-foot wharf, and vegetable gardens. As the future site for the town of Fort Myers, the fort itself fronted the river, roughly bound by what is now Hough Street on the east, Dean Street on the west, and Second Street on the south. Fort Myers served as the final embarkation site for the last group of Seminoles who were transported west at the conclusion of the Third Seminole War (City of Fort Myers 1990:10; Florida Preservation Services [FPS] 1986a:14; Peters 1984:7).

In December 1855, the "Third" Seminole War, or the "Billy Bowlegs" War, started in response to renewed pressure placed on the Seminoles remaining in Florida to migrate west, despite the efforts of Holatta Micco (Billy Bowlegs) and U.S. allies to find peace (Seminole Tribe of Florida 2024). The resulting violence involved hit-and-run tactics by the Seminoles on isolated outposts and settlements, while the U.S. militia focused on destroying Seminole strongholds and villages (Settle 2015:7). **Figure 3.3** depicts this focus by showing several military trails that were developed throughout the area surrounding the APE to reach the Seminoles. "Billy's Town" is marked to the east of the APE, just north of Fort Doane (**Figure 3.3**; Ives 1856). Several Seminole camps are also depicted to the east of the APE on the 1930 Seminole camp map (**Figure 3.4**; Nash 1930). The APE itself also appears to be located on a railroad line. However, military action was not decisive during the war, and most of the Seminoles capitulated due to the death of Oscen Tustenuggee (who led a band with his brother west of Lake Okeechobee), the destruction of Holatta Micco's camps, and the Florida militia gaining access to these strongholds using shallow-draft boats (Settle 2015). In 1858, the U.S. government resorted to monetary persuasion to induce the remaining Seminoles to migrate west. Holatta Micco accepted $5000 for himself and $2500 for his lost cattle, each warrior received $500, and $100 was given to each woman and child. On May 4, 1858, the ship *Grey Cloud* sailed from Fort Myers to Egmont Key carrying 123 Seminoles, 41 of which were captives, with a Seminole woman guide that were left on the Key. On May 8, 1858, the Seminole War was declared over, although more than one hundred Seminoles remained scattered throughout South Florida (Covington 1982; Settle 2015:7). The modern Florida Seminoles descended from this meager remaining population. The remaining bands lived in relative isolation until the late 1870s and the 1880s when the government sent observers among them (Covington 1982).

During the latter part of the Third Seminole War and the years immediately following, non-military, settlers began to trickle down into the southern third of the peninsula, specifically into the Kissimmee River Valley. These residents turned to citrus, tobacco, vegetables, and lumber to make their living, though most of these pioneers were cattle ranchers who had become aware of the lands and their potential to provide grazing ranges for their herds. Cattle ranching served as one of the first important economic activities reported in the region. Mavericks left by early Spanish explorers such as de Soto and Narváez provided the source for the herds raised by the mid-eighteenth century "Cowkeeper" Seminoles. As the Seminoles were pushed further south, their cattle were either sold or left to roam and subsequently captured or bought by settlers. The disputed ownership of these free roaming cattle often caused friction between settlers and the local Seminoles, adding to the settlement tension fueling much of the Seminole War (Akerman 1976; McDuffee 1967). By the late 1850s, the cattle industry of southwestern Florida was developing on a significant scale. The ford situated near

Fort Thompson was used by the cattlemen to drive their herds to holding pens in Punta Rassa for shipment to Cuba, at a considerable profit. During this period, Jacob Summerlin became the first cattle baron of southwestern Florida. Known as the "King of the Crackers," Summerlin's herds ranged from Ft. Meade to Ft. Myers (Covington 1957).

Figure 3.3. 1856 Military Map of the Peninsula of Florida depicting land and water military routes and forts throughout the area outside of the project (Ives 1856).

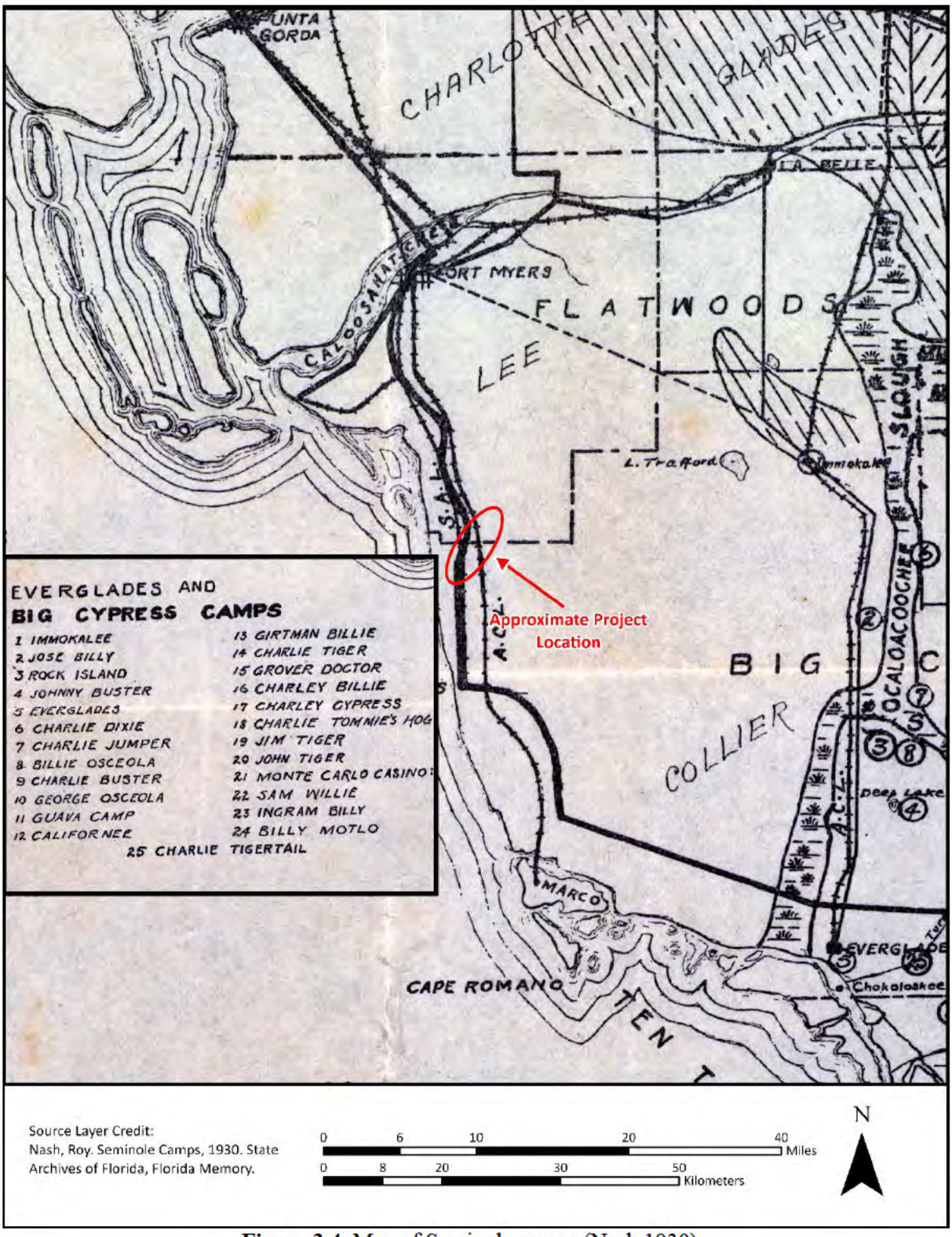


Figure 3.4. Map of Seminole camps (Nash 1930).

3.7 Civil War and Aftermath

In 1861, Florida followed South Carolina's lead and seceded from the Union in a prelude to the American Civil War. Fort Myers was re-occupied by Federal troops during the Civil War. General D. P. Woodbury, U.S. Navy, reactivated Fort Myers by reoccupying it in January of 1864. He arrived with 20 men of the 47th Regiment of Pennsylvania Volunteers, and another officer, Henry A. Crane, a Unionist and former newspaper editor from Tampa. Woodbury's initial force was joined by a second detachment of the 47th, together with some refugee families. The fort was soon occupied by "a motley assortment of over 400 'civilian lay-outs' including Union refugees, Union sympathizers, Confederate Army deserters, conscription resisters, and escaped slaves" (Solomon 1993:136).

By this time, the area had achieved importance as a cattle-raising center and "was important to both Confederate and Union forces" (Peters 1984:7). Cattlemen from all over Florida drove their herds to Punta Rassa for shipment to Cuba, at a considerable profit. Among the most successful cattlemen were James McKay and Jacob Summerlin, who formed a partnership in 1863. Summerlin originally had a contract with the Confederate government to market thousands of head a year at eight dollars per head. By driving his cattle to Punta Rassa and shipping them to Cuba, he received 25 dollars per head (Grismer 1949:43).

Reoccupation of the fort was also aimed at establishing a Union presence among the cattle herding grounds of Southwest Florida where isolated, distant cattle ranges supplied beef to Confederate troops in distant states (Solomon 1993). On April 20, 1864, Companies D and I of the United States Colored Troops (USCT) arrived from Key West. Raids from Fort Myers involving men from these Companies occurred in May at Tampa, Rialls Creek in August, and later at Fort Meade. Following these, an attack by the Confederate personnel assigned to cattle driving, popularly called the Cow Cavalry, moved to attack Fort Myers. Under Officers Francis A. Hendry, John T. Lesley, and James McKay Jr., a force of approximately 275 moved, in early February, from Tampa. Arriving near the Fort on February 29, ten men, commanded by Lieutenant William M. Hendry captured four pickets of the 2nd Florida Cavalry. Approaching nearer the post, the Confederates surprised "a laundry detail at a small pond frequented by the Fort's inhabitants . . . killing a black private" and capturing five others (Solomon 1993:148). An ensuing attack of the fort found the Confederates badly under armed, facing two brass six-pounder cannons manned by the 2nd USCT. Before the Confederates retreated, an estimated 40 of their number were killed. While four Union losses were "all members of the black troops," additional blacks outside the fort were captured, and a former slave who became a Florida legislator, John Wallace, was seriously wounded (Solomon 1993:150). Fort Myers pioneer Francis A. Hendry later summed up the Confederate experience . . .

> Two hundred and seventy-five men, poorly armed, with one field piece, attacking five companies of well-armed men with block houses, breastworks and three field pieces.
>
> could not be expected to succeed. While the Confederates could not hurt the enemy much, they gave it a terrible fight (Solomon 1993:151).

By March 14 of 1865, the last of Fort Myer's troops abandoned the fort, departing for Punta Rassa (Solomon 1993:151). After the war, a profitable cattle industry continued to attract settlers to the area. Due to the scarcity of construction materials, many of the fort buildings were dismantled and lumber reused elsewhere. Some of the buildings were renovated or rebuilt for local use.

The Homestead Act, created by Congress in 1862, allowed settlers to obtain title to 160 acres by residing on and working the land. The property first had to be surveyed. In 1872, W. L. Apthorp surveyed the exterior lines of Township 48 South, Range 25 East, and in 1874, T.S. Stearns surveyed

the subdivisions. He described the area as land 3rd rate with cypress swamp, land mostly 3rd rate pine, and land 3rd rate hilly pine and cypress (State of Florida 1874a, 225:771-772, 780-781). No historic features are shown within the project on the 1874 Plat (State of Florida 1874b) (**Figure 3.5**).

Major James Evans, of Nonsemond County, Virginia, returned to Fort Myers in 1873 with a homestead claim for all the land in the old fort area. He had first arrived with the original survey crew and remained until the outbreak of the Third Seminole War, thus substantiating his claim to the land as the first homesteader (ACI 1993; Grismer 1949; Peters 1984). Major Evans platted the original town of Fort Myers in the fall of 1876 on the site of the fort. This plat was recorded in Key West, county seat for Monroe County, in December 1876 (Monroe County n.d.:450). It was later corrected and re-filed in Fort Myers, then county seat of Lee County, on January 9, 1898 and December 17, 1902 (Lee County n.d.:23). "Much of the land in the original town was deeded by Evans to pioneers who had settled there and the streets were laid out to conform to the property they were occupying. This explains the irregularity of the street plan" (Grismer 1949:255). The remainder of the city was later platted on a north-south and east-west grid (Peters 1984:9).

Pine Island was uninhabited until 1873 when Captain John Smith, a Russian sailor, arrived after having survived a hurricane on nearby Punta Rassa. He decided that Pine Island would be a safe haven against future storms since it was protected from the Gulf of Mexico by the outer islands of Sanibel, Captiva, and Cayo Costa. Other settlers followed and they, too, lived off the substantial bounty of the sea, while beginning to develop the beautiful, island paradise (Lincoln 2005). William M. Hendry moved to Ft. Myers in the summer of 1873 and opened a general store in 1875 (Grismer 1949:279). In 1876, Mail service was started August 22 with a post office in W. M. Hendry's store. It was called "Myers" by the United States Post Office, supposedly to avoid confusion with Fort Myer, Virginia. The local people continued to refer to their town as "Fort Myers," which finally became the legal name on November 9, 1901 (City of Fort Myers 1990:11; Grismer 1949:262).

In 1876, there were no more than ten families living in the new town of Fort Myers, then a frontier cow town, but families continued to move into the area. By 1885, there were approximately fifty families living within the town limits that had been expanded by Major Evans. The need for public improvements and better law enforcement led the residents to incorporate the settlement as a town, accomplished August 12, 1885 (Grismer 1949:255). A mayor and the council were elected. By 1890, the population had increased to 575.

During the 1880s, the local economy boomed with the increase of winter visitors seeking the favorable subtropical climate and the introduction of pineapple growing and truck farming. Many of the visitors chose to stay or build their own winter residences in Fort Myers. These included famous people such as Thomas A. Edison who built a winter home there in 1886. His friend Henry Ford later purchased the property next to him in 1916.

> Most of the communities which exist today in the county were settled in this period. . . . Settlers came to the area by one of three routes. A few came overland from Central Florida through Fort Meade and Fort Winder to the river [over well used cattle trails] and settled inland. Many came by way of Key West on one of several schooners and steamers connecting Punta Rassa and that town. Others came by steamer from Cedar Keys where they came either by rail from Jacksonville or boat from Pensacola, Mobile or New Orleans (FPS 1986a:19-20).

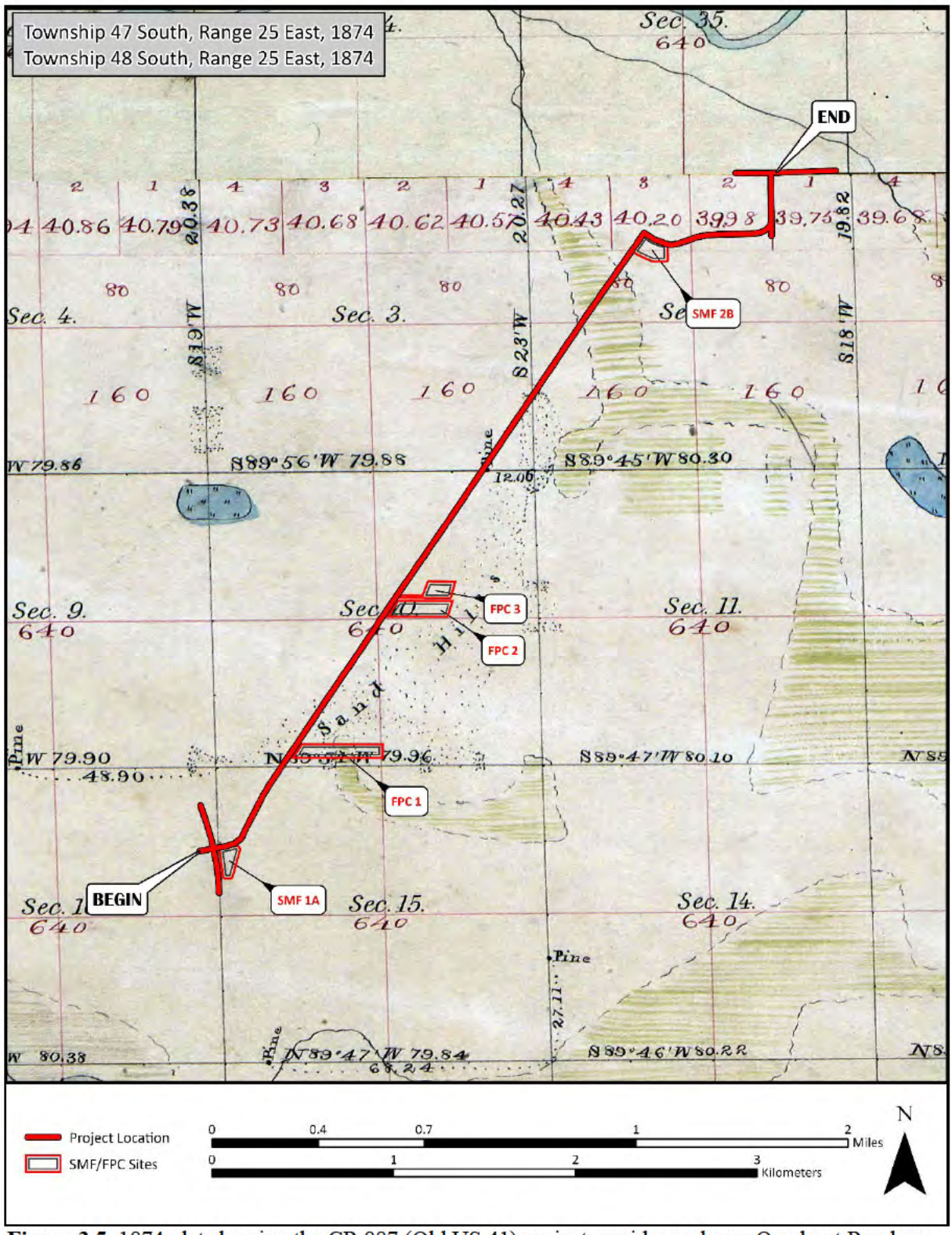


Figure 3.5. 1874 plat showing the CR 887 (Old US 41) project corridor and new Quadrant Roadway.

Regular boat service to the area started in the 1870s. Henry Plant extended his railroad from Tampa south to Punta Gorda in 1887 but not to Fort Myers until several years later. This slowed the growth of the area but allowed for more overland travel.

Although the local economy flourished, the state faced a financial crisis due to pre-war railroad bonded indebtedness. This led Governor William Bloxham to search for a buyer for an immense amount of state lands. Bloxham's task was to raise adequate capital in one sale to free from litigation the remainder of state lands for desperately needed revenue. In 1881, Hamilton Disston, a Philadelphia investor, and friend of the Governor, purchased four million acres of swamp and overflow land for one million dollars from the State of Florida to clear the state's debt. His promotion of land sales and subsequent canal operations attracted settlers into the area. The Atlantic and Gulf Coastal Canal and Okeechobee Land Company was formed on July 20, 1881 to help fulfill the drainage contracts; the Florida Land Improvement Company (FLIC) and Kissimmee Land Company were formed to develop Disston's lands. In 1883, Sections 3, 10 and 15 of Township 48 South, Range 25 East were acquired by the Florida Land and Improvement Company. In 1885, James Harden purchased Lots 1-4 in Section 2. In 1888, the Silver Springs, Ocala & Gulf Bay Railroad acquired the south half of the northwest quarter and the southwest quarter of Section 2. Later in 1910, the Consolidated Land Company acquired the east half of the northeast quarter of Section 16 (State of Florida n.d.).

Lee County, named for General Robert E. Lee, was created by the State Legislature in May 1887, and was carved out of Monroe County. At the time, it was one of the largest in the state, consisting of most of southwest Florida. The population for the entire county was recorded as 1,414 inhabitants in 1890. Many settlers moved to Lee County to grow produce such as cabbage, eggplant, and squash and ship their products to places such as Key West and Cuba. Others experimented with coconuts, pineapples, and sugar, while cattle continued to play a part in the local economy (FPS 1986a:24). By the mid-1880s pineapples had become an important commercial crop in the area, retaining their importance as a crop until the early 20th century when Caribbean growers took over the market by lowering production costs (Grismer 1949; Peters 1984).

Regularly scheduled steamboat travel on the Caloosahatchee River was initiated in 1888 by Captain J. Fred Menge, who purchased two workboats from the Disston operations. The Menge Brothers Steamboat Line grew and continued operations along the river until World War I when new roads and rail lines facilitated overland transportation (FPS 1986a:32).

The town of Fort Myers, newly incorporated in 1888, was growing rapidly. In an effort to expand the downtown area and provide a better road system, the city advertised for proposals to remove the burials found along the newly laid-out Fowler Street that passed through the abandoned Fort Myers Cemetery. In January of 1888, "the Secretary of War ordered the removal . . . of the soldiers remains . . . in the Old Fort Myers Cemetery to the Barrancas National Cemetery," and the Deputy Quarter Master General authorized, on January 11, 1888, the Office of National Cemeteries to do so "at such time as conditions of temperature and climate will permit" (Sawtelle 1888). Proposals for the project were accepted in Washington D.C. until February 14, 1888. In March, the Fort Myers Press reported a Pensacola firm had been awarded the contract. A total of 52 exhumations were conducted in the cemetery in 1888 (ACI 1994:19). Captain W. H. Fowler, for whom Fowler Street was named, was among these. Fowler had been a member of 1st Artillery and a veteran of the Seminole Wars.

The "Big Freeze of 1895," which drove investors and settlers further south into the state searching for better protected land, ushered in a second period of homesteading in Lee County (FPS 1986a:22). Pine Island became the center for citrus and tropical fruits at the turn of the century. Other citrus and agricultural operations were established upriver from Fort Myers in the early part of the 20th century, extending throughout most of the county by 1910. Land development increased during the

early 20th century as farmers platted small parcels of land in East Fort Myers, Alva, Estero, Buckingham, and Boca Grande to attract settlers (FPS 1986a:24).

3.8 Twentieth Century

In 1901, a post office was established in the community of "Survey" – the original name for Bonita Springs (City of Bonita Springs 2025). On February 20, 1904, the Atlantic Coastline Railroad reached Fort Myers from Punta Gorda, crossing the Caloosahatchee River between Samville and Tice. This brought more visitors and the construction of additional accommodations. It also allowed crops to be easily shipped to other parts of the country. By 1906, the Bank of Fort Myers had opened to accommodate business expansion brought on, in part, as a product of the railroad. Prior to this accomplishment, a 1901 Army Corps of Engineers report describes the importance of the Caloosahatchee River to the local economy, "Owning to the absence of railways, the inhabitants of the Caloosahatchee River Valley are entirely dependent on the river for the carriage of all heavy freight and bulky products" (Army Corps of Engineers 1901).

In April 1911, Fort Myers was incorporated as a city by the State Legislature. This brought improvements such as city sewers and water mains. The first public pier was erected at the foot of Fowler Street, built by W. P. Henley, and completed in 1913. A year later, a new two-story public school was opened. The Dixie Highway, completed in 1922, became the first northbound route out of Lee County (FPS 1986a; Fritz 1963; Grismer 1949; Scupholm 1997). The Lee County portion of the Tamiami Trail from Fort Myers south to Naples was originally conceived in 1915. The beginning of World War I halted any construction and the engineering problems faced in taking the road across the Everglades became a major obstacle (FPS 1986a:37). The connection between Fort Myers and Punta Gorda, a wooden bridge across the Caloosahatchee River, was completed in 1924, thus finally linking Fort Myers to the north. The extension of the Tamiami Trail to the south was not completed until the late 1920s (FPS 1986a:37; Fritz 1963:122-124). Other civic improvements were also delayed until after World War I, although new residents continued to settle in the area during the war. Construction of residences and commercial buildings continued (Grismer 1949:207).

On July 7, 1923, the state legislature created Collier County and named Everglades City as county seat. Collier became the second largest county in Florida with a land area of 2,032 square miles. At the time of its creation, the county consisted of pine and cypress land and extensive swampland. The towns within the county, Immokalee, Naples, Marco, Caxambas, Chokoloskee, Deep Lake, and Everglades City, were all small settlements separated by almost inaccessible terrain. Barron Collier was instrumental in bringing modern communications, roadways, and railroads to his namesake county (Collier County Museum 2010). His promotions eventually opened the area's enormous agricultural and resort potential, but the Great Depression halted growth.

Government funded construction projects in the Fort Myers area during the Depression years included the concrete Edison Bridge (1930) which replaced the earlier wooden bridge, the Federal Post Office building (1933), the Waterfront Park and Yacht Basin (1937) and the City of Fort Myers Water Treatment Plant (1937). In the spring of 1937, a waterway across southern Florida, between Fort Myers and Stuart, was finally completed. Two Work Projects Administration projects continued into the early 1940s: the airport improvements in 1940 and the new Lee Memorial Hospital completed in 1943 (Grismer 1949). During the 1940s, Lee County became the site of a growing commercial fishing industry (Dovell 1952).

World War II brought the construction of air bases in the area: Buckingham and Page Fields. Many of the service members stationed there remained with their families to make Fort Myers their

home after the war, even though the bases were soon closed. This contributed to the continued, steady growth of Fort Myers. Largely, the post-World War II development of Lee and Collier Counties is like that of the rest of America: increasing numbers of automobiles and asphalt, an interstate highway system, suburban sprawl, and strip development along major state highways. After the war, Lee and Collier Counties continued to grow along with the rest of southwest Florida; however, development within the APE remained low (**Figure 3.6**).

The agricultural growth of the county led to an influx of migrant workers into the area. In 1966, Collier County began its first effort to house these workers. The Farm Workers Village, located along SR 29, was a 491-unit apartment complex operated by the county Housing Authority that provided affordable housing to the workers as well as daycare, postal services, convenience store, laundromat, and educational facilities (Naples Daily News 1991). The number of permanent Collier County residents grew rapidly from 6,488 in 1950 to 85,000 by 1980. In 1967, SR 84 (Alligator Alley) or the Everglades Parkway was built. In 1970, FDOT appointed an advisory panel to evaluate possible routes across south Florida for the proposed I-75. The plans were prepared by 1972 and the Interstate was built thereafter, utilizing existing lanes from Alligator Alley for eastbound traffic. Two westbound lanes were built on the vacant strip of land between Alligator Alley and the canal (Duever et al. 1985). In 1975 the Bonita Bypass (US 41) was constructed through southern Lee County, crossing the Imperial River through the area to the west of Bonita Springs and the route officially opened in early 1976 (Smith 1976). In 1999, Bonita Springs was incorporated for the second time – having been briefly incorporated during the 1920s (City of Bonita Springs 2021).

The population of Lee County has continued to grow with an increase of 271% since 1980 (OEDR 2023). As of 2020, Lee County was the 8th most populous county in Florida with 760,822 residents (OEDR 2023). In 2021, professional and business services made up a total of 22.6% of all industry in the county (OEDR 2023). Development throughout the county has increased significantly within the past few decades, especially around Fort Myers and Bonita Springs, and is focused primarily around Interstate 75 and US 41 (Google Earth 2025). From 1980 to 1990, Collier County experienced a 77% percent increase in population and between 1990 and 2000, the population increased 65%. The population continued to increase in the county, albeit at a slower rate of 19.7% from 2010 to 2019 with an estimate of 384,902 individuals (USCB 2025). Collier County has roughly 25,000 businesses employing 168,000 workers. Tourism and hospitality jobs are the dominant sectors; however, a wide variety of new industries have been moving into the county, including Arthrex (medical device manufacturing) and Summit Orthopedic Technologies, which moved its headquarters from Connecticut to Naples. Business development, expansion, and attraction are critical goals for economic growth. At the same time, Collier County also focuses on attainable housing for workers, and workforce development training centers, including the Center for Manufacturing Excellence, which opened its doors in 2019 to upskill workers for the growing workforce demands in manufacturing operations (Chamber 2020). Several large hurricanes have affected Lee and Collier Counties over the years, including Hurricane Charley in 2004, Hurricane Irma in 2017, and most recently, Hurricane Ian in 2022. Hurricane Ian resulted in an enormous storm surge into Fort Myers Beach, Sanibel, and Bonita Springs, resulting in 72 deaths throughout the county and damage to over 50,000 homes (Florida Department of Law Enforcement 2023; Masters 2022; Noah 2022).

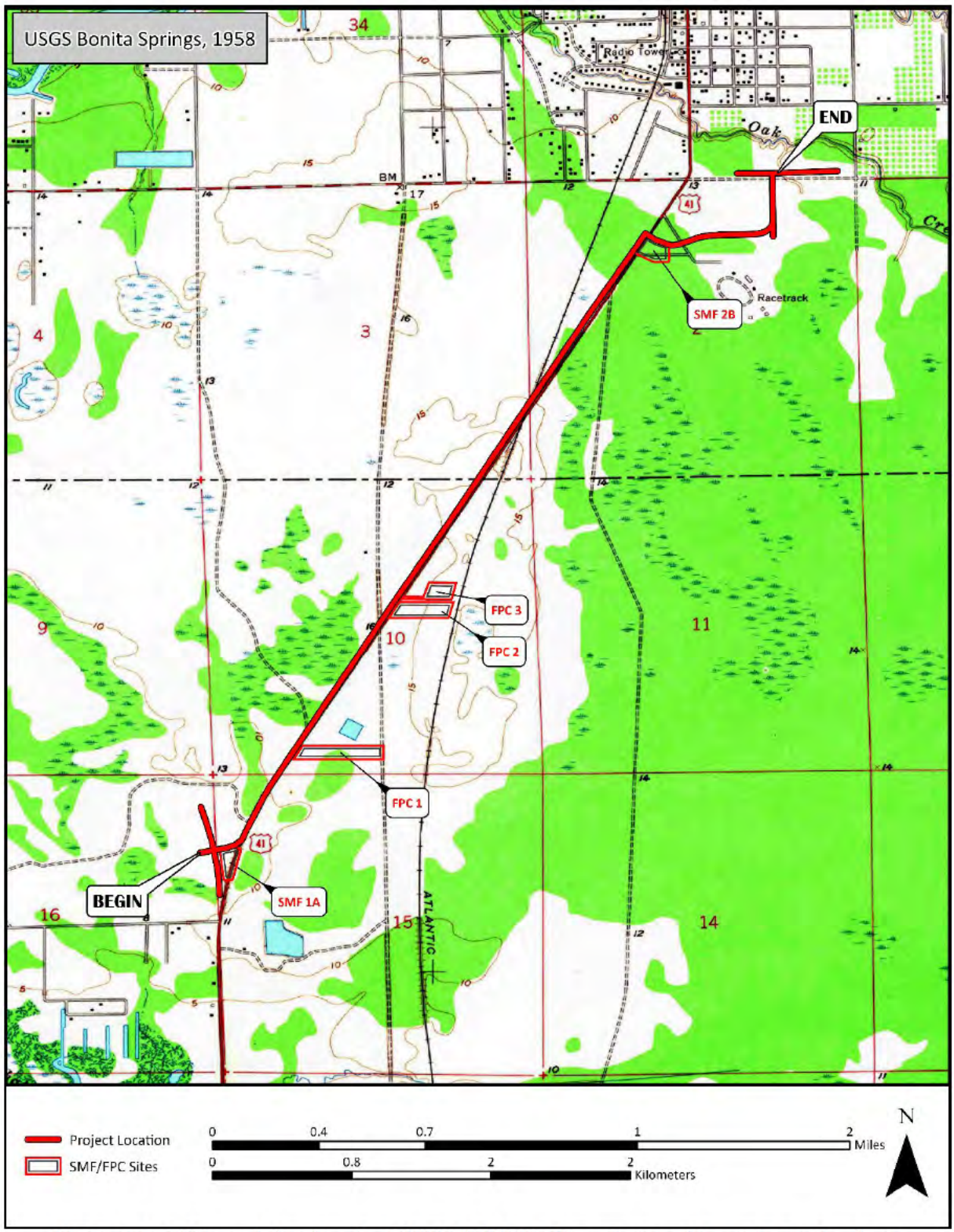


Figure 3.6. 1958 quad showing the CR 887 (Old US 41) project corridor and new Quadrant Roadway.

3.9 Project Area Specifics

A review of historic aerial photographs revealed that the CR 887 (Old US 41) corridor was present within the APE in 1944 (USDA 1944) (**Figure 3.7**). The original alignment of the Tamiami Trail/US 41 (now Old US 41 Road) had not yet been altered by the construction of the US 41 bypass at the southern end of the APE, and Bonita Springs Road was present at the northern end of the APE. A transmission corridor with an adjacent canal was visible crossing the route toward the south-central portion of the APE, as well as the Atlantic Coast Line Railroad (now known in this area as the Seminole Gulf Railway). The area was surrounded by undeveloped wetlands with small patches of agricultural land at the north end of the APE. The APE remained relatively unchanged through the 1950s and early 1960s; however, the ca. 1957 Naples-Fort Myers Greyhound Track is visible in the 1962 aerial photograph and industrial development had occurred along the corridor by 1968 (USDA 1962a, 1962b; FDOT 1968a, 1968b) (**Figure 3.7**). The US 41 bypass was under construction in 1975 and was completed to the south and west of the APE in 1976, at which time the corridor within the APE became known as "Old 41 Road" (City of Bonita Springs 2017, FDOT 1975). The southern terminus of the segment within the APE was realigned during this time to accommodate the newly constructed US 41 bypass; however, the surrounding area remained largely undeveloped with surrounding wetlands and minimal industrial development. Industrial development continued over the next several decades and residential development along the corridor was also present by the mid-1980s (FDOT 1985). Today, a significant amount of residential and industrial development is present along the corridor within the APE and only small areas of undeveloped land remain (Google Earth 2025).

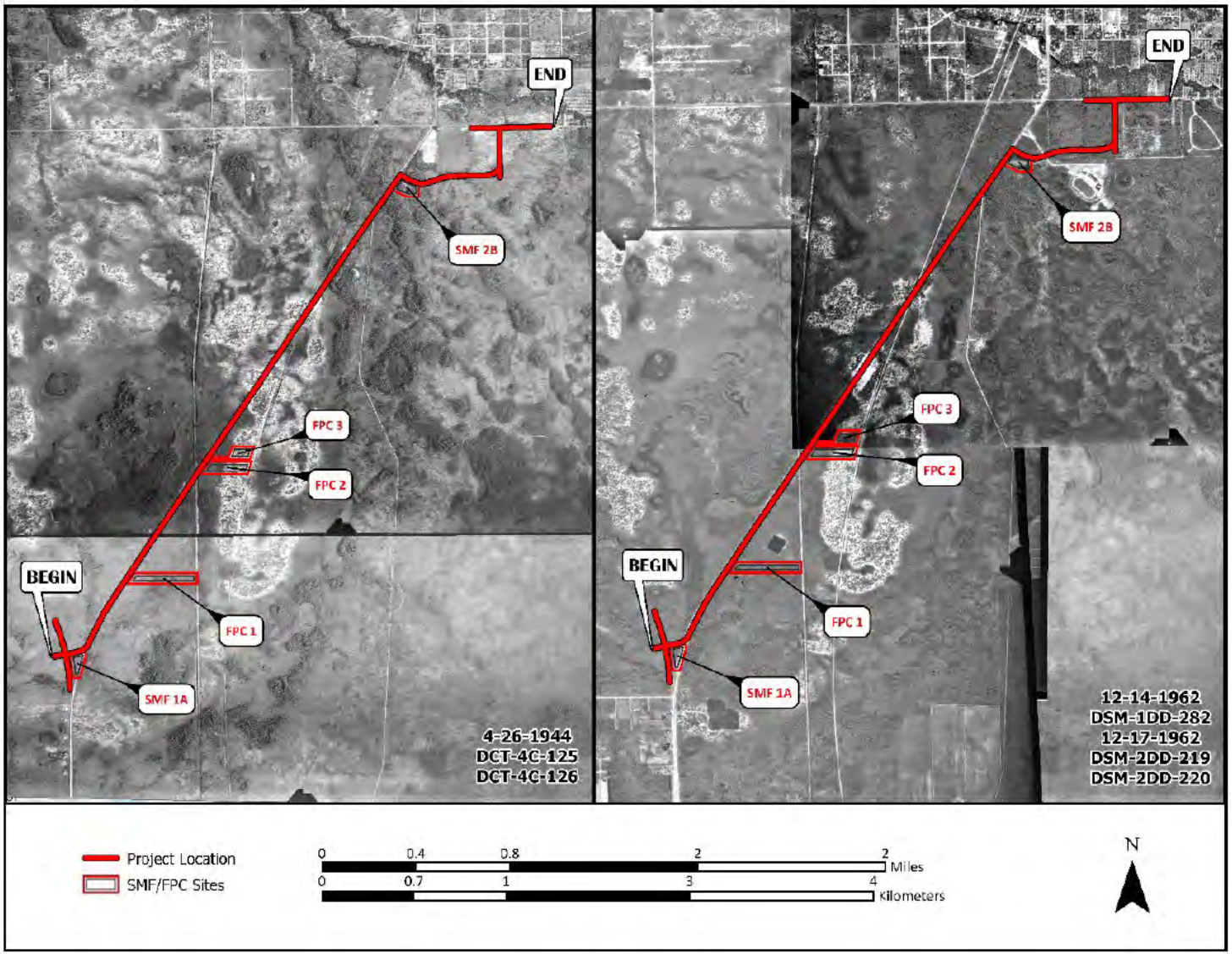


Figure 3.7. 1944 and 1962 aerial photographs of the CR 887 (Old US 41) project corridor and new Quadrant Roadway (USDA 1944, 1962a, 1962b).

4.0 RESEARCH CONSIDERATIONS AND METHODOLOGIES

4.1 Background Research and Literature Review

For CRAS projects, research designs are formulated prior to initiating fieldwork to delineate project goals and strategies. Of primary importance is an attempt to understand, based on prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project area, but also provides a valuable regional perspective and, thus, a basis for evaluating any new sites discovered. A review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the area, their temporal/cultural affiliations, and site locational information. This research included a review of sites listed in the Florida Master Site Files (FMSF), the NRHP, CRAS reports, published books and articles, unpublished manuscripts, and maps, as well as a review of the FDOT's ETDM process as Project No. 14339. The digital FMSF data used in this report were obtained in February 2021 and updated in November 2024. According to FMSF staff, input is typically several weeks behind receipt of reports and site files, and the GIS data are updated quarterly. Thus, the findings of the background research phase of investigation may not be current with actual work performed in the area. No individuals were available for interview.

4.2 Archaeological Considerations

Archaeological background research and a review of the FMSF indicated that no sites are recorded within the archaeological APE [redacted]

Many of these sites were recorded as a result of some of the 40 previous surveys that have been conducted within one mile of the project (**Table 4.2**). A majority of these surveys were conducted for private development projects, and the rest were conducted for historic/architectural surveys, roadway improvements, ponds and dredging projects, and utilities. As a result of these investigations, no sites were found within or adjacent to the project.

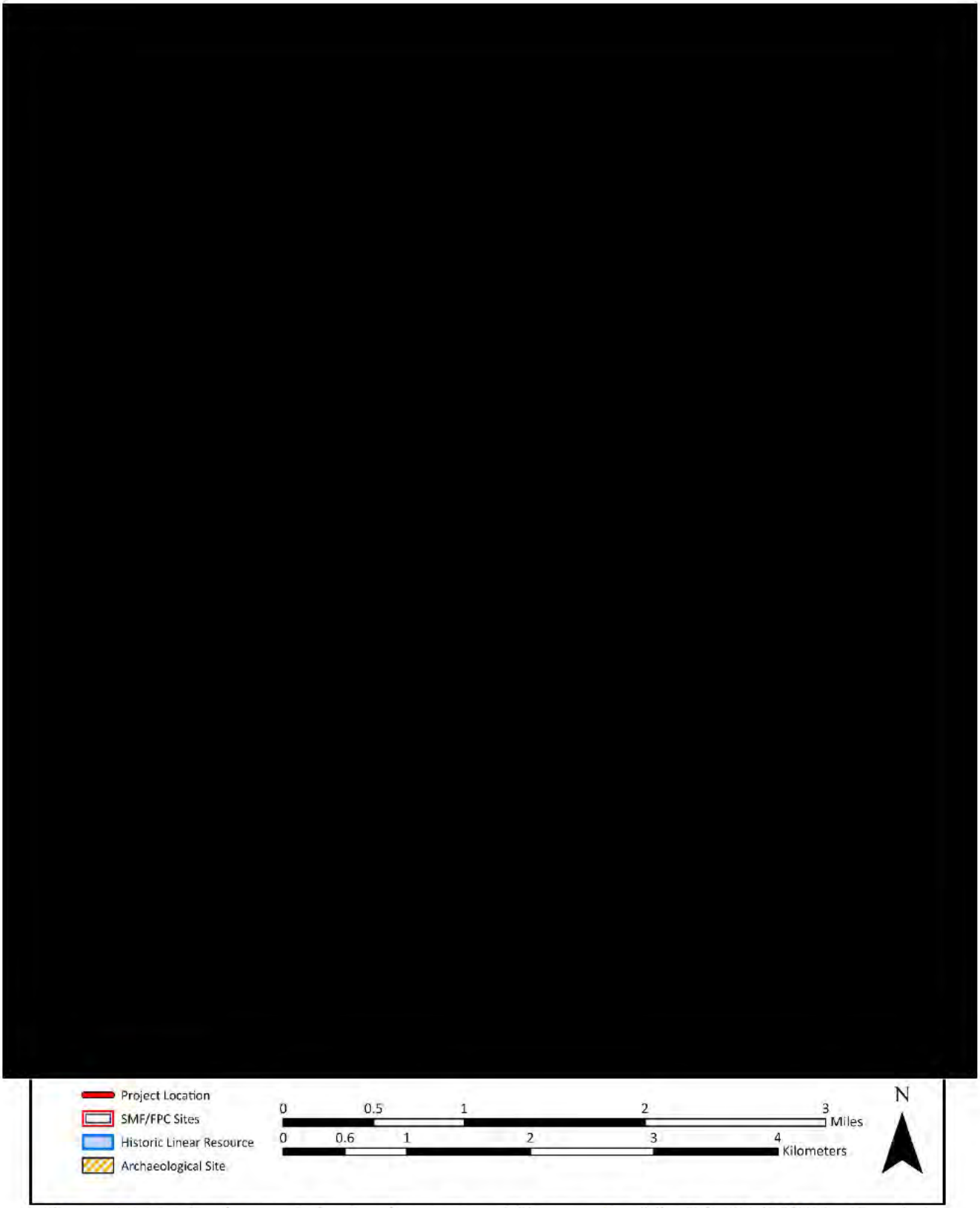
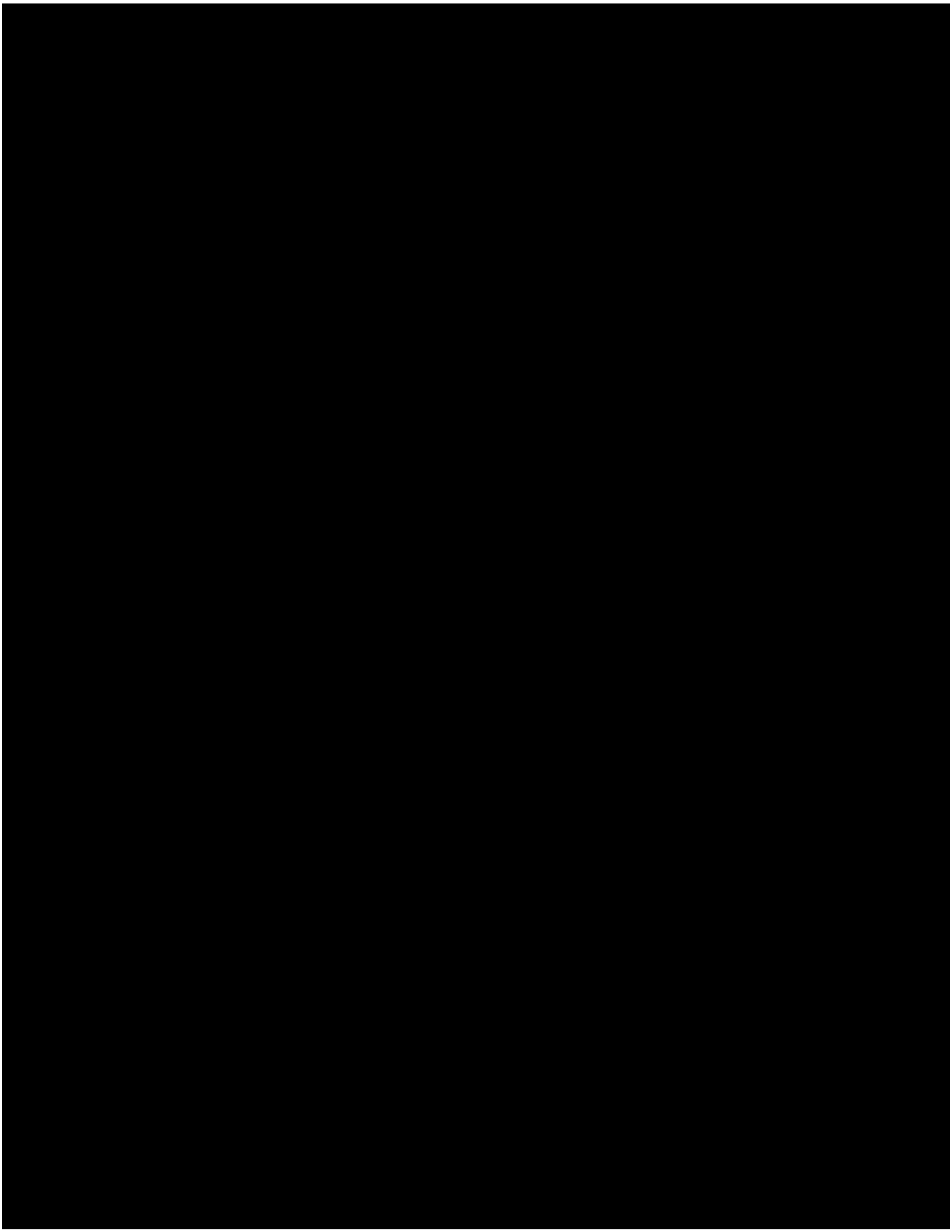


Figure 4.1. Previously recorded cultural resources within one mile of the CR 887 (Old US 41) project corridor and new Quadrant Roadway, Lee and Collier Counties.



[redacted]

Table 4.2. Previous surveys within one mile of the CR 887 (Old US 41) project corridor and new Quadrant Roadway.

SURVEY NO.	TITLE	REFERENCE
1108	Historical/Architectural Survey of Collier County, Florida	FPS 1986b
1487	A CRAS of the Audubon Country Club Tract in Northwest Collier County, Florida	Almy and Deming 1987
2423	CRAS of the Collier Tract 22 Development Site, Collier County, Florida	Austin et al. 1990
3022	Archaeological/Historical Survey, East Terry Street Extension, Lee County, Florida	ACI 1990a
3046	An Archaeological Survey of the Arbor Trace Property, Collier County, Florida	ACI 1990b
3144	Historical Report and Survey Supplement for Lee County, Florida	Nickerson and Weant 1992
3343	A CRAS of US 41 (SR 45) from CR 887 to South of Gulf Park Drive, Collier County, Florida.	ACI 1992
3450	CRAS of the Proposed Livingston Road Alignments, Between Old US 41 and SR 846, Collier County, Florida.	Estabrook and Fuhrmeister 1992
3884	CRAS of the Proposed River Royal Project Site, Lee County, Florida	Estabrook 1990
5215	Final CRAS Report, US 41 from North of CR 887 to San Carlos Boulevard, Collier and Lee Counties, Florida	ACI 1997
5425	CRAS Proposed Stormwater Pond Sites and Drainage Easements on US 41 from CR 846 to South of Myrtle Road and from CR 887 to CR 846, Collier County, Florida	ACI 1998
5453	CRA of the Livingston Industrial Park, Collier County, Florida	Jones 1998
5601	An Archaeological Survey of the Mediterra Property, Collier and Lee Counties, Florida	Beriault and Carr 1999
6606	An Archaeological Survey of the Mediterra Property, Collier and Lee Counties, Florida	Beriault and Carr 2000
6644	An Archaeological Survey of the Kinsale Parcel, Collier County, Florida	Beriault 2001
6731	A CRAS of the Bonita 19 RPD/CPD Lee County, Florida	ACI 2000a
6815	An Archaeological Survey of the Riverwood Parcel, Bonita Springs, Lee County, Florida	Beriault and Carr 2001
7193	A Phase Two Archaeological Assessment of the Riverwood Parcel, Bonita Springs, Lee County, Florida	Beriault and Longo 2002
8638	CRAS North Naples Research and Technology Park PUD, Collier County, Florida	ACI 2002
8428	An Interim Report on Phase Two Testing and Monitoring of the Kinsale Parcel, Collier County, Florida	Beriault 2002
8905	A CRAS of the Proposed Triangle Parcel Development Site Located in Sections 15 & 16, Township 48 South, Range 25 East, Bonita Springs, Collier County, FL	Richards 2003

SURVEY NO.	TITLE	REFERENCE
10077	An Archaeological Assessment of the Eagles Nest Zone, Kinsale-Cocohatchee Parcel, Collier County, Florida	Beriault 2004
10704	Historic Resources Survey of Bonita Springs	Janus Research 2004a
11585	CRAS of the Lowe's Bonita Springs Project Area, Lee County	Janus Research 2005a
11586	Addendum to the Final Report for the CRAS of the Lowe's Bonita Springs Project Area, Lee County	Janus Research 2005b
11828	CRAS, Two Lakes Plaza, Collier County, Florida	ACI 2005
12736	A Phase One Archaeological Assessment of the Neapolitan Parcel, Collier County, Florida	Beriault and Crump 2006a
13157	A Phase 1 Archaeological Assessment of the Pond 3 Parcel Area, Bonita Beach Road Widening Project, Lee County, Florida	Beriault and Crump 2006b
18114	An Archaeological and Historical Survey of the FA10016435 Wiggins Pass Tower in Lee County, Florida FCC Form 621 Collocation ("Co") Submission Packet	Cremer 2010
19070	CRAS American House, Bonita Springs, Lee County, Florida	ACI 2012a
19473	CRAS, Lakehurst at Spanish Wells, Lee County, Florida	ACI 2012b
20814	CRAS of the Proposed Lee County Streets Initiative (LCCSI), a Local Agency Project in Lee County, Florida	Janus Research 2014
21414	CRAS Livingston Road Business Park, Collier County, Florida	ACI 2000b
21494	A Phase I CRAS of the Oak Creek Restoration Dredge Project (Phase II), Bonita Springs, Lee County, Florida	Beriault et al. 2014
21555	CRAS of the Mercedes Benz North Naples Property, Collier County, Florida	ACI 2013
22348	Turtle Creek Apartments Project, Collier County, Florida	Snapp 1995
25055	CRAS of the Preserve at Oak Creek Project, Lee County, Florida	Prendergast 2015
25361	Results of Impact Mitigation for Relocation of 8LL1012, the Dixie Moon Café, Bonita Springs, Lee County, Florida	Kreiser 2018
25914	CRRS and Effects Determination Technical Memorandum Bonita Elementary Various Locations, Lee County, Florida (Financial Project Identification No.: 435114-1-52-01)	Schwarz et al. 2019
26204	CRAS Bonita Springs Utilities Water Main R&R, Priority 1 Phase 3, Bonita Springs, Lee County, Florida	ACI 2019

Based on these data and other regional site predictive models and studies (Austin et al. 1991; Burger 1982; de Montmollin 1983; Deming 1980; Janus Research 1990, 1992, 2004b; Smith et al. 2008; Weisman and Collins 2004) informed expectations concerning the types of sites likely to occur within the proper, as well as their probable environmental settings, was generated. As archaeologists have long realized, pre-Contact populations did not select their habitation sites and activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. It has been repeatedly demonstrated that non-coastal archaeological sites are most often located on better-drained soils at the upland margins of wetland features such as swamps, sinkholes, lakes, and ponds. Upland sites well removed from potable water are rare. In the pine flatwoods, sites tend to be situated on ridges and knolls near a freshwater source. It should be noted that this settlement pattern could not be applied to sites of the Paleoindian and Early Archaic periods, which precede the onset of modern environmental conditions. These were tied to water and lithic resources, much more so than is evident during the later periods.

Using these criteria, the APE was considered to have a moderate probability for pre-Contact archaeological site occurrence. The soils within the APE have negative correlation with pre-Contact site occurrence. Although Lee and Collier County falls within the Comprehensive Everglades Restoration Plan (CERP) model (Smith 2008), the part of Lee and Collier County where the project is located has nothing within those environmental perimeters. Therefore, the CERP model was not used. However, there are 20 known sites in the area, including one within/adjacent to the APE, which increases the likelihood of site discovery. In addition, a review of the ETDM project no. 14339 indicated a moderate degree of effect to archaeological and historic sites. Sites, if found, were expected to be small lithic and/or artifact scatters, like the previously recorded sites within the general area. Given the results of the historic research, no nineteenth century forts, military trails, or Native American encampments was expected.

4.3 Historical Considerations

A review of the FMSF and NRHP digital databases revealed that no historic resources have been previously recorded within the historic APE. Background research identified an unrecorded segment of the Seminole Gulf Railway (8LL02445) crossing through the APE in Lee County (**Figure 4.1**). A segment of the Seminole Gulf Railway (8LL02445) was previously recorded approximately two miles north of the APE during *A Phase I Cultural Resource Assessment of the Oak Creek Restoration Dredge Project Phase II Bonita Springs, Lee County* conducted by Archaeological and Historical Conservancy, Inc. in 2014 and was found to have insufficient information to determine NRHP eligibility by the SHPO in 2015 (Survey No. 21494).

A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Collier County and Lee County property appraiser's website data revealed the potential for eight new historic resources 46 years of age or older (constructed in 1979 or earlier) within the APE (Downs 2025, Caldwell 2025). One concrete culvert, constructed ca. 1968, is located within the CR 887 (Old US 41 Road) APE. This is a common example of a post-1945 concrete culvert. Per the ordinance with the Advisory Council on Historic Preservation (ACHP) Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued in November 2012, the culvert is exempt from individual consideration under Section 106 of the National Historic Preservation Act (Federal Register 2012:68793). As such, the culvert will not be recorded or evaluated as part of this survey. Additionally, a review of the Veteran's Grave Registration compiled in 1940-1941, did not record any graves or cemeteries in the sections where the APE is located (Work Progress Administration [WPA] 1941).

4.4 Field Methodology

The FDHR's Module Three, *Guidelines for Use by Historic Professionals*, indicates that the first stage of archaeological field survey is a reconnaissance of the project area to "ground truth," or ascertain the validity of the predictive model (FDHR 2003). During this part of the survey, the researcher assesses whether the initial predictive model needs adjustment based on disturbance or conditions such as constructed features (i.e., parking lots, buildings, etc.), underground utilities, landscape alterations (i.e., ditches and swales, mined land, dredged and filled land, agricultural fields), or other constraints that may affect the archaeological potential. Additionally, these Guidelines indicate that non-systematic "judgmental" testing may be appropriate within property that have limited high and moderate probability zones, but where a larger subsurface testing sample may be desired. While predictive models are useful in determining preliminary testing strategies in a broad context, it is understood that testing intervals may be altered due to conditions encountered by the field crew at the time of the survey. A reasonable and good faith effort has been made to locate any historic properties within the current property (Advisory Council on Historic Preservation n.d.).

Archaeological field survey methods consisted of surface reconnaissance combined with systematic subsurface testing. Shovel tests were planned to be placed at 50 and 100 meter (m) intervals as well as judgmentally. Shovel tests were circular and measured approximately 50 centimeter (cm) in diameter by at least 1 m in depth unless precluded by groundwater intrusion, utilities, and fill. Several areas no tests were able to be placed due to impervious surfaces. All soil removed from the shovel tests was screened through a 0.64 cm mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were recorded with a Samsung S23 Ultra with the Field Maps (ESRI) mobile phone application and following the recording of relevant data such as stratigraphic profile and artifact finds, all shovel tests were refilled.

During the archaeological survey ACI often follows a best practices or ideal circumstances pre-plotted testing strategy. ACI employs cellular triangulation and a Trimble Global Navigation Satellite Systems (GNSS) receiver for data collection accuracy while using the Field Maps application by ESRI. Research has documented that these systems have an inherent margin of error that is the result of varying distances from cellular towers as well as canopy coverage, but overall data collection falls within 3 to 5 meters of accuracy (Kerski 2013; Yang et al. 2022). When greater accuracy is needed, such as in closer interval testing (<12.5 m), smaller testing areas, or other requirements, ACI utilizes a GNSS receiver which can provide up to 7 cm accuracy using location correction protocols. Due to this variation in accuracy field archaeologists also pace to "double-check" distances while conducting the field survey. In addition, archaeologists may shift tests a couple meters from their planned location due to field conditions; significant shifts are noted in the field notes. These factors combined with the scaling of the symbols in the figures needed to show the shovel tests yield results figures that are an accurate representation of the results, but not an exact representation of size/distance/etc.

Historic/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources (i.e. bridges, roads, cemeteries) that are 46 years of age or older (constructed in or prior to 1979), and to establish if any such resources could be determined eligible for listing in the NRHP. The field survey focused on the assessment of existing conditions for all previously recorded historic resources located within the project APE, and the presence of unrecorded historic resources within the project area. For each property, photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility.

4.5 Inadvertent/Unexpected Discoveries

Occasionally, archaeological deposits, subsurface features or unmarked human remains are encountered during development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. In the event pre-contact or historic period artifacts, such as pottery or ceramics, projectile points, shell or bone tools, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered or observed during development activities at any time within the project site, the permitted project shall cease all activities involving subsurface disturbance in the immediate vicinity of the discovery and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in consultation with the staff of the Florida SHPO, will determine if the discovery is significant or potentially significant.

In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities

in the immediate vicinity of the discovery will continue to be suspended until a mitigation plan, acceptable to the SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan. If human remains are encountered during development, the procedures outlined in Chapter 872.05 *FS* must be followed, all activities in the vicinity of the discovery must cease and the local Medical Examiner and State Archaeologist should be notified.

4.6 Laboratory Methods and Curation

No artifacts were recovered; thus, no laboratory methods were utilized. All project-related records, including artifacts, maps, field notes, and photos, will be maintained at ACI in Sarasota (P19033) unless the client requests otherwise.

5.0 SURVEY RESULTS AND CONCLUSIONS

5.1 Archaeological

The archaeological investigations which consisted of surface reconnaissance combined with systematic subsurface testing, resulted in the excavation of 57 shovel tests (**Figures 5.1 and 5.2**). Systematic shovel testing was planned at 50 and 100 m intervals as well as judgmentally. However, not all tests could be completed on the 50-100 m interval due to avoidance of utilities and areas of impervious surfaces. Based on the results of the testing that was conducted, which showed substantial modification of the area, as well as the negligible subsurface impacts that could result from this project, ACI believes that this testing strategy was sufficient to locate and evaluate any potential archaeological resources within the archaeological APE. Shovel tests were circular and measured approximately 50 cm in diameter by at least 1 m in depth unless precluded by fill and/or utilities. Shovel test stratigraphy typically consisted of 0-20 centimeters below surface (cmbs) medium gray sand with dense gravel and 20-100 cmbs white sand (**Photo 5.1**). A reasonable and good faith effort was made per the regulations laid out in *36 CFR § 800.4(b)(1)* (Advisory Council on Historic Preservation n.d.) to test all areas of the project APE. No artifacts were recovered from any of the shovel tests. Thus, no archaeological sites are located within the archaeological APE.

Photo 5.1. Example of stratigraphy throughout the project, facing northeast.

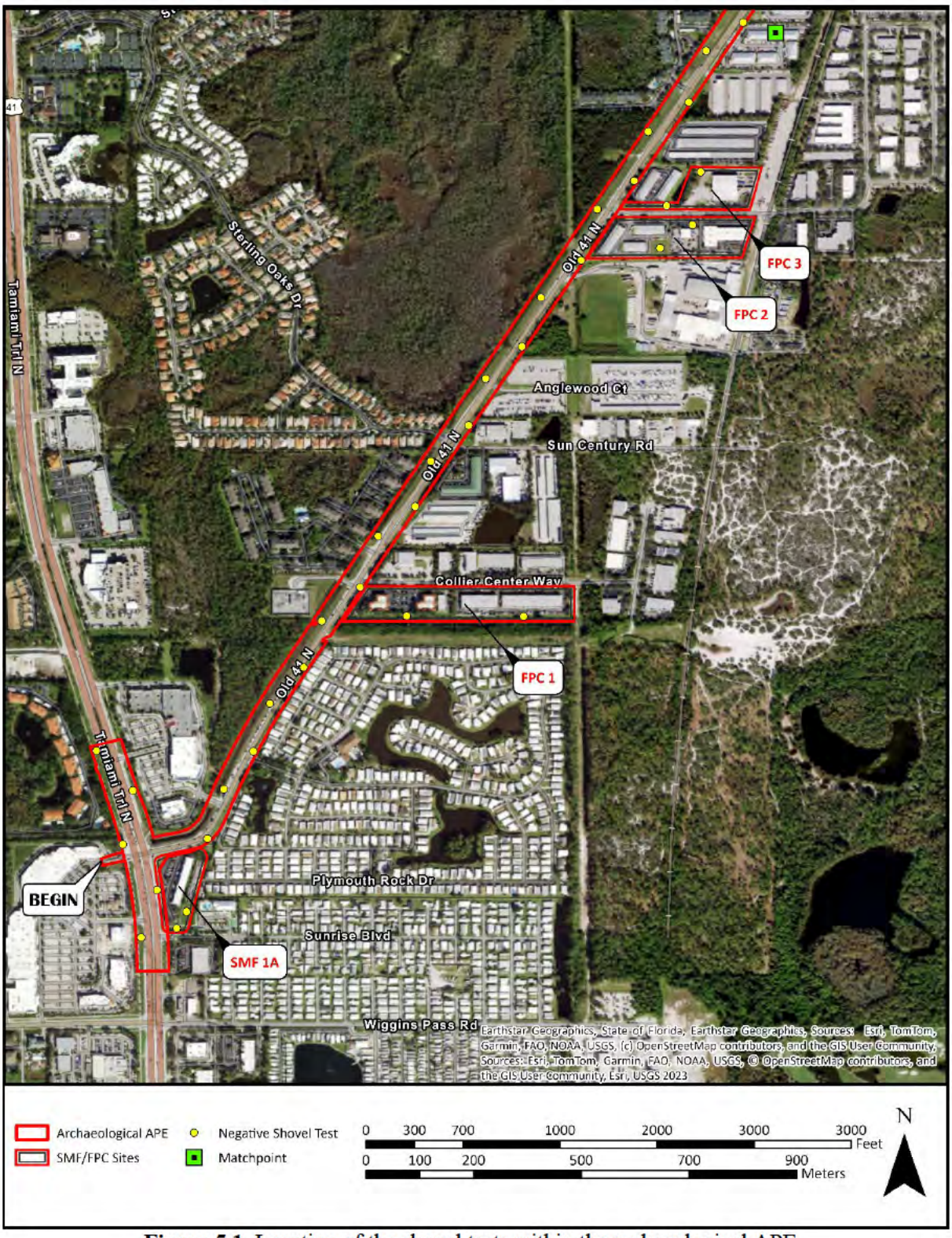


Figure 5.1. Location of the shovel tests within the archaeological APE.

Figure 5.2. Location of the shovel tests within the archaeological APE.

5.2 Historical/Architectural

Background research revealed that no historic resources were previously recorded within the APE; however, an unrecorded segment of the Seminole Gulf Railway (8LL02445) is located in the APE. As a result of the historic/architectural field survey, nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) were newly identified, recorded, and evaluated within the APE (**Table 5.1 and Figure 5.3**). Of the nine historic resources identified within the APE, eight appear ineligible for listing in the NRHP (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, and 8LL03076). The ineligible resources include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between ca. 1966 and 1977, one structure (8LL03076), and two linear resources (8CR01669 and 8CR01670/8LL03078). The buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The structure (8LL03076) is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the surrounding facility has been demolished and only the track remains extent. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The linear resources include a common example of drainage systems found throughout Florida (8CR01669) that have been altered and lack unique design and engineering features, and a common example of a highway found throughout Florida (8CR01670/8LL03078) that lacks historic integrity; therefore, the segments within the APE do not appear to be eligible for the NRHP. However, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

Table 5.1. Newly recorded and previously recorded historic resources within the APE.

FMSF No.	Address/Site Name	Year Built	Style/Type	NRHP Eligibility Recommendation
8CR01664	1360 Rail Head Boulevard (Building 1)	ca. 1977	Industrial Vernacular	Ineligible
8CR01665	1360 Rail Head Boulevard (Building 2)	ca. 1975	Industrial Vernacular	Ineligible
8CR01666	16120 Old 41 Road	ca. 1966	Industrial Vernacular	Ineligible
8CR01667	16210 Old 41 Road (Building 1)	ca. 1970	Industrial Vernacular	Ineligible
8CR01668	16210 Old 41 Road (Building 2)	ca. 1970	Industrial Vernacular	Ineligible
8CR01669	Transmission Corridor Canal	ca. 1944	Linear Resource	Insufficient Information; Ineligible/non-contributing
8CR01670/ 8LL03078	Old US 41	ca. 1928	Linear Resource	Insufficient Information; Ineligible/non-contributing
*8LL02445	Seminole Gulf Railway	ca. 1924	Linear Resource	Insufficient Information; Eligible/contributing
8LL03076	10601 Bonita Beach Road SE / Naples-Fort Myers Greyhound Track	ca. 1957	No Style (Track)	Ineligible

*denotes resources updated as part of this survey. Blue highlight indicates resources that are NRHP-listed, eligible, or appear eligible for listing in the NRHP.

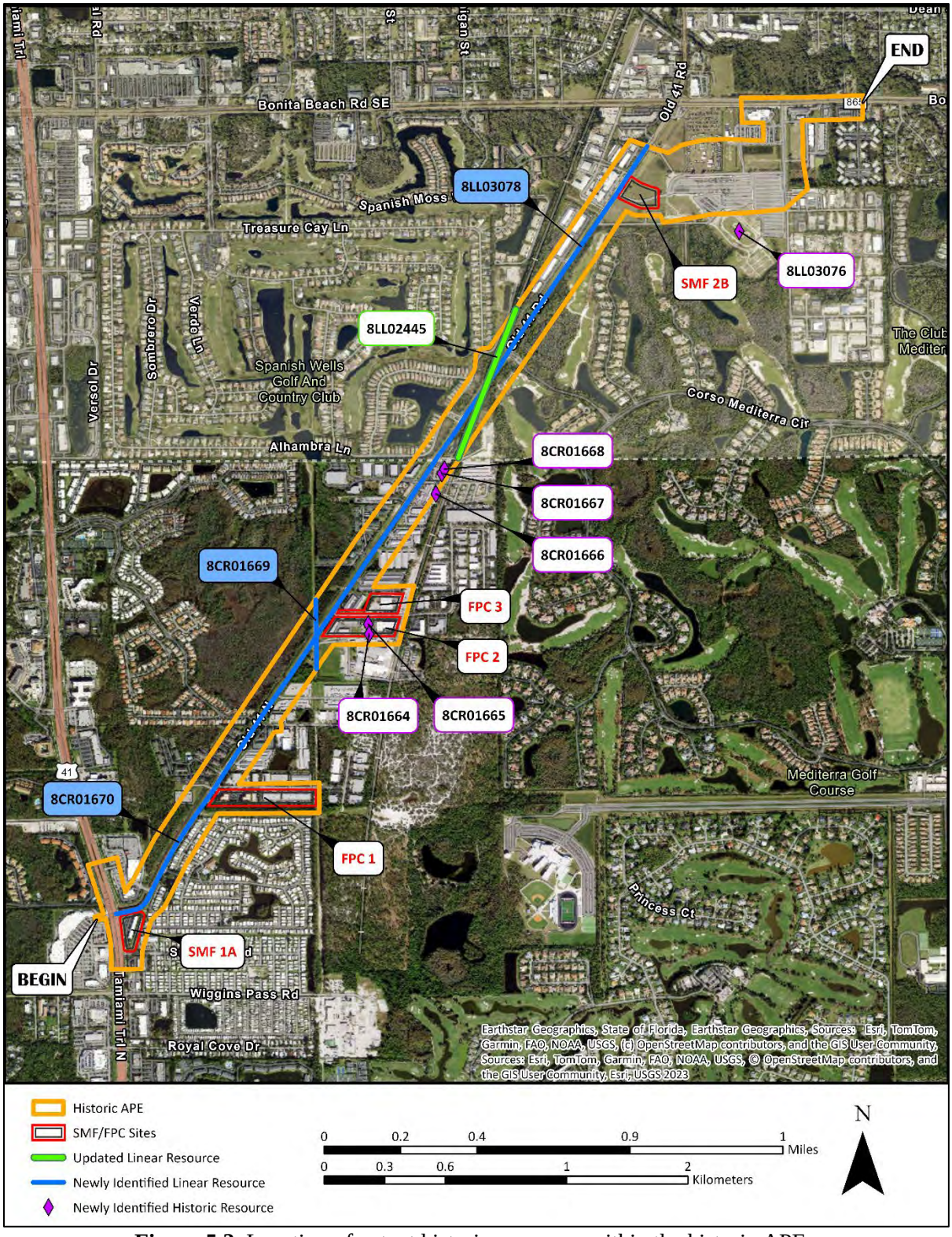


Figure 5.3. Location of extant historic resources within the historic APE.

One historic linear resource appears eligible for listing in the NRHP. This includes a segment of the Seminole Gulf Railway (8LL02445). The segment of the Seminole Gulf Railway (8LL02445) within the APE was constructed ca. 1924 as the Fort Myers Southern Railway. While the segment of the railroad within the APE is a typical example found throughout Florida, the resource meets the requirements found in Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association and engineering trends with the development of Florida's railroads and served a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the Seminole Gulf Railway (8LL02445) appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3.

Descriptions and photographs of the newly identified and updated resources follow, and copies of the FMSF forms are included in **Appendix B**. The Survey Log is contained in **Appendix C**. A reasonable and good faith effort was made per the regulations laid out in *36 CFR § 800.4(b)(1)* (Advisory Council on Historic Preservation n.d.) to survey all areas of the APE.

NRHP-Listed, Eligible, or Potentially Eligible Historic Resources

Within the APE, one historic resource appears eligible for listing in the NRHP. A description of the Seminole Gulf Railway (8LL02445) is included below. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-ft travel lanes in both directions, a 7-ft bicycle lane in both directions, and a 12-ft shared use path on the west side of CR 887 (Old US 41). The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed.

Photo 5.2. Seminole Gulf Railway (8LL02445), looking northeast.

8LL02445: A segment of the Seminole Gulf Railway, originally known as the Fort Myers Southern Railway, is located within the APE in Section 10 of Township 48 South, Range 25 East

(USGS 1958). The rail line consists of two standard gauge tracks resting on wooden railroad ties. The track within the APE is slightly overgrown and the crossing at CR 887 (Old US 41) is set within the asphalt (**Photo 5.2**). The resource has been modified to modern standards, no longer reflecting ca. 1924 materials.

The development of railroad systems in Florida largely began in the late nineteenth century with the Disston Land Purchase of 1881, phosphate discovery, and the blooming citrus industry as the catalyst. As a result of growing interest in the region, the State government further enticed investors by awarding land to those who constructed railroads within the state (Johnston & Mattick 2001). The first railroad system in Florida was the Florida Central & Peninsular Railroad (FC&P), established in 1885. From 1880 to 1890, railroad tracks in the state increased from 518 to 2,489 miles (Panamerican 2005). Prior to the development of railroad systems, railroads consisted of short lines for local traffic located in the north and western regions of the state (Pettengill, Jr. 1952). By 1903, five primary railroad systems existed as a result of consolidations: Seaboard Air Line Railway (SAL), Atlantic Coast Line Railroad (ACL), Florida East Coast Railway, Louisville and Nashville Railroad, and Southern Railway (Panamerican 2005).

The railroad industry continued to expand throughout Florida during the first two decades of the twentieth century, peaking during the mid-1920s, and declining during the Great Depression (Johnston & Mattick 2001). The Fort Myers Southern Railway, a line extending from Fort Myers to Naples, was formed in 1922 by Barron Collier in conjunction with the ACL. The line was completed to Bonita Springs and the APE ca. 1924 and reached Naples in 1927 (Seminole Gulf Railway 2025). The industry received a boost during World War II as many military installations were constructed in Florida and required the transportation of building materials and troops (Johnston & Mattick 2001). Following the war, however, revenue began to decline once more, largely a result of increased automobile use, commercial airlines, and competition amongst railroads (Panamerican 2005).

The Atlantic Coast Line Railroad merged with the Seaboard Air Line Railway, another regional giant and competitor, forming the Seaboard Coast Line Railroad in 1967. The National Railroad Passenger Corporation, later known as Amtrak, was established in 1971. Seaboard Coast Line Railroad joined the corporation with nineteen other railroads. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001). Approximately 118 miles of the CSX railroad, including segments between North Naples and Arcadia, and between Oneco and Sarasota, were acquired by the Seminole Gulf Railway (SGLR) in 1987 (Seminole Gulf Railway 2025). The line is utilized to haul regional building materials and hosts daytime excursions and dinner trains between Fort Myers and Charlotte County; however the segment within the APE appears to be out of use.

A segment of the Seminole Gulf Railway (8LL02445) was recorded approximately two miles north of the APE during *A Phase I Cultural Resource Assessment of the Oak Creek Restoration Dredge Project Phase II Bonita Springs, Lee County* conducted by Archaeological and Historical Conservancy, Inc. in 2014 and was found to have insufficient information to determine NRHP eligibility by the SHPO in 2015 (Survey No. 21494).

While the segment of the railroad within the APE is a typical example found throughout Florida, the linear resource meets the requirements found in Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association and engineering trends with the development of Florida's railroads and served a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the Seminole Gulf Railway (8LL02445), as contained within the APE,

appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. While the segment as contained within the APE appears eligible for listing in the NRHP, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

Ineligible Historic Resources

There are eight ineligible historic resources located within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), one structure (8LL03076), and two linear resources (8CR01669 and 8CR01670/8LL03078). The buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The linear resources include a common example of drainage systems found throughout Florida (8CR01669) that have been altered and lack unique design and engineering features, and a common example of a highway found throughout Florida (8CR01670/8LL03078) that lacks historic integrity; therefore, the segments within the APE do not appear to be eligible for the NRHP. However, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE. The proposed work being conducted within the APE at these locations includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 7-ft wide bike lanes in both directions and the construction of a 12-ft shared use path. In addition, the proposed New Quadrant Roadway — a two-lane undivided road with a 12-ft shared use path and 8-ft sidewalks – will be constructed between CR 887 (Old US 41) and Bonita Beach Road SE. ROW acquisition is anticipated for the proposed New Quadrant Roadway and intermittently along the CR 887 (Old US 41) corridor. Two resources (8CR01664 and 8CR01665) are located within FPC2 and a significant portion of the Naples-Fort Myers Greyhound Track (8LL03076) parcel will be acquired for the construction of the proposed New Quadrant Roadway.

Photo 5.3. 1360 Rail Head Boulevard (Building 1) (8CR01664), looking south.

8CR01664: The Industrial Vernacular style building at 1360 Rail Head Boulevard was

constructed in ca. 1977 and is located within FPC2 (**Photo 5.3**). The one-story, irregular plan building rests on a concrete slab foundation and has a metal frame structural system clad in metal siding. The side gable roof is covered with standing seam sheet metal, while the shed roof addition is covered with ribbed sheet metal. The main entryway is on the north elevation through a single door. No windows are visible on the building. Distinguishing architectural features include minimal eave overhang, two garage bays with roll up doors on the north elevation, and rectangular gable vents. An additional garage opening is located on the north elevation of the shed roof addition. Alterations include replacement roofing and siding, and a shed roof addition is located on the east elevation. A ca. 1975 Industrial Vernacular style building (8CR01665) is located to the south. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8CR01664 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

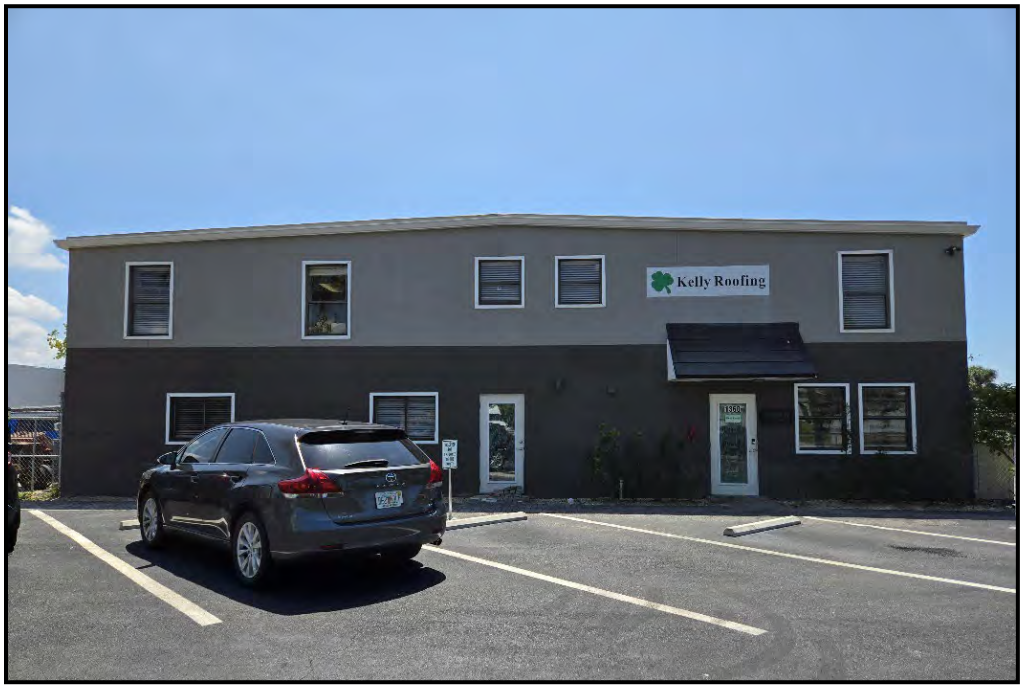


Photo 5.4. 1360 Rail Head Boulevard (Building 2) (8CR01665), looking south.

8CR01665: The Industrial Vernacular style building at 1360 Rail Head Boulevard was constructed in ca. 1975 and is located within FPC2 (**Photo 5.4**). The two-story, square plan building rests on a concrete slab foundation and has a metal frame structural system clad in stucco on the north, east, and west elevation, and metal siding on the south elevation. The front gable roof is covered with standing seam sheet metal. The main entryway is on the north elevation through a single door with an inset full view light, beneath a pent roof overhang. Visible windows include a mixture of individual and paired, one-over-one and two-over-two metal single-hung sash units, and individual one-by-one metal sliding units. Distinguishing architectural features include minimal eave overhang and large garage bays with roll up doors on the east, west, and south elevations. Alterations include replacement roofing, siding, and windows. A ca. 1977 Industrial Vernacular style building (8CR01664) is located to the south. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8CR01665 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5.5. 16120 Old 41 Road (8CR01666), looking east.

8CR01666: The Industrial Vernacular style building at 16120 Old 41 Road was constructed in ca. 1966 (**Photo 5.5**). The one-story, rectangular plan building rests on a continuous concrete block foundation and has a metal frame structural system clad in metal siding. The side gable roof is covered with ribbed sheet metal. The main entryway is on the west elevation through a single metal door. Visible windows include individual one-over-one metal single-hung sash units. Distinguishing architectural features include overhanging eaves with metal brackets, concrete loading docks and ramps, industrial vents, and garage bays with roll up doors. Alterations include replacement roofing, siding, and windows. The building was originally utilized as a packing warehouse for Townsend Produce. Overall, the building lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8CR01666 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5.6. 16210 Old 41 Road (Building 1) (8CR01667), looking southeast.

8CR01667: The Industrial Vernacular style building at 16210 Old 41 Road was constructed in ca. 1970 (**Photo 5.6**). The one-story, irregular plan building rests on a concrete slab foundation and has a metal frame structural system clad in stucco on the west elevation and metal siding on the remaining elevations. The front gable roof and shed roof additions are covered with standing seam sheet metal. The main entryway is on the west elevation through a single door with a full view inset light, beneath a canvas awning. Visible windows include individual single pane vinyl fixed units. Distinguishing architectural features include minimal eave overhang, stucco trim around the windows and main entrance, a canvas awning, garage bays, and industrial vents. Alterations include replacement roofing, siding, and windows. Additions include a shed roof addition on the south elevation, as well as shed roof metal frame canopy additions. The building is connected to a ca. 1970 Industrial Vernacular style building (8CR01668) on the north elevation. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8CR01667 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5.7. 16210 Old 41 Road (Building 2) (8CR01668), looking east.

8CR01668: The Industrial Vernacular style building at 16210 Old 41 Road was constructed in ca. 1970 (**Photo 5.7**). The one-story, rectangular plan building rests on a concrete slab foundation and has a metal frame structural system clad in stucco and metal siding. The front gable roof is covered with standing seam metal. The main entryway is on the west elevation through a single metal door. No windows are visible on the building. Distinguishing architectural features include minimal eave overhang and three garage bays located on the west elevation. Alterations include replacement roofing and siding. The building is connected to a ca. 1970 Industrial Vernacular style building (8CR01667) on the south elevation. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8CR01668 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5.8. Transmission Corridor Canal (8CR01669), looking north.

8CR01669: The segment of the Transmission Corridor Canal within the APE is located in Section 10 of Township 48 South, Range 25 East (USGS 1958) (**Photo 5.8**). The segment is approximately 0.2 miles long and 25 feet wide with earthen banks and runs parallel to the adjacent transmission line. The canal was constructed ca. 1944 and extends outside of the APE (USDA 1944). The total length of the linear resource is unclear as it runs intermittently between areas of residential and commercial development. Overall, the linear resource is a common example of a drainage canal found throughout Florida and is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations. As a result, the segment of 8CR01669 within the APE does not appear eligible for listing in the NRHP, either individually or as part of a historic district; however, there is insufficient information to evaluate the resource as a whole.

Photo 5.9. Old US 41 (8CR01670/8LL03078), looking northeast.

8CR01670/8LL03078: The segment of Old US 41, also known as Old 41 Road, is approximately 2.55 miles long and is located in Sections 2, 3, 10, and 15 of Township 48 South, Range 25 East (USGS 1958). A 1.55 mile portion of the segment is located in Collier County (8CR01670) between US 41 and Channel 30 Drive and the remaining 1.0 mile is located in Lee County (8LL03078) between Channel 30 Drive and south of Bonita Beach Road SE. The segment of Old US 41 within the APE is an undivided two-lane roadway with central turning lanes. The roadway ranges from approximately 24 ft to 52 ft wide and is paved with asphalt (**Photo 5.9**). The Tamiami Trail, later known as US 41, was constructed through the Bonita Springs area ca. 1928 (Bonita Springs Historical Society 2025). The population of the area increased following the creation of the route, as prior to this time the area was mainly accessed by boat, and attractions such as the Everglades Reptile Gardens and the Shell Factory were developed to create a local tourism industry. The route was renamed "Old 41 Road" in 1976 when the current US 41 bypass was completed to the south and west of the APE (City of Bonita Springs 2017). The southern terminus of the segment within the APE was realigned during this time to accommodate the newly constructed US 41 bypass; however, the surrounding area remained largely undeveloped with surrounding wetlands and minimal industrial development (FDOT 1973, 1975). Over the years, a significant amount of residential and industrial development has occurred along the corridor within the APE with only small areas of undeveloped land remaining (Google Earth 2025). The majority of the road's total length is located outside the APE. Surveying and recording the entire roadway are beyond the scope of this report, as such only the segment within the APE was surveyed and recorded. The segment of Old US 41 within the APE is a common example of roads within Florida and lacks unique design and engineering features. The segment has been altered over the years, including minor widening, realignment of a portion of the roadway, and significant development along the corridor resulting in a loss of historic integrity. As such, the segment of Old US 41 (8CR01670/8LL03078) within the APE does not appear to be eligible for the NRHP; however, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

Photo 5.10. Naples-Fort Myers Greyhound Track (8LL03076), looking west.

8LL03076: The Naples-Fort Myers Greyhound Track is located at 10601 Bonita Beach Road SE and was constructed in 1957 (**Photo 5.10**). Originally known as the Naples – Fort Myers Kennel Club, the facility included the 5/16th-mile track, grandstands with a capacity of 1,400 patrons, kennels, a concession building, a large parking lot, and a concrete block wall opposite the grandstands (Packett 1957). In 1973, the original buildings were demolished and replaced with an updated facility which included a large building containing a 325-seat clubhouse restaurant and grandstand seating for 4,000 patrons, a computerized tote board, and kennels (The Naples Daily News 1973). In 1931, Florida became the first state in the United States to legalize both dog racing and pari-mutuel wagering, a "form of betting in which all wagers go into the same pool and is shared equally between those who make the winning selection with taxes taken out by the house" (Lenard 2019). Similar facilities were located throughout the State of Florida; however, breeding and inhumane treatment of racing greyhounds became a well-known issue throughout the nation with several states repealing authorization to wager on dog racing by the 1990s. Amendment 13 of the Florida Constitution, which called for the outlaw of betting on greyhound racing by 2020, was voted into effect November 6, 2018 (DeMeo 2019). The Naples-Fort Myers Greyhound Track closed in 2020 and by 2021, the associated buildings had been demolished (Google Earth 2025, Caldwell 2025). The track remains extent but in a deteriorated state. The track is unpaved with concrete barrier walls and a landscaped infield comprised of two circular water features and concrete edging. The concrete block wall and tote board remain in place along the south side of the track. Overall, the surrounding facility has been demolished and only the track remains extent. The track is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. As such, 8LL03076 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

5.3 Conclusions

The FDOT, District One is conducting a PD&E Study to consider the widening of CR 887 (Old US 41) up to four lanes from US 41 in Collier County to Bonita Beach Road in Lee County in order to address existing congestion and projected travel demand as a result of area-wide growth. The roadway

project is approximately 2.73 miles in length. The proposed improvement to CR 887 (Old US 41) will expand the roadway to a four-lane divided roadway with 11-ft travel lanes. The Preferred Alternative would require the purchase of additional ROW for a shared use path and bicycle lanes in both directions. A new Quadrant Roadway is proposed to connect CR 887 (Old US 41) with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk within a total of 70-ft ROW. In addition, two SMF and three FPC sites will be located throughout the study area and will require additional ROW. The Preferred Alternative will meet the purpose and need of this project by widening the roadway to accommodate future travel demand. The Preferred Alternative also creates the opportunity for complete streets with implementations of shared use paths, sidewalks, and bicycle lanes.

Given the results of background research and field survey, including the excavation of 57 shovel tests, no pre-Contact or historic archaeological sites were discovered. As a result of the historic/architectural field survey, nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) were identified, recorded, and evaluated within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between circa (ca.) 1966 and 1977, one structure, the Naples-Fort Myers Greyhound Track (8LL03076), and three linear resources, the Transmission Corridor Canal (8CR01669), Old US 41 (8CR01670/8LL03078), and the Seminole Gulf Railway (8LL02445). Overall, the newly identified buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The Naples-Fort Myers Greyhound Track (8LL03076) is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the affiliated facility was demolished in 2021 and only the track remains extant. Thus, the buildings and structure do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. Two linear resources, the Transmission Corridor Canal (8CR01669) and Old US 41 (8CR01670/8LL03078), as contained within the APE, appear ineligible for listing in the NRHP. The segment of the Transmission Corridor Canal (8CR01669) is a common example of drainage systems found throughout Florida that have been altered and lacks unique design and engineering features. The segment of Old US 41 (8CR01670/8LL03078) is a common example of a highway found throughout Florida that lacks historic integrity. While the segments contained within the APE do not appear to be eligible for the NRHP, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

One historic linear resource, as contained within the APE, appears eligible for listing in the NRHP. The segment of the Seminole Gulf Railway (8LL02445) possesses significance for its association and engineering trends with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the segment of the Seminole Gulf Railway (8LL02445), as contained within the APE, appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-ft travel lanes in both directions, a 7-ft bicycle lane in both directions, and a 12-ft shared use path on the west side of CR 887 (Old US 41). The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed. As such, the undertaking will not result in physical destruction, damage, or alteration of all or part of the Seminole Gulf Railway (8LL02445) for which it is NRHP eligible.

Therefore, the proposed undertaking will have no adverse effect on the Seminole Gulf Railway (8LL02445). Based on the results of background research and field investigations, it is the opinion of ACI that the proposed undertaking will result in no adverse effect to historic properties. No further cultural resource work is recommended.

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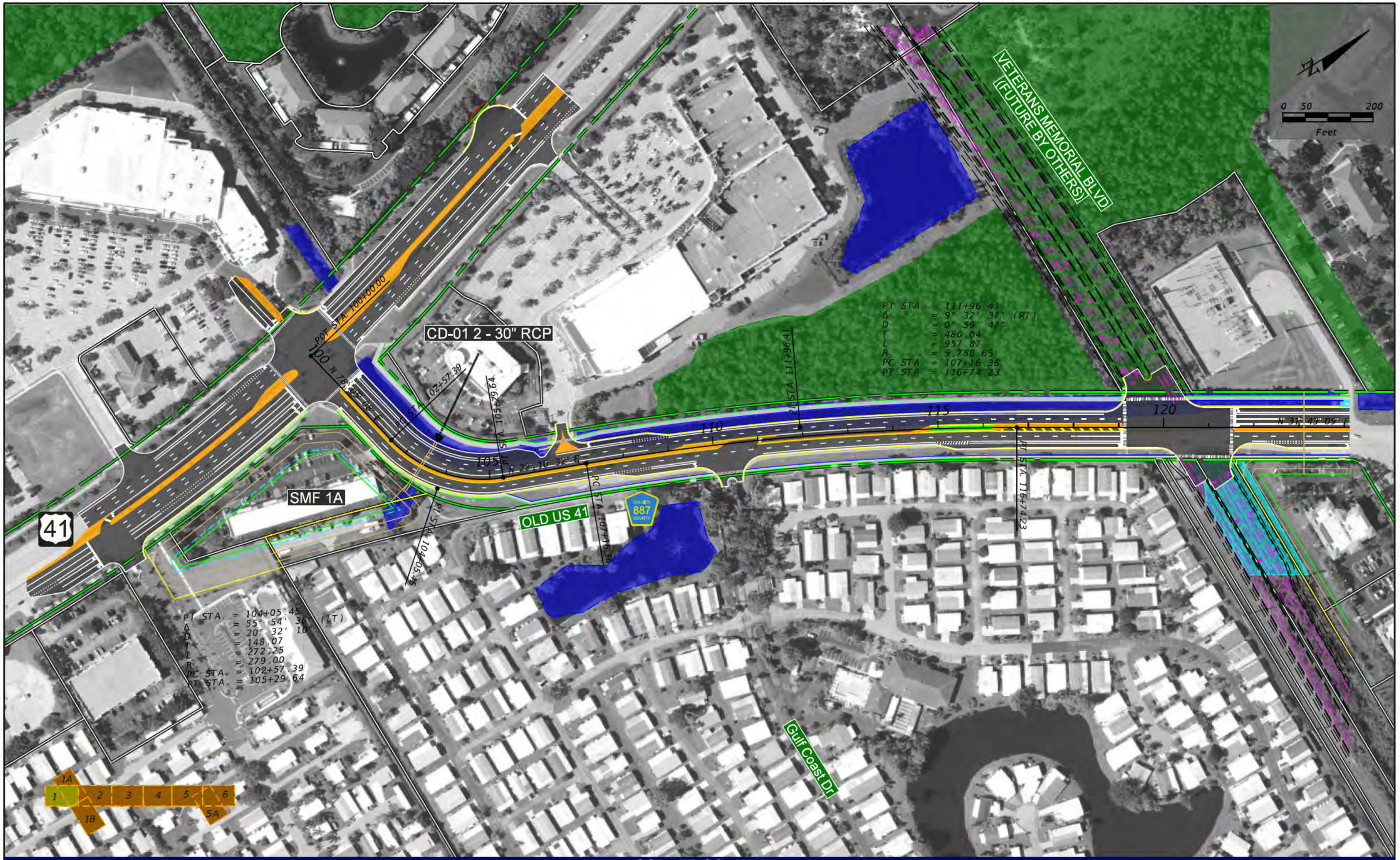
APPENDIX A

Preferred Alternative Concept Plans



COLLIER COUNTY

STATION	PROPOSED CONCRETE SEPARATOR
EXISTING ROW	PROPOSED SIDEWALK/PATH
PROPERTY LINES	PROPOSED PAVEMENT
PROPOSED ROW	PROPOSED MEDIAN
PROPOSED EASEMENT	FUTURE BY-OTHERS
WETLANDS	CONSERVATION EASEMENTS
SURFACE WATERS	

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 1

COLLIER COUNTY

STATION	PROPOSED CONCRETE SEPARATOR	HNTB CORPORATION MATTHEW J.W. DOCKINS P.E. LICENSE NUMBER 79350 201 N. FRANKLIN STREET, SUITE 1200 TAMPA, FLORIDA 33602	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
EXISTING ROW	PROPOSED SIDEWALK/PATH		
PROPERTY LINES	PROPOSED PAVEMENT		
PROPOSED ROW	PROPOSED MEDIAN		
PROPOSED EASEMENT	FUTURE BY-OTHERS		
WETLANDS	CONSERVATION EASEMENTS		
SURFACE WATERS			

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 1A

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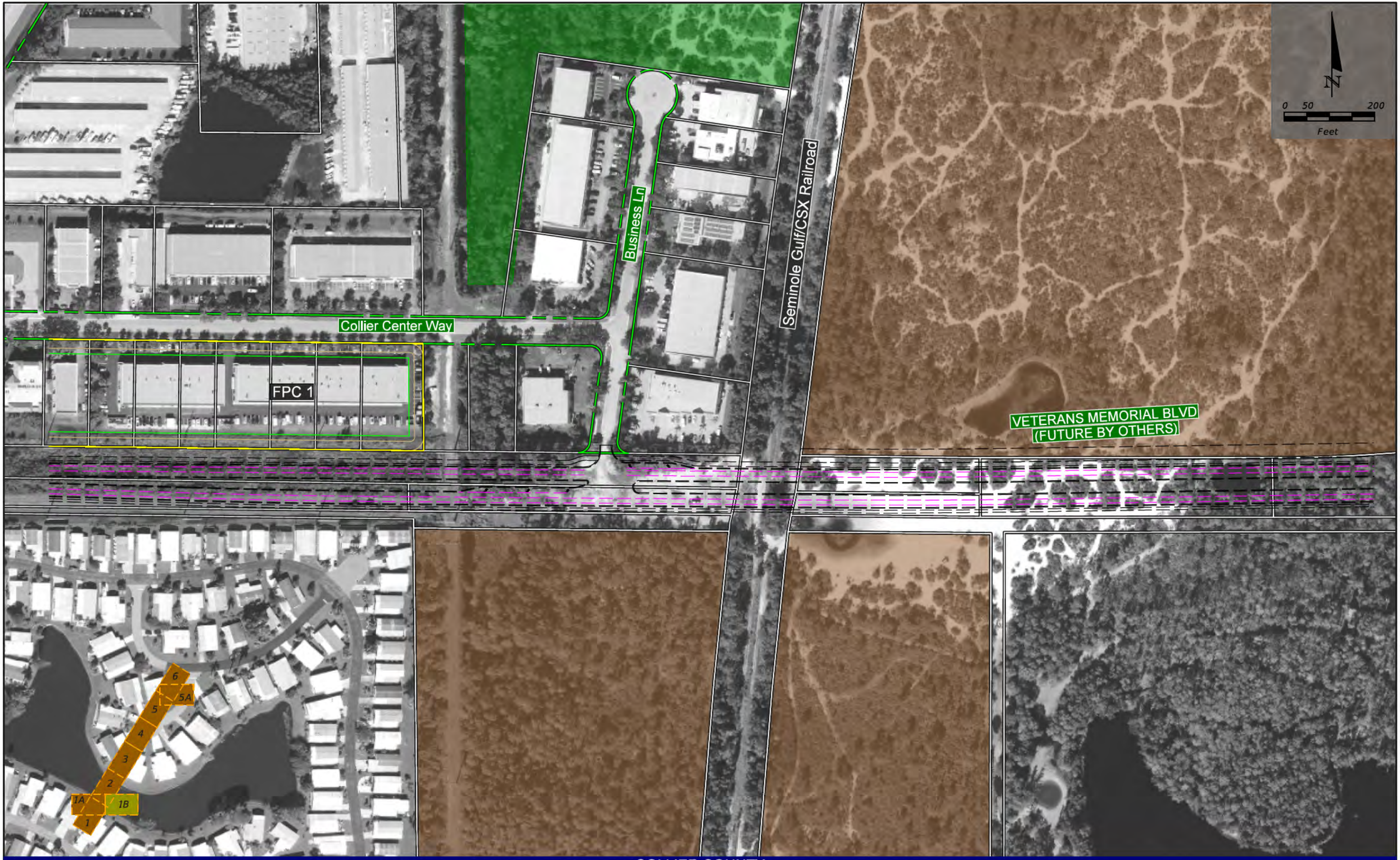


COLLIER COUNTY

100 STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS

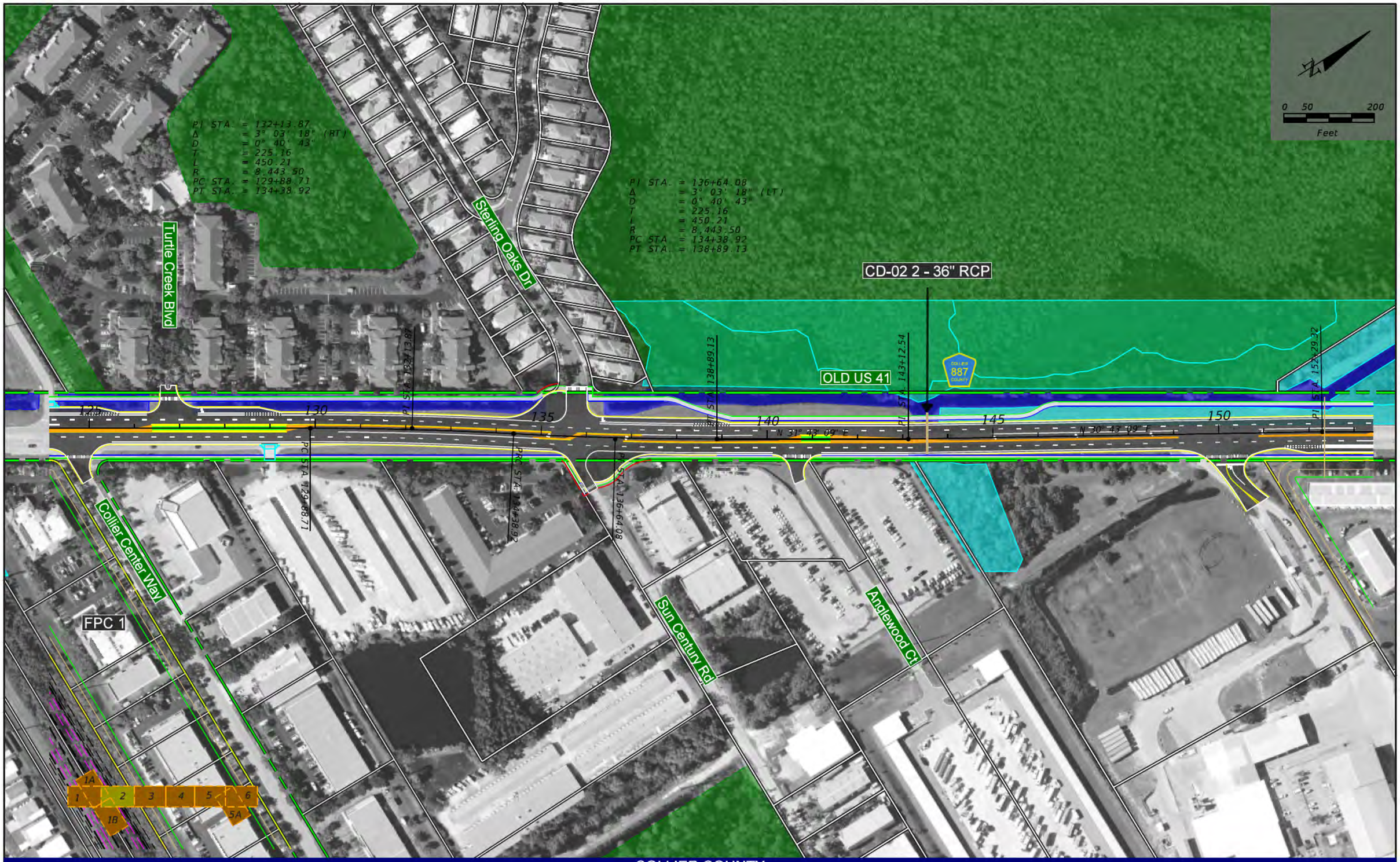
HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
		435110-1-22-01

PREFERRED ALTERNATIVE

SHEET NO.



COLLIER COUNTY

100
STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 2

COLLIER COUNTY

100

STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 3

COLLIER COUNTY

LEE COUNTY/CITY OF BONITA SPRINGS

100

STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 4

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LEE COUNTY/CITY OF BONITA SPRINGS

100
STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 5

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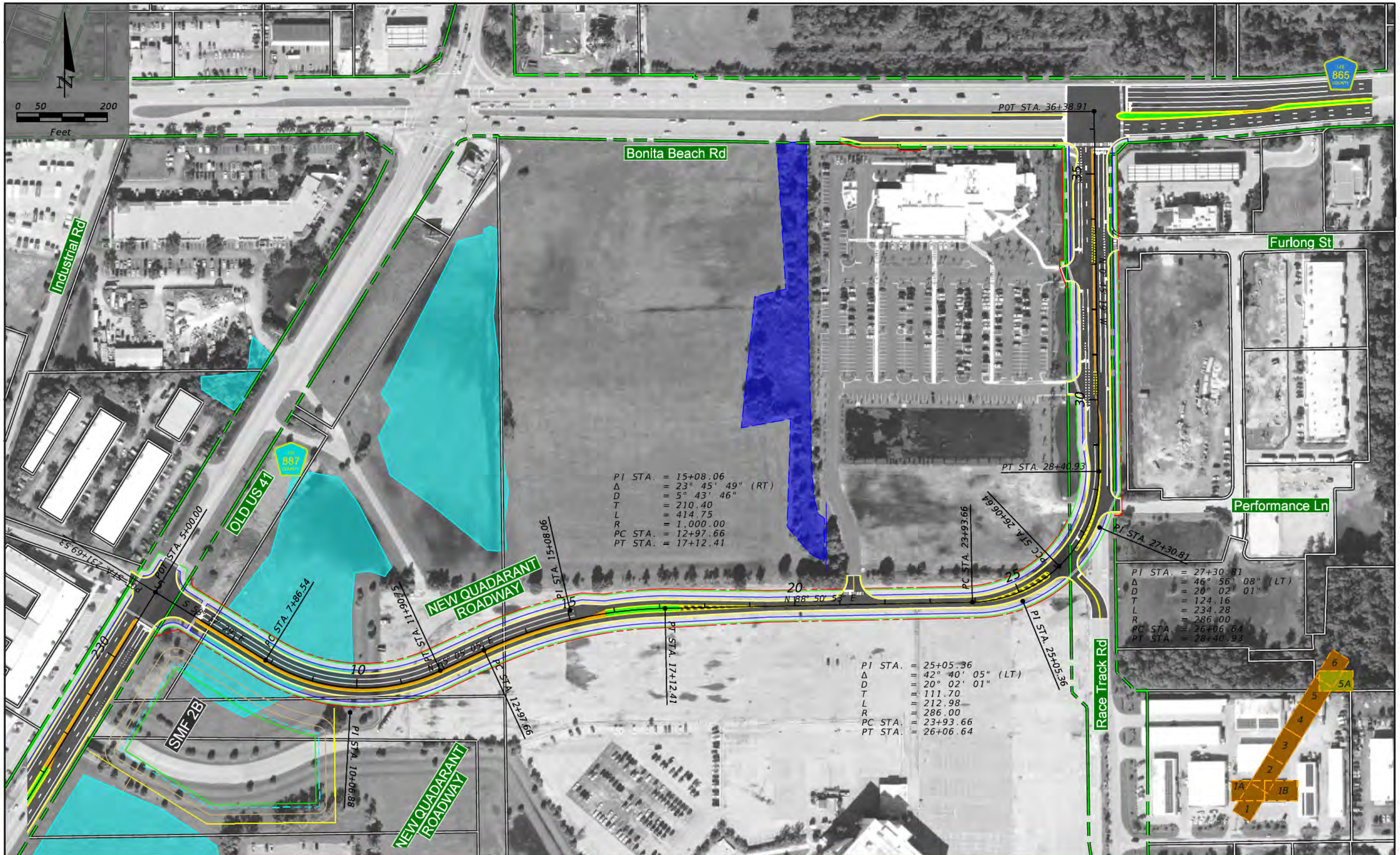

LEE COUNTY/CITY OF BONITA SPRINGS

100 STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 5A

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LEE COUNTY/CITY OF BONITA SPRINGS

STATION
EXISTING ROW
PROPERTY LINES
PROPOSED ROW
PROPOSED EASEMENT
WETLANDS
SURFACE WATERS
PROPOSED CONCRETE SEPARATOR
PROPOSED SIDEWALK/PATH
PROPOSED PAVEMENT
PROPOSED MEDIAN
FUTURE BY-OTHERS
CONSERVATION EASEMENTS

HNTB CORPORATION
MATTHEW J.W. DOCKINS
P.E. LICENSE NUMBER 79350
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FLORIDA 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 887	COLLIER AND LEE	435110-1-22-01 435347-1-22-01

PREFERRED ALTERNATIVE

SHEET NO. 6

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APPENDIX B

Florida Master Site File Forms

Page 1

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 CR01664
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1360 Rail Head Boulevard (Building 1) Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☒private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	1360		Rail Head	Boulevard	

Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS USGS Date 1958 Plat or Other Map _____
City / Town (within 3 miles) Naples In City Limits? ☐yes ☐no ☒unknown County Collier
Township 48S Range 25E Section 10 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 00145681106 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 420966 Northing 2910170
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1977 ☐approximately ☐year listed or earlier ☒year listed or later
Original Use Warehouse From (year): 1977 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: _____ Nature Roofing, siding
Additions: ☒yes ☐no ☐unknown Date: _____ Nature E ELEV (shed roof)
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

1360 Rail Head LLC (2020); H3, Inc. (1996); J.M. Beals Enterprises (1986); Beals Enterprises South

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. Shed 3. _____
Roof Material(s) 1. Sheet metal:standing seam 2. Other 3. Sheet metal: ribbed
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

None visible

Distinguishing Architectural Features (exterior or interior ornaments)

Minimal eave overhang, garage bays, rectangular gable vent

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

ca. 1975 Industrial Vernacular style building (8CR01665)

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

HISTORICAL STRUCTURE FORM

Site # CR01664

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

N ELEV: single door

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

A one-story Industrial Vernacular style building w/ two garage bays with roll up doors on the N ELEV. An additional garage opening without a door is located on the N ELEV of the addition.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

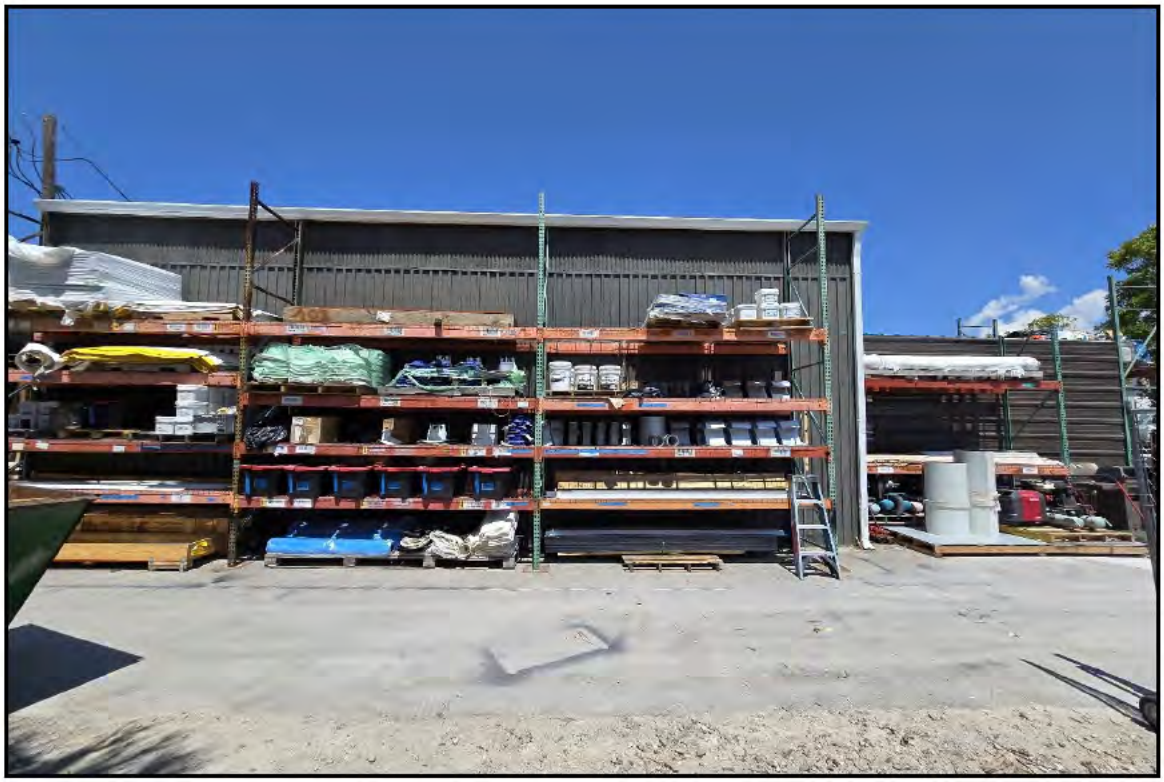
RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

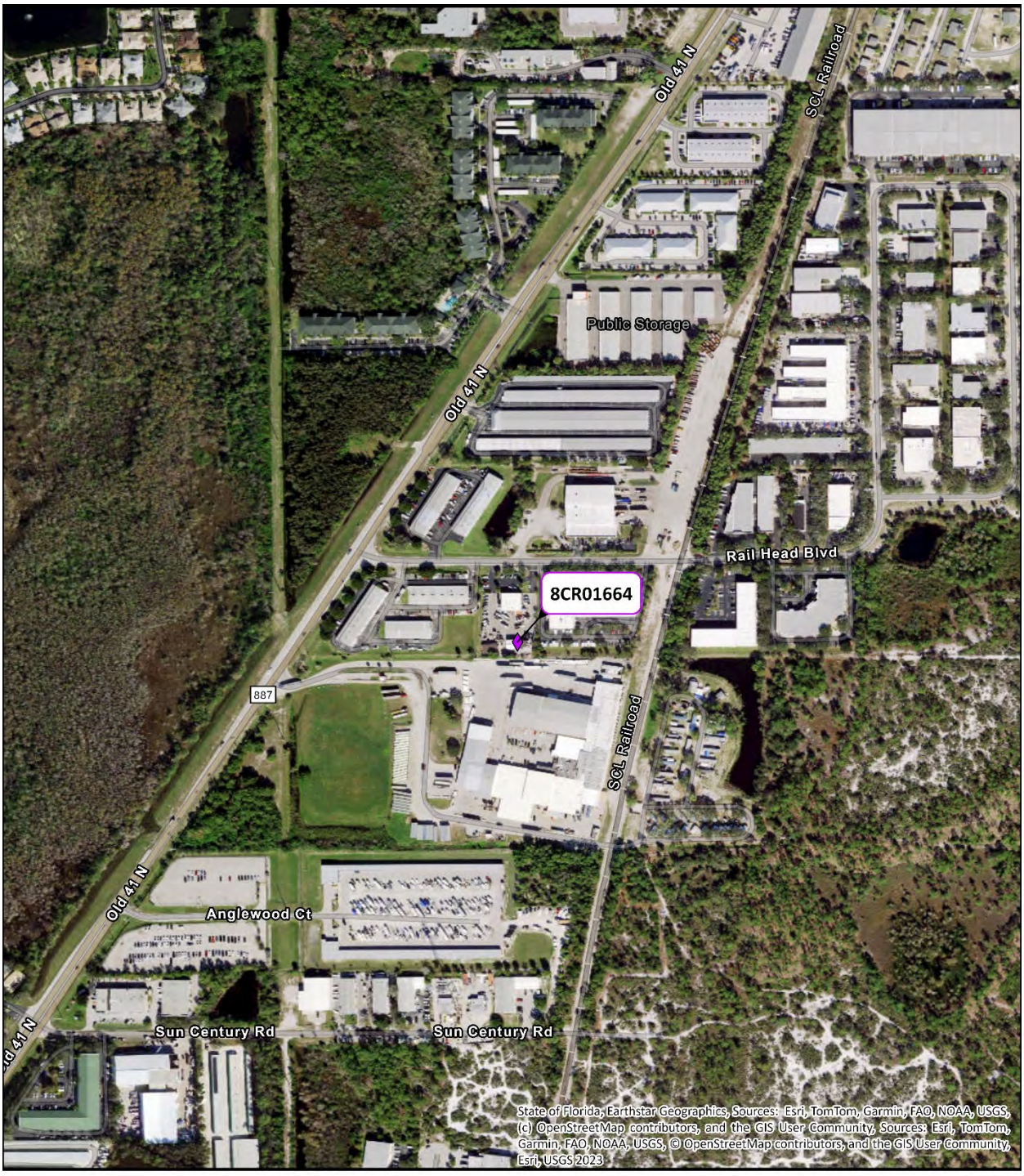
Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS



AERIAL MAP



Newly Identified Historic Resource

0 0.05 0.1 0.2 0.3 Miles

0 0.07 0.1 0.3 0.4 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10

Newly Identified Historic Resource

0 0.1 0.2 0.4 0.6 Miles
0 0.1 0.3 0.6 0.8 Kilometers

N

Page 1

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 CR01665
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1360 Rail Head Boulevard (Building 2) Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☒private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	1360		Rail Head	Boulevard	

Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS USGS Date 1958 Plat or Other Map _____
City / Town (within 3 miles) Naples In City Limits? ☐yes ☐no ☒unknown County Collier
Township 48S Range 25E Section 10 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 00145681106 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 420961 Northing 2910216
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1975 ☐approximately ☐year listed or earlier ☒year listed or later
Original Use Warehouse From (year): 1975 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: _____ Nature Roofing, siding, windows
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

1360 Rail Head LLC (2020); H3, Inc. (1996); J.M. Beals Enterprises (1986); Beals Enterprises South

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Square Number of Stories 2
Exterior Fabric(s) 1. Stucco 2. Metal 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:standing seam 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

SHS, metal, single, paired, 1/1, 2/2; Sliding, metal, single, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)

Minimal eave overhang, large garage bays w/ roll up doors

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

ca. 1977 Industrial Vernacular style building (8CR01664)

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

HISTORICAL STRUCTURE FORM

Site # 8 CR01665

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

N ELEV: single door w/ inset full view light, beneath a pent roof overhang

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

A two-story Industrial Vernacular style building w/ replacement stucco siding on the N/E/W ELEV and metal siding on the S ELEV. Garage bays are present on the E, W, and S ELEVs.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

RECORDER INFORMATION

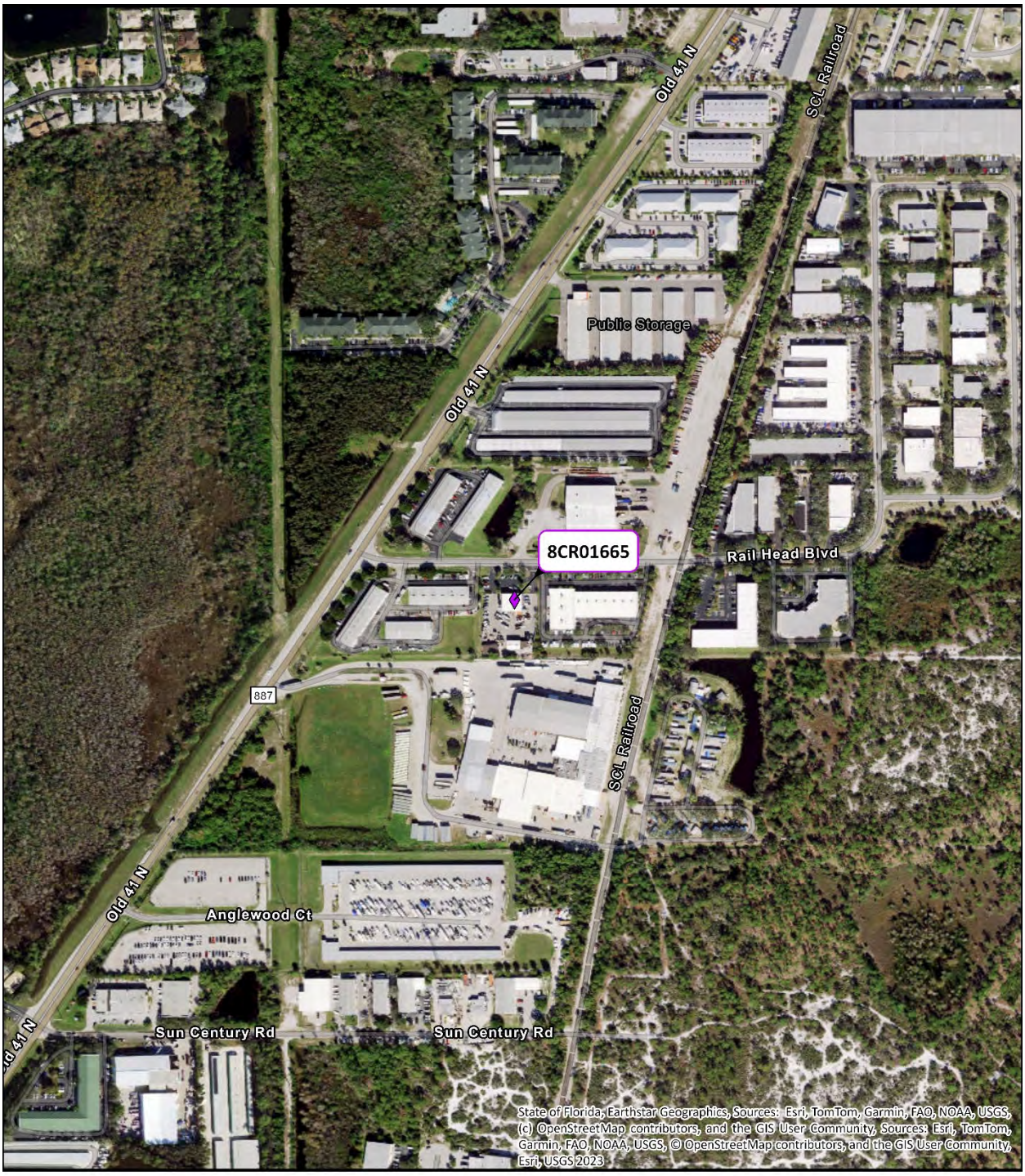
Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS

AERIAL MAP


Old 41 N
SCL Railroad
Public Storage
Old 41 N
8CR01665
Rail Head Blvd
887
SCL Railroad
Old 41 N
Anglewood Ct
Sun Century Rd
Sun Century Rd
State of Florida, Earthstar Geographics, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS 2023
Newly Identified Historic Resource
0 0.05 0.1 0.2 0.3 Miles
0 0.07 0.1 0.3 0.4 Kilometers
N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 CR01666
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 16120 Old 41 Road — Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties — Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☒private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Street Number	Direction	Street Name	Street Type	Suffix Direction
16120		Old 41	Road	

Address:
Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS — USGS Date 1958 — Plat or Other Map _____
City / Town (within 3 miles) Naples — In City Limits? ☐yes ☐no ☒unknown — County Collier
Township 48S — Range 25E — Section 10 — ¼ section: ☐NW ☐SW ☐SE ☐NE — Irregular-name: _____
Tax Parcel # 00143760003 — Landgrant _____
Subdivision Name _____ — Block _____ — Lot _____
UTM Coordinates: Zone ☐16 ☒17 — Easting 412444 — Northing 2910808
Other Coordinates: X: _____ Y: _____ — Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1966 ☐approximately ☐year listed or earlier ☒year listed or later
Original Use Warehouse — From (year): 1966 — To (year): CURR
Current Use _____ — From (year): _____ — To (year): _____
Other Use _____ — From (year): _____ — To (year): _____
Moves: ☐yes ☒no ☐unknown — Date: _____ — Original address _____
Alterations: ☒yes ☐no ☐unknown — Date: _____ — Nature Roofing, siding, windows
Additions: ☐yes ☒no ☐unknown — Date: _____ — Nature _____
Architect (last name first): _____ — Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Affordable Secure Storage (2017); Pro-Build Real Estate Holdings (2008); Cox Lumber Co. (1999); HEG Corp. (1993); Elvin A. Townsend Trust

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown — Describe _____

DESCRIPTION

Style Industrial Vernacular — Exterior Plan Rectangular — Number of Stories 1
Exterior Fabric(s) 1. Metal — 2. _____ — 3. _____
Roof Type(s) 1. Gable — 2. _____ — 3. _____
Roof Material(s) 1. Other — 2. _____ — 3. Sheet metal: ribbed
Roof secondary strucs. (dormers etc.) 1. _____ — 2. _____

Windows (types, materials, etc.)

SHS, metal, single, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)

Overhanging eaves w/ metal brackets, concrete loading docks/ramps, garage bays w/ roll up doors, industrial vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

HISTORICAL STRUCTURE FORM

Site # CR01666

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Continuous 2. _____
Foundation Material(s): 1. Concrete Block 2. _____
Main Entrance (stylistic details)

W ELEV: single metal door

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

A one-story Industrial Vernacular style building that was originally utilized as a packing warehouse by Townsend Produce.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1._____ 3._____ 5._____
2._____ 4._____ 6._____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

RECORDER INFORMATION

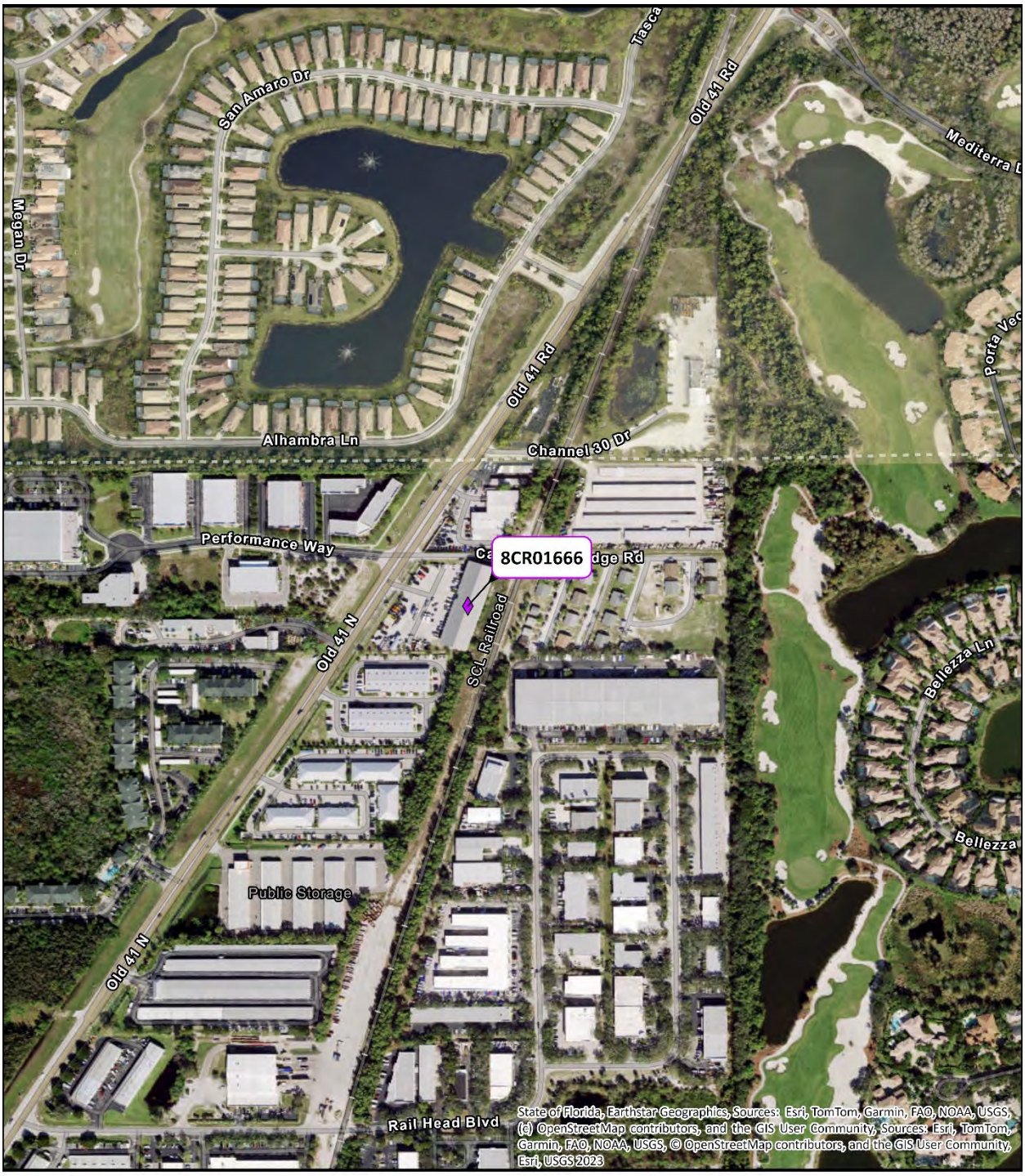
Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS

AERIAL MAP



Newly Identified Historic Resource

0 0.05 0.1 0.2 0.3 Miles

0 0.07 0.1 0.3 0.4 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10

Newly Identified Historic Resource

0 0.1 0.2 0.4 0.6 Miles
0 0.1 0.3 0.6 0.8 Kilometers

N

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 CR01667
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 16210 Old 41 Road (Building 1) Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☒private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	16210		Old 41	Road	

Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS USGS Date 1958 Plat or Other Map _____
City / Town (within 3 miles) Naples In City Limits? ☐yes ☐no ☒unknown County Collier
Township 48S Range 25E Section 10 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 00143640000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 4 2 1 2 6 9 Northing 2 9 1 0 9 0 1
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1970 ☐approximately ☐year listed or earlier ☒year listed or later
Original Use Industrial From (year): 1970 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: _____ Nature Roofing, siding, windows
Additions: ☒yes ☐no ☐unknown Date: _____ Nature E ELEV (shed roof)
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

McKee Properties (2007); R. Marquis & D. Woodcock (1989); J. Danisi (1980); South Florida Cable Television (1974); Swanco Publishing Company

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Metal 3. _____
Roof Type(s) 1. Gable 2. Shed 3. _____
Roof Material(s) 1. Sheet metal:standing seam 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

Fixed, vinyl, single, one pane

Distinguishing Architectural Features (exterior or interior ornaments)

Minimal eave overhang, stucco trim, canvas awning, garage bays, industrial vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

ca. 1970 Industrial Vernacular style building (8CR01668)

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

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HISTORICAL STRUCTURE FORM

Site # 8 CR01667

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

W ELEV: single door w/ full view inset light, beneath a canvas awning

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous
Narrative Description of Resource

A one-story Industrial Vernacular style building w/ stucco siding on the W ELEV. A shed roof addition is located on the S ELEV, as well as a shed roof metal frame canopy addition. The building is connected to 8CR01668.

Archaeological Remains _____ ☐ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒ FMSF record search (sites/surveys)	☐ library research	☐ building permits	☐ Sanborn maps
☐ FL State Archives/photo collection	☐ city directory	☐ occupant/owner interview	☐ plat maps
☒ property appraiser / tax records	☐ newspaper files	☐ neighbor interview	☐ Public Lands Survey (DEP)
☐ cultural resource survey (CRAS)	☐ historic photos	☐ interior inspection	☐ HABS/HAER record search

☒ other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS


NORTH COLLIER COLLISION


NISSAN

AERIAL MAP

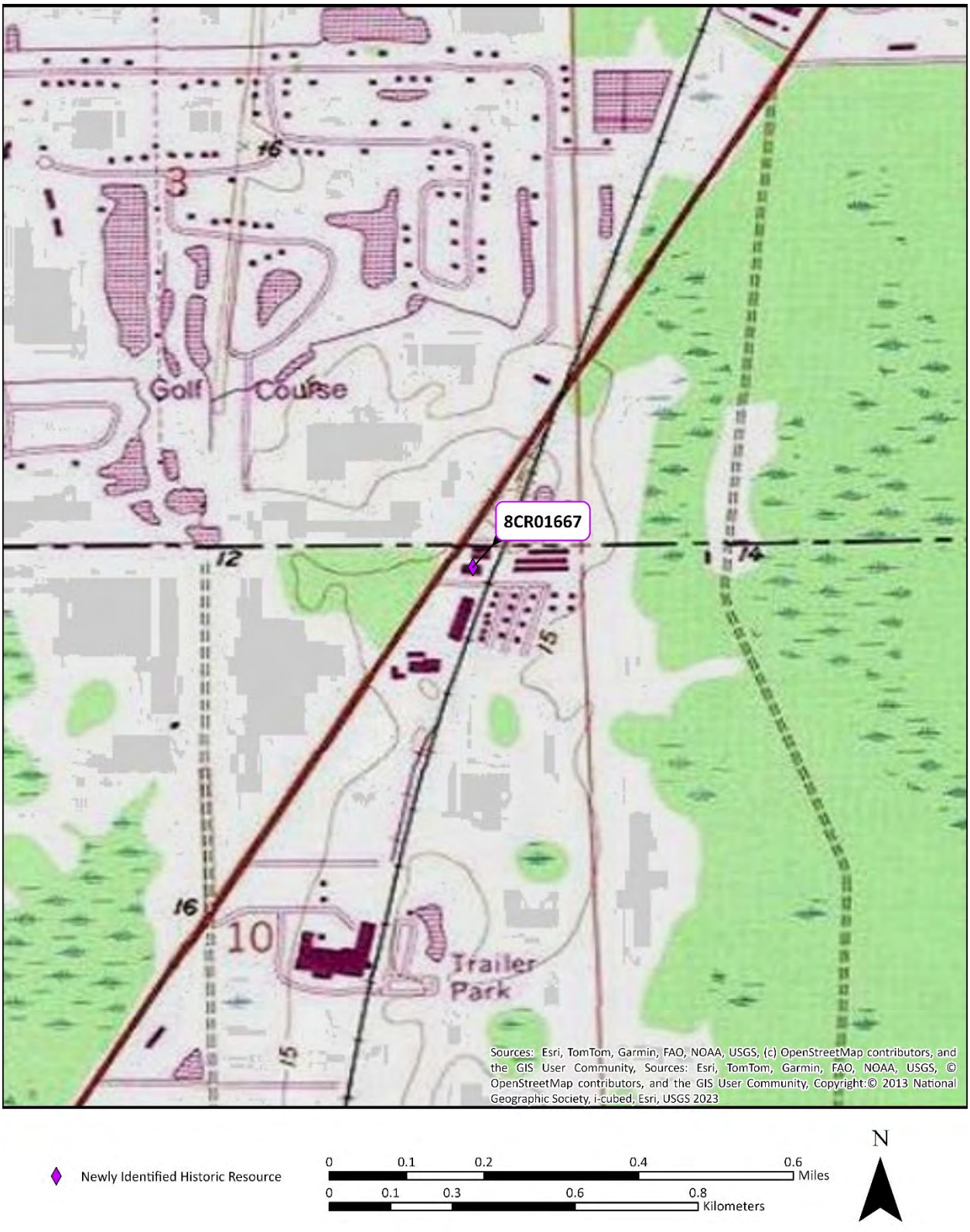
Newly Identified Historic Resource

0 0.05 0.1 0.2 0.3 Miles

0 0.07 0.1 0.3 0.4 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10



Newly Identified Historic Resource

0 0.1 0.2 0.4 0.6 Miles
0 0.1 0.3 0.6 0.8 Kilometers

N

Page 1

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 CR01668
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 16210 Old 41 Road (Building 2) Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☒private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Street Number	Direction	Street Name	Street Type	Suffix Direction
16210		Old 41	Road	

Address:
Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS USGS Date 1958 Plat or Other Map _____
City / Town (within 3 miles) Naples In City Limits? ☐yes ☐no ☒unknown County Collier
Township 48S Range 25E Section 10 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 00143640000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 421280 Northing 2910920
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1970 ☐approximately ☐year listed or earlier ☒year listed or later
Original Use Industrial From (year): 1970 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: _____ Nature Roofing, siding
Additions: ☐yes ☐no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

McKee Properties (2007); R. Marquis & D. Woodcock (1989); J. Danisi (1980); South Florida Cable Television (1974); Swanco Publishing Company

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. Metal 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:standing seam 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

None visible

Distinguishing Architectural Features (exterior or interior ornaments)

Minimal eave overhang, garage bays

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

ca. 1970 Industrial Vernacular style building (8CR01667)

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

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HISTORICAL STRUCTURE FORM

Site # 8 CR01668

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

W ELEV: single metal door

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

A one-story Industrial Vernacular style building w/ three garage bays on the W ELEV. The building is connected to 8CR01667.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

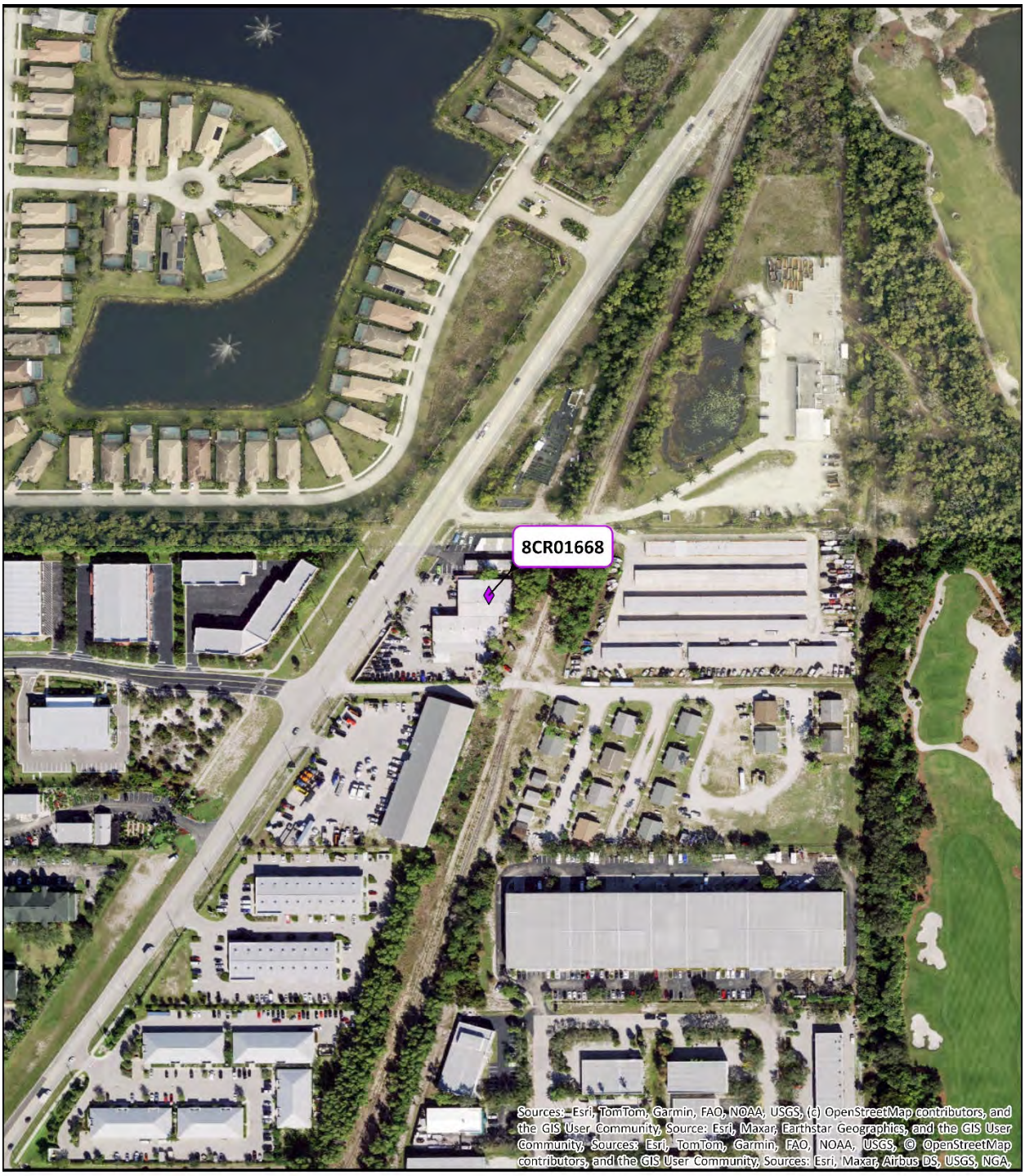
Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS


NISSAN

AERIAL MAP


8CR01668
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA,
Newly Identified Historic Resource
0 0.03 0.07 0.1 0.2 Miles
0 0.04 0.08 0.2 0.3 Kilometers
N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10

Newly Identified Historic Resource

0 0.1 0.2 0.4 0.6 Miles
0 0.1 0.3 0.6 0.8 Kilometers

N

☒ Original
☐ Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site # CR01669
Field Date 4-3-2025
Form Date 4-29-2025
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Transmission Corridor Canal Multiple Listing [DHR only] _____
Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties FMSF Survey # _____
National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object
Linear Resource Type (if applicable): ☒ canal ☐ railway ☐ road ☐ other (describe): _____
Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

LOCATION & MAPPING

Address: (Street Number / Direction / Street Name / Street Type / Suffix Direction)
City/Town (within 3 miles) Naples In Current City Limits? ☐ yes ☒ no ☐ unknown
County or Counties (do not abbreviate) Collier
Name of Public Tract (e.g., park) _____

1) Township 48S Range 25E Section 10 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

USGS 7.5' Map(s) 1) Name BONITA SPRINGS USGS Date 1958
2) Name _____ USGS Date _____

Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

A segment approximately 0.2 miles long passing beneath Old 41 Road. The canal is approx. 25 ft wide w/ earthen banks and runs adjacent to a transmission line.

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

RESOURCE GROUP FORM

Site #8 CR01669

HISTORY & DESCRIPTION

Construction Year: 1944 ☐approximately ☒year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

The drainage canal was constructed by 1944 based on historic aerials & runs along the adjacent transmission corridor. The total length of the resource outside of the APE is unclear as it runs intermittently between areas of resident./commer. development.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

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

The resource is a common example of a drainage ditch found throughout FL & is not a signif. embodiment of a type/period/method of construction; & has no known signif. historic assoc.; however, there is insuff. info to evaluate the resource as a whole.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, documen File or accession #'s P19033

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

RECORDER INFORMATION

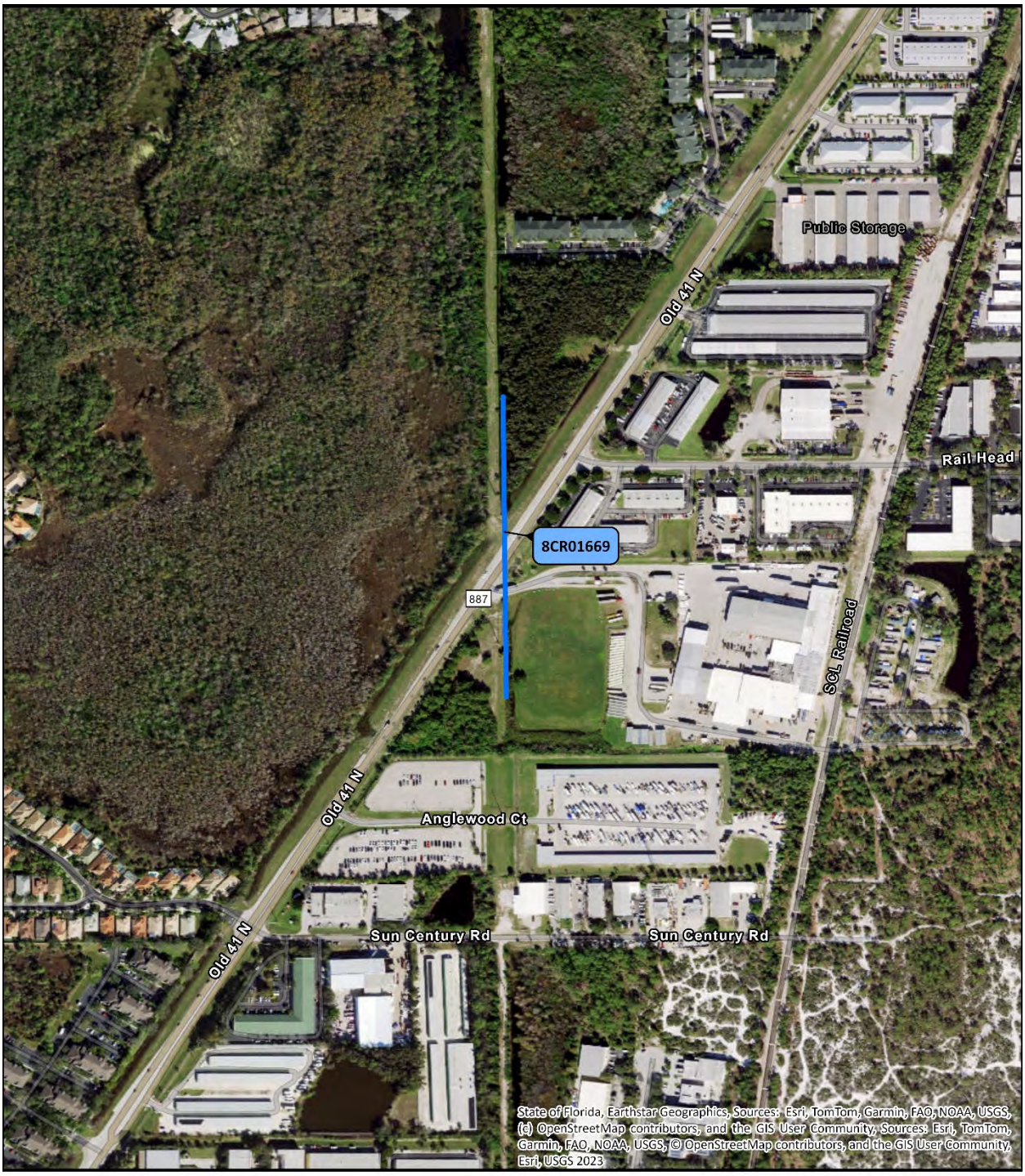
Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS

AERIAL MAP



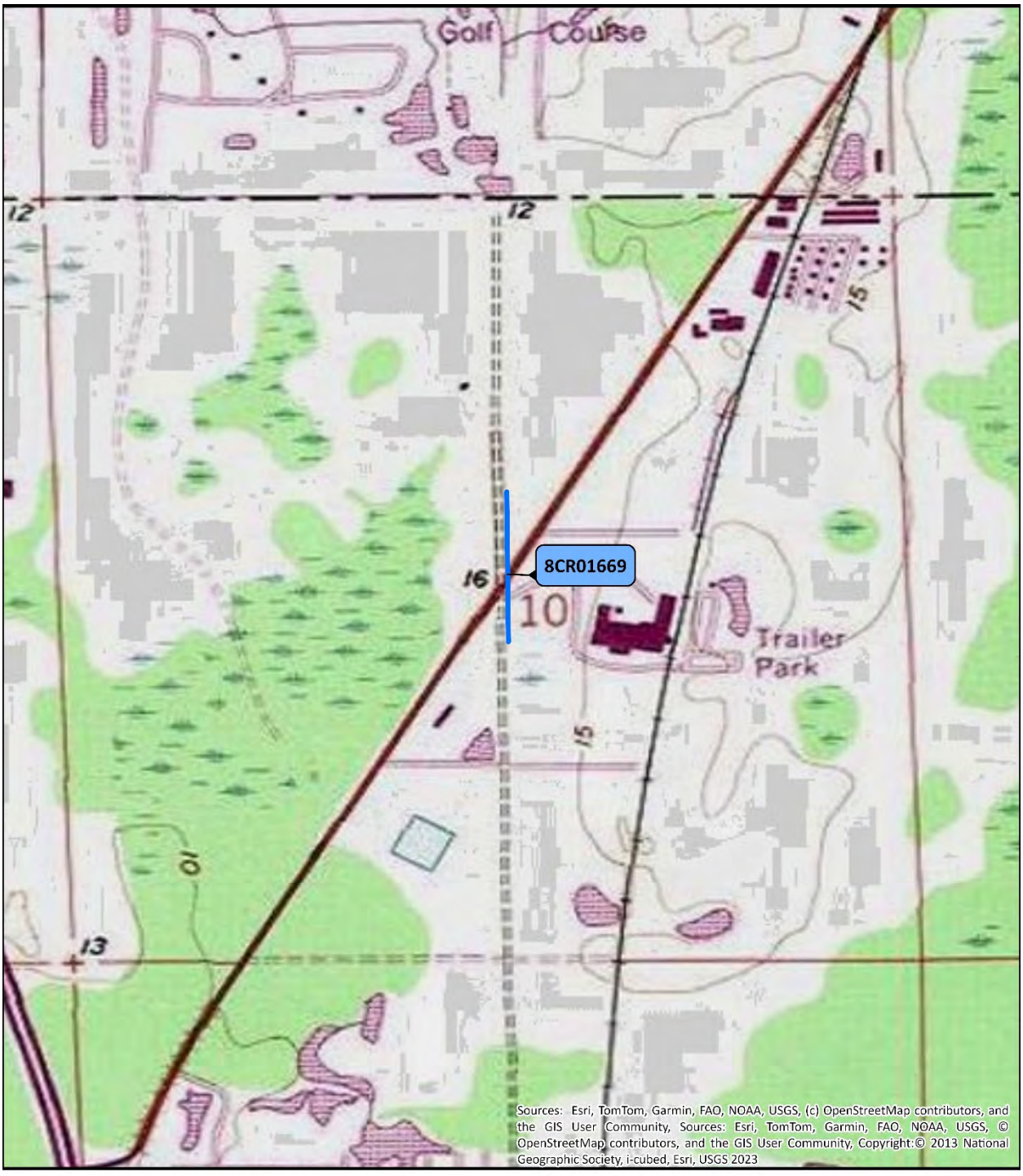
Newly Identified Linear Resource

0 0.05 0.1 0.2 0.3 Miles

0 0.07 0.1 0.3 0.4 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 10



Newly Identified Linear Resource

0 0.1 0.2 0.4 0.6 Miles

0 0.1 0.3 0.6 0.8 Kilometers

N

☒ Original
☐ Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site # CR01670
Field Date 4-3-2025
Form Date 4-29-2025
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Old US 41 Multiple Listing [DHR only] _____
Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties FMSF Survey # _____
National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object
Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

LOCATION & MAPPING

Address: (Street Number / Direction / Street Name / Street Type / Suffix Direction)
City/Town (within 3 miles) Naples In Current City Limits? ☐ yes ☒ no ☐ unknown
County or Counties (do not abbreviate) Collier
Name of Public Tract (e.g., park) _____

1) Township 48S Range 25E Section 10,15 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

USGS 7.5' Map(s) 1) Name BONITA SPRINGS USGS Date 1958
2) Name _____ USGS Date _____

Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

A segment approximately 1.55 miles long spanning from US 41 in the south to Channel 30 Drive in the north.

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

RESOURCE GROUP FORM

Site #8 CR01670

HISTORY & DESCRIPTION

Construction Year: 1928 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

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

See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen File or accession #'s P19033

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

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

8CR01670/8LL03078: The segment of Old US 41, also known as Old 41 Road, is approximately 2.55 miles long and is located in Sections 2, 3, 10, and 15 of Township 48 South, Range 25 East (United States Geological Survey [USGS] 1958). A 1.55 mile portion of the segment is located in Collier County (8CR01670) and the remaining 1.0 mile is located in Lee County (8LL03078). Old 41 Road within the APE is an undivided two-lane roadway with central turning lanes. The roadway ranges from approximately 24 ft to 52 ft wide and is paved with asphalt. The Tamiami Trail, later known as US 41, was constructed through the Bonita Springs area ca. 1928 (Bonita Springs Historical Society 2025). The population of the area increased following the creation of the route, as prior to this time the area was mainly accessed by boat, and attractions such as the Everglades Reptile Gardens and the Shell Factory were developed to create a local tourism industry. The route was renamed "Old 41 Road" in 1976 when the current US 41 bypass was completed to the south and west of the APE (City of Bonita Springs 2017). The southern terminus of the segment within the APE was realigned during this time to accommodate the newly constructed US 41 bypass; however, the surrounding area remained largely undeveloped with surrounding wetlands and minimal industrial development (Florida Department of Transportation [FDOT] 1973, 1975). Over the years, a significant amount of residential and industrial development has occurred along the corridor within the APE with only small areas of undeveloped land remaining (Google Earth 2025). The majority of the road's total length is located outside the APE. Surveying and recording the entire roadway are beyond the scope of this report, as such only the segment within the APE was surveyed and recorded. The segment of Old US 41 within the APE is a common example of roads within Florida and lacks unique design and engineering features. The segment has been altered over the years, including minor widening, realignment of a portion of the roadway, and significant development along the corridor resulting in a loss of historic integrity. As such, the segment of Old US 41 (8CR01670/8LL03078) within the APE does not appear to be eligible for the NRHP; however, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

REFERENCES:

Bonita Springs Historical Society
2025 "History Highlights of Bonita Springs." Bonita Springs Historical Society. Accessed April 29, 2025. https://www.bonitaspringshistory.org/history-of-bonita-springs.

City of Bonita Springs – Community Development Department
2017 A White Paper on the Old 41 Redevelopment Overlay, Bonita Springs, Florida. City of Bonita Springs – Community Development Department. Accessed April 29, 2025. https://www.cityofbonitaspringscd.org/forms/01_White_Paper_Old_41_Redevelopment_Overlay.pdf.

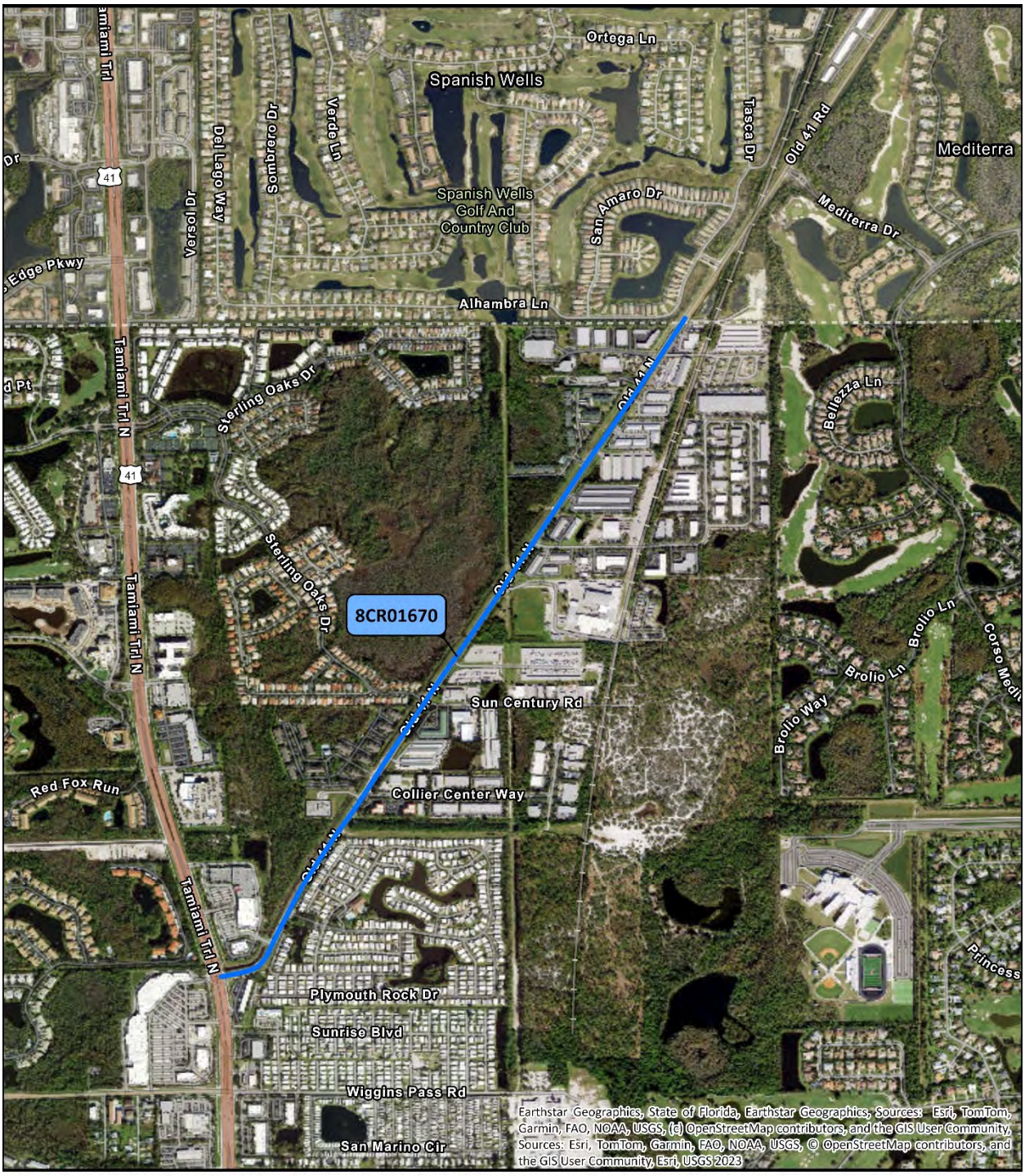
Florida Department of Transportation (FDOT)
1973 Aerial Photograph. 1-31-73, PD-1137-2-18. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.
1975 Aerial Photograph. 11-14-75, DOR-1771-15-01. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.

Google Earth
2025 Google Earth Imagery.

United States Geological Survey (USGS)
1958 Bonita Springs, Fla. *Photorevised 1972.*

PHOTOGRAPHS

AERIAL MAP



Newly Identified Linear Resource

0 0.2 0.3 0.7 1 Miles

0 0.2 0.4 0.8 1 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Sections 10 and 15

☐ Original
☒ Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site # LL02445
Field Date 4-3-2025
Form Date 4-29-2025
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Seminole Gulf Railway Multiple Listing [DHR only] _____
Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties FMSF Survey # _____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☒railway ☐road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☒unknown

LOCATION & MAPPING

Address: (Street Number / Direction / Street Name / Street Type / Suffix Direction)
City/Town (within 3 miles) Bonita Springs In Current City Limits? ☐yes ☒no ☐unknown
County or Counties (do not abbreviate) Lee
Name of Public Tract (e.g., park) _____
1) Township 48S Range 25E Section 10 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name BONITA SPRINGS USGS Date 1958
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

RESOURCE GROUP FORM

Site #8 LL02445

HISTORY & DESCRIPTION

Construction Year: 1924 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

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

See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen File or accession #'s P19033

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

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

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❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

8LL02445: A segment of the Seminole Gulf Railway, originally known as the Fort Myers Southern Railway, is located within the APE in Section 10 of Township 48 South, Range 25 East (United States Geological Survey [USGS] 1958). The rail line consists of two standard gauge tracks resting on wooden railroad ties. The track within the APE is slightly overgrown and the crossing at Old 41 Road is set within the asphalt. The resource has been modified to modern standards, no longer reflecting circa (ca.) 1924 materials.

The development of railroad systems in Florida largely began in the late nineteenth century with the Disston Land Purchase of 1881, phosphate discovery, and the blooming citrus industry as the catalyst. As a result of growing interest in the region, the State government further enticed investors by awarding land to those who constructed railroads within the state (Johnston & Mattick 2001). The first railroad system in Florida was the Florida Central & Peninsular Railroad (FC&P), established in 1885. From 1880 to 1890, railroad tracks in the state increased from 518 to 2,489 miles (Panamerican 2005). Prior to the development of railroad systems, railroads consisted of short lines for local traffic located in the north and western regions of the state (Pettengill, Jr. 1952). By 1903, five primary railroad systems existed as a result of consolidations: Seaboard Air Line Railway (SAL), Atlantic Coast Line Railroad (ACL), Florida East Coast Railway, Louisville and Nashville Railroad, and Southern Railway (Panamerican 2005).

The railroad industry continued to expand throughout Florida during the first two decades of the twentieth century, peaking during the mid-1920s, and declining during the Great Depression (Johnston & Mattick 2001). The Fort Myers Southern Railway, a line extending from Fort Myers to Naples, was formed in 1922 by Barron Collier in conjunction with the ACL. The line was completed to Bonita Springs and the APE ca. 1924 and reached Naples in 1927 (Seminole Gulf Railway 2025). The industry received a boost during World War II as many military installations were constructed in Florida and required the transportation of building materials and troops (Johnston & Mattick 2001). Following the war, however, revenue began to decline once more, largely a result of increased automobile use, commercial airlines, and competition amongst railroads (Panamerican 2005).

The Atlantic Coast Line Railroad merged with the Seaboard Air Line Railway, another regional giant and competitor, forming the Seaboard Coast Line Railroad in 1967. The National Railroad Passenger Corporation, later known as Amtrak, was established in 1971. Seaboard Coast Line Railroad joined the corporation with nineteen other railroads. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001). Approximately 118 miles of the CSX railroad, including segments between North Naples and Arcadia, and between Oneco and Sarasota, were acquired by the Seminole Gulf Railway (SGLR) in 1987 (Seminole Gulf Railway 2025). The line is utilized to haul regional building materials and also hosts daytime excursions and dinner trains.

A segment of the Seminole Gulf Railway (8LL02445) was recorded approximately two miles north of the APE during *A Phase I Cultural Resource Assessment of the Oak Creek Restoration Dredge Project Phase II Bonita Springs, Lee County* conducted by Archaeological and Historical Conservancy, Inc. in 2014 and was found to have insufficient information to determine NRHP eligibility by the SHPO in 2015 (Survey No. 21494).

While the segment of the railroad within the APE is a typical example found throughout Florida, the resource meets the requirements found in Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association and engineering trends with the development of Florida's railroads and served a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the Seminole Gulf Railway (8LL02445) appears eligible for listing in the NRHP under Criteria A and C in the areas of

CONTINUATION SHEET

Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3.

REFERENCES:

Archaeological and Historical Conservancy, Inc.
2014 A Phase I Cultural Resource Assessment of the Oak Creek Restoration Dredge Project Phase II Bonita Springs, Lee County. Archaeological and Historical Conservancy, Davie, FL. Survey No. 21494.

Johnston, Sidney and Barbara E. Mattick
2001 Florida's Historic Railroad Resources – National Register of Historic Places Multiple Property Documentation Form. United State Department of the Interior, National Park Service.

Panamerican Consultants, Inc.
2005 An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, Florida. Panamerican Consultants, Inc., Tampa. Survey No. 14992.

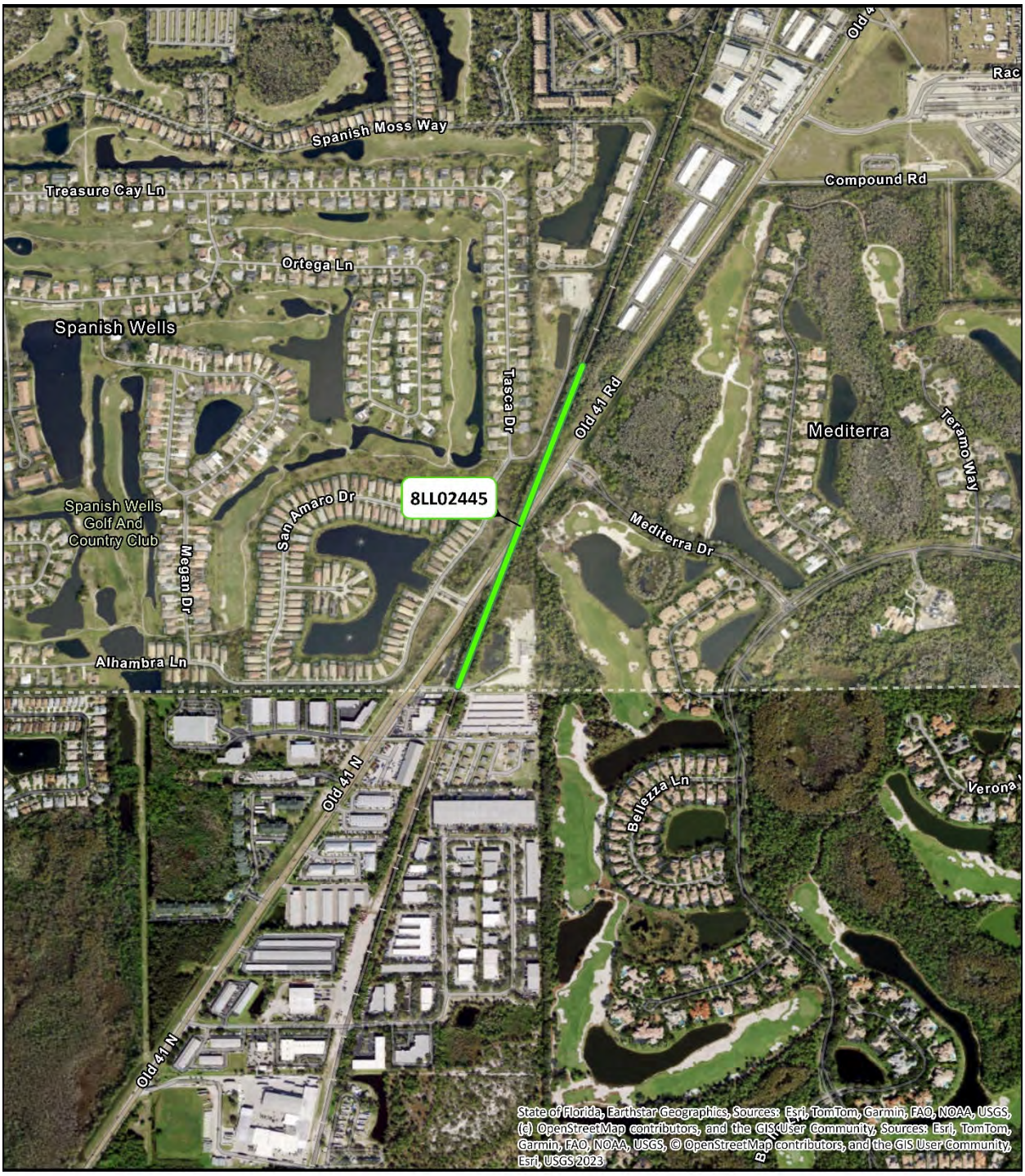
Pettengill, Jr., George W.
1952 The Story of the Florida Railroads: 1834 – 1903. Bulletin No. 86 – The Railway & locomotive Historical Society, Inc., Boston.

Seminole Gulf Railway
2025 "About Us." Seminole Gulf Railway. Accessed April 29, 2025. https://www.floridarail.com/about-us/.

United States Geological Survey (USGS)
1958 Bonita Springs, Fla. *Photorevised 1972.*

PHOTOGRAPHS

AERIAL MAP



Updated Linear Resource

0 0.1 0.2 0.4 0.6 Miles

0 0.1 0.3 0.6 0.8 Kilometers

N

USGS Bonita Springs
Township 48 South, Range 25 East, Sections 2 and 3

Updated Linear Resource

0 0.1 0.2 0.4 0.6 Miles

0 0.1 0.3 0.6 0.8 Kilometers

N

Page 1

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 LL03076
Field Date 4-3-2025
Form Date 4-28-2025
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Naples-Fort Myers Greyhound Track Multiple Listing (DHR only) _____
Survey Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties Survey # (DHR only) _____
National Register Category (please check one) ☐ building ☒ structure ☐ district ☐ site ☐ object
Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☒ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	10601		Bonita Beach	Road	SE

Cross Streets (nearest / between) _____
USGS 7.5 Map Name BONITA SPRINGS USGS Date 1958 Plat or Other Map _____
City / Town (within 3 miles) Bonita Springs In City Limits? ☐ yes ☐ no ☒ unknown County Collier
Township 48S Range 25E Section 10 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
Tax Parcel # 02-48-25-B2-00009.0000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 4 2 2 4 9 6 Northing 2 9 1 1 9 9 6
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1957 ☐ approximately ☐ year listed or earlier ☐ year listed or later
Original Use Raceway From (year): 1957 To (year): 2020
Current Use Abandoned/Vacant From (year): 2020 To (year): CURR
Other Use _____ From (year): _____ To (year): _____
Moves: ☐ yes ☒ no ☐ unknown Date: _____ Original address _____
Alterations: ☐ yes ☐ no ☐ unknown Date: _____ Nature _____
Additions: ☐ yes ☐ no ☐ unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Bonita-Fort Myers Corporation (1989); Southwest Florida Enterprises, Inc. (1972); Glen & Jean Nielsen

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☐ unknown Describe _____

DESCRIPTION

Style Not applicable Exterior Plan _____ Number of Stories _____
Exterior Fabric(s) 1. _____ 2. _____ 3. _____
Roof Type(s) 1. _____ 2. _____ 3. _____
Roof Material(s) 1. _____ 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

Distinguishing Architectural Features (exterior or interior ornaments)

See continuation sheet.

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone 850.245.6440 / Fax 850.245.6439 / E-mail SiteFile@dos.myflorida.com

HISTORICAL STRUCTURE FORM

Site # LL03076

DESCRIPTION (continued)

Chimney: No.____ Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. _____ 2. _____ 3. _____
Foundation Type(s): 1. _____ 2. _____
Foundation Material(s): 1. _____ 2. _____
Main Entrance (stylistic details)

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐excellent ☐good ☐fair ☒deteriorated ☐ruinous
Narrative Description of Resource

See continuation sheet.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys) ☐library research ☐building permits ☐Sanborn maps
☐FL State Archives/photo collection ☐city directory ☐occupant/owner interview ☐plat maps
☒property appraiser / tax records ☐newspaper files ☐neighbor interview ☐Public Lands Survey (DEP)
☐cultural resource survey (CRAS) ☐historic photos ☐interior inspection ☐HABS/HAER record search
☒other methods (describe) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1._____ 3._____ 5._____
2._____ 4._____ 6._____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen+ File or accession #'s P19033

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

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

The Naples-Fort Myers Greyhound Track is located at 10601 Bonita Beach Road SE and was constructed in 1957. Originally known as the Naples – Fort Myers Kennel Club, the facility included the 5/16th-mile track, grandstands with a capacity of 1,400 patrons, kennels, a concession building, a large parking lot, and a concrete block wall opposite the grandstands (Packett 1957). In 1973, the original buildings were demolished and replaced with an updated facility which included a large building containing a 325-seat clubhouse restaurant and grandstand seating for 4,000 patrons, a computerized tote board, and kennels (The Naples Daily News 1973). In 1931, Florida became the first state in the United States to legalize both dog racing and pari-mutuel wagering, a "form of betting in which all wagers go into the same pool and is shared equally between those who make the winning selection with taxes taken out by the house" (Lenard 2019). Similar facilities were located throughout the State of Florida; however, breeding and inhumane treatment of racing greyhounds became a well-known issue throughout the nation with several states repealing authorization to wager on dog racing by the 1990s. Amendment 13 of the Florida Constitution, which called for the outlaw of betting on greyhound racing by 2020, was voted into effect November 6, 2018 (DeMeo 2019). The Naples-Fort Myers Greyhound Track closed in 2020 and by 2021, the associated buildings had been demolished (Google Earth 2025, Caldwell 2025). The track remains extent but in a deteriorated state. The track is unpaved with concrete barrier walls and a landscaped infield comprised of two circular water features and concrete edging. The concrete block wall and tote board remain in place along the south side of the track. Overall, the surrounding facility has been demolished and only the track remains extent. The track is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. As such, 8LL03076 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

REFERENCES:

Caldwell, Matthew H.
2025 Lee County Property Appraiser. Accessed April 28, 2025. https://www.leepa.org/Search/PropertySearch.aspx.

DeMeo, Ralph A.
2019 "A Brief History of the End of Greyhound Racing in Florida." *Florida Bar Journal*, 93, no. 4: 51. Accessed April 28, 2025. https://www.floridabar.org/the-florida-bar-journal/a-brief-history-of-the-end-of-greyhound-racing-in-florida/

Google Earth
2025 Google Earth Imagery.

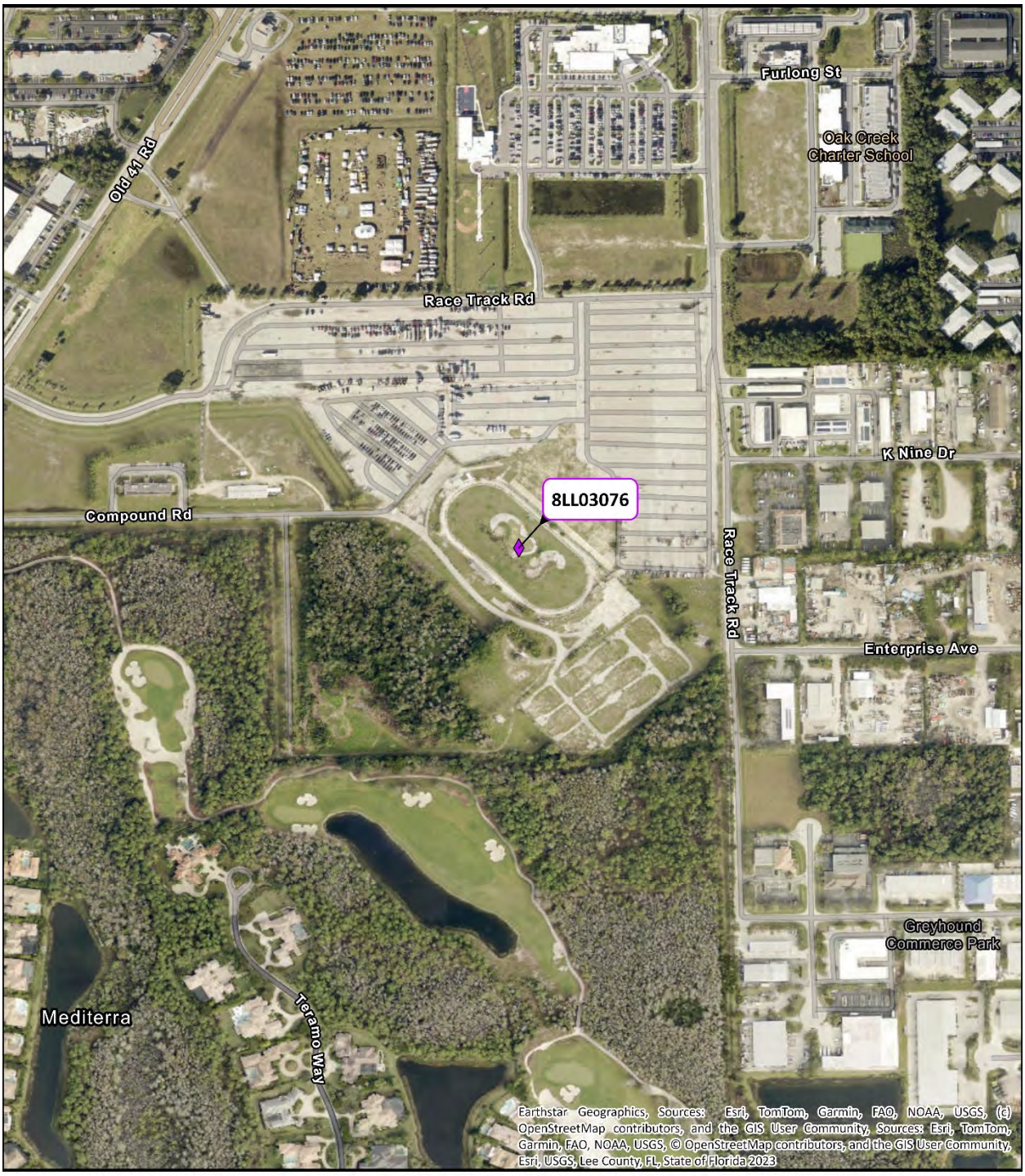
Lenard, Chelsea
2019 "Overview of Dog Racing Laws." Michigan State University College of Law – Animal Legal and Historical Center. Accessed April 28, 2025. https://www.animallaw.info/article/overview-dog-racing-laws.

The Naples Daily News
1973 "Naples-Fort Myers Kennel Club Ready to Open." *The Naples Daily News*, December 11, 1973. Accessed April 28, 2025. https://www.newspapers.com

Packett, Pete
1957 "Dog Track to Seek Approval of Racing Days." *News-Press*, July 16, 1957. Accessed April 28, 2025. https://www.newspapers.com

PHOTOGRAPHS

AERIAL MAP


Furlong St
Oak Creek Charter School
Old 41 Rd
Race Track Rd
K Nine Dr
8LL03076
Compound Rd
Race Track Rd
Enterprise Ave
Greyhound Commerce Park
Mediterra
Teramo Way
Earthstar Geographics, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS, Lee County, FL, State of Florida 2023
Newly Identified Historic Resource
0 0.05 0.1 0.2 0.3 Miles
0 0.07 0.1 0.3 0.4 Kilometers
N

USGS Bonita Springs
Township 48 South, Range 25 East, Section 2

Newly Identified Historic Resource

0 0.05 0.1 0.2 0.3 Miles
0 0.07 0.1 0.3 0.4 Kilometers

N

CONTINUATION SHEET

8CR01670/8LL03078: The segment of Old 41 Road, also known as Old US 41, is approximately 2.55 miles long and is located in Sections 2, 3, 10, and 15 of Township 48 South, Range 25 East (United States Geological Survey [USGS] 1958). A 1.55 mile portion of the segment is located in Collier County (8CR01670) and the remaining 1.0 mile is located in Lee County (8LL03078). Old 41 Road within the APE is an undivided two-lane roadway with central turning lanes. The roadway ranges from approximately 24 ft to 52 ft wide and is paved with asphalt. The Tamiami Trail, later known as US 41, was constructed through the Bonita Springs area ca. 1928 (Bonita Springs Historical Society 2025). The population of the area increased following the creation of the route, as prior to this time the area was mainly accessed by boat, and attractions such as the Everglades Reptile Gardens and the Shell Factory were developed to create a local tourism industry. The route was renamed "Old 41 Road" in 1976 when the current US 41 bypass was completed to the south and west of the APE (City of Bonita Springs 2017). The southern terminus of the segment within the APE was realigned during this time to accommodate the newly constructed US 41 bypass; however, the surrounding area remained largely undeveloped with surrounding wetlands and minimal industrial development (Florida Department of Transportation [FDOT] 1973, 1975). Over the years, a significant amount of residential and industrial development has occurred along the corridor within the APE with only small areas of undeveloped land remaining (Google Earth 2025). The majority of the road's total length is located outside the APE. Surveying and recording the entire roadway are beyond the scope of this report, as such only the segment within the APE was surveyed and recorded. The segment of Old 41 Road within the APE is a common example of roads within Florida and lacks unique design and engineering features. The segment has been altered over the years, including minor widening, realignment of a portion of the roadway, and significant development along the corridor resulting in a loss of historic integrity. As such, the segment of Old 41 Road (8CR01670/8LL03078) within the APE does not appear to be eligible for the NRHP; however, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

REFERENCES:

Bonita Springs Historical Society
2025 "History Highlights of Bonita Springs." Bonita Springs Historical Society. Accessed April 29, 2025. https://www.bonitaspringshistory.org/history-of-bonita-springs.

City of Bonita Springs – Community Development Department
2017 A White Paper on the Old 41 Redevelopment Overlay, Bonita Springs, Florida. City of Bonita Springs – Community Development Department. Accessed April 29, 2025. https://www.cityofbonitaspringscd.org/forms/01_White_Paper_Old_41_Redevelopment_Overlay.pdf.

Florida Department of Transportation (FDOT)
1973 Aerial Photograph. 1-31-73, PD-1137-2-18. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.
1975 Aerial Photograph. 11-14-75, DOR-1771-15-01. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.

Google Earth
2025 Google Earth Imagery.

United States Geological Survey (USGS)
1958 Bonita Springs, Fla. *Photorevised 1972.*

☒ Original
☐ Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site # LL03078
Field Date 4-3-2025
Form Date 4-29-2025
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Old 41 Road Multiple Listing [DHR only] _____
Project Name CRAS CR 887 (Old US 41), Lee & Collier Counties FMSF Survey # _____
National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object
Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

LOCATION & MAPPING

Address: (Street Number / Direction / Street Name / Street Type / Suffix Direction)
City/Town (within 3 miles) Bonita Springs In Current City Limits? ☐ yes ☒ no ☐ unknown
County or Counties (do not abbreviate) Lee
Name of Public Tract (e.g., park) _____

1) Township 48S Range 25E Section 2,3 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

USGS 7.5' Map(s) 1) Name BONITA SPRINGS USGS Date 1958
2) Name _____ USGS Date _____

Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

A segment approximately 1 mile long spanning from Channel 30 Drive to south of Bonita Beach Road SE.

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

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Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

RESOURCE GROUP FORM

Site #8 LL03078

HISTORY & DESCRIPTION

Construction Year: 1928 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☐cultural resource survey	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) USDA historic aerial photographs (PALMM)
Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

OPINION OF RESOURCE SIGNIFICANCE

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

See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documen File or accession #'s P19033

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

RECORDER INFORMATION

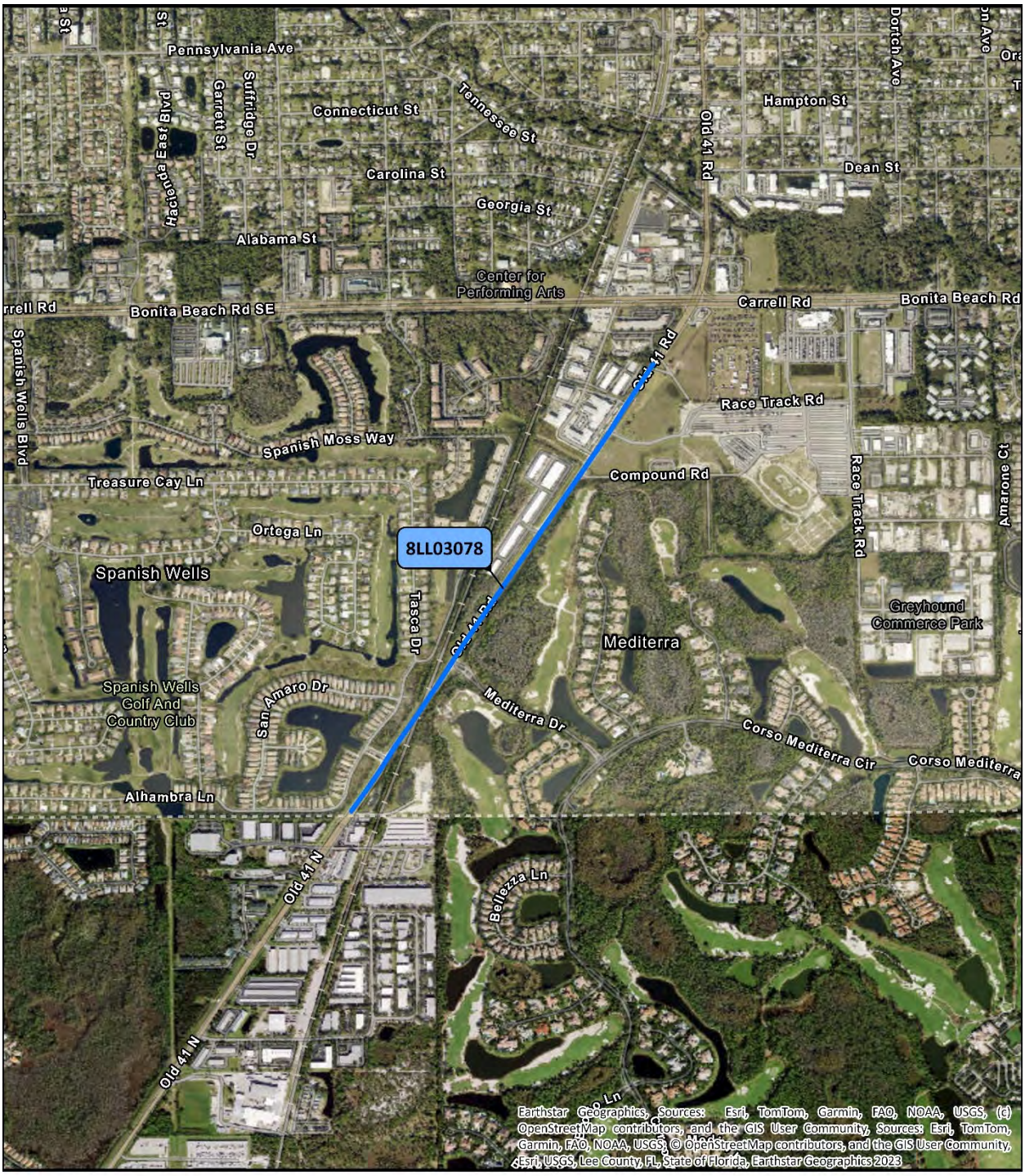
Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS

AERIAL MAP


Pennsylvania Ave
Connecticut St
Tennessee St
Hampton St
Dorich Ave
Garrett St
Suffridge Dr
Hacienda East Blvd
Carolina St
Dean St
Old 41 Rd
Georgia St
Alabama St
Center for Performing Arts
Bonita Beach Rd SE
Carrell Rd
Bonita Beach Rd
Spanish Wells Blvd
Race Track Rd
Spanish Moss Way
Compound Rd
Treasure Cay Ln
Amarone Ct
Ortega Ln
8LL03078
Spanish Wells
Tasca Dr
Greyhound Commerce Park
Mediterra
Spanish Wells Golf And Country Club
San Amaro Dr
Mediterra Dr
Corso Mediterra Cir
Corso Mediterra
Alhambra Ln
Old 41 N
Bellezza Ln
Earthstar Geographics, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS, Lee County, FL, State of Florida, Earthstar Geographics 2023
Newly Identified Linear Resource
0 0.2 0.3 0.7 1 Miles
0 0.2 0.4 0.8 1 Kilometers
N

USGS Bonita Springs
Township 48 South, Range 25 East, Sections 2 and 3

Newly Identified Linear Resource

0 0.2 0.3 0.7 1 Miles

0 0.2 0.4 0.8 1 Kilometers

N

APPENDIX C

Survey Log

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)
CRAS, PD&E, CR 887 (Old US 41) from US 41 to Lee County Line & Collier County Line to Bonita Beach Road, Lee and Collier Counties

Report Title (exactly as on title page)
Cultural Resource Assessment Survey PD&E Study, County Road (CR) 887 (Old US 41) From US 41 to Lee County Line and from Collier County Line to Bonita Beach Road, Lee and Collier Counties, Florida; 435110-1-22-01 & 435347-1-22-01

Report Authors (as on title page) 1. ACI 3. _____ 2. _____ 4. _____

Publication Year 2025 **Number of Pages in Report** (do not include site forms) 91

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
ACI, Sarasota P19033 (2025)

Supervisors of Fieldwork (even if same as author) Names Lee Hutchinson

Affiliation of Fieldworkers: Organization Archaeological Consultants Inc City Sarasota

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)
1. Seminole Gulf Railway 3. Old 41 Road 5. _____ 7. _____
2. old US 41 4. Naples-Fort Myers Gre 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)
Name _____ Organization Florida Dept of Transportation - District 1
Address/Phone/E-mail 801 North Broadway Avenue Bartow, Florida 33830

Recorder of Log Sheet Crystal Perrelli **Date Log Sheet Completed** 3-26-2025

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

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)
1. Lee 3. _____ 5. _____
2. Collier 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name BONITA SPRINGS Year 1958 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 4-1-2025 End 4-3-2025 **Total Area Surveyed** (fill in one) _____ hectares 276.00 acres
Number of Distinct Tracts or Areas Surveyed 1
If Corridor (fill in one for each) **Width:** _____ meters 150 feet **Length:** _____ kilometers 2.73 miles

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey # _____

Research and Field Methods

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

Scope/Intensity/Procedures

Phase I, moderate probability,32 STs, STs at 100 m. Some STs precluded by water intrusion. STs 50 cm diameter X 100 cm deep. 1/4" screen, historic resource survey, photographs taken, report prepared

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

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

☐ other (describe): _____

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

☐ Check here if **NO** archaeological methods were used.

- ☒ surface collection, controlled
- ☐ surface collection, uncontrolled
- ☒ shovel test-1/4"screen
- ☐ shovel test-1/8" screen
- ☐ shovel test 1/16"screen
- ☐ shovel test-unscreened
- ☐ shovel test-other screen size
- ☐ water screen
- ☐ posthole tests
- ☐ auger tests
- ☐ coring
- ☐ test excavation (at least 1x2 m)
- ☐ block excavation (at least 2x2 m)
- ☐ soil resistivity
- ☐ magnetometer
- ☐ side scan sonar
- ☐ ground penetrating radar (GPR)
- ☐ LIDAR
- ☐ metal detector
- ☐ other remote sensing
- ☒ pedestrian survey
- ☐ unknown

☐ other (describe): _____

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

☐ Check here if **NO** historical/architectural methods were used.

- ☒ building permits
- ☒ commercial permits
- ☐ interior documentation
- ☒ demolition permits
- ☒ windshield survey
- ☒ local property records
- ☐ neighbor interview
- ☐ occupant interview
- ☒ occupation permits
- ☒ subdivision maps
- ☒ tax records
- ☐ unknown

☐ other (describe): _____

Survey Results

Resource Significance Evaluated? ☒ Yes ☐ No

Count of Previously Recorded Resources 1 **Count of Newly Recorded Resources** 9

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

LL02445

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

CR01664, CR01665, CR01666, CR01667, CR01668, CR01669, CR01670, LL03076, LL03078

Site Forms Used: ☐ Site File Paper Forms ☒ Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

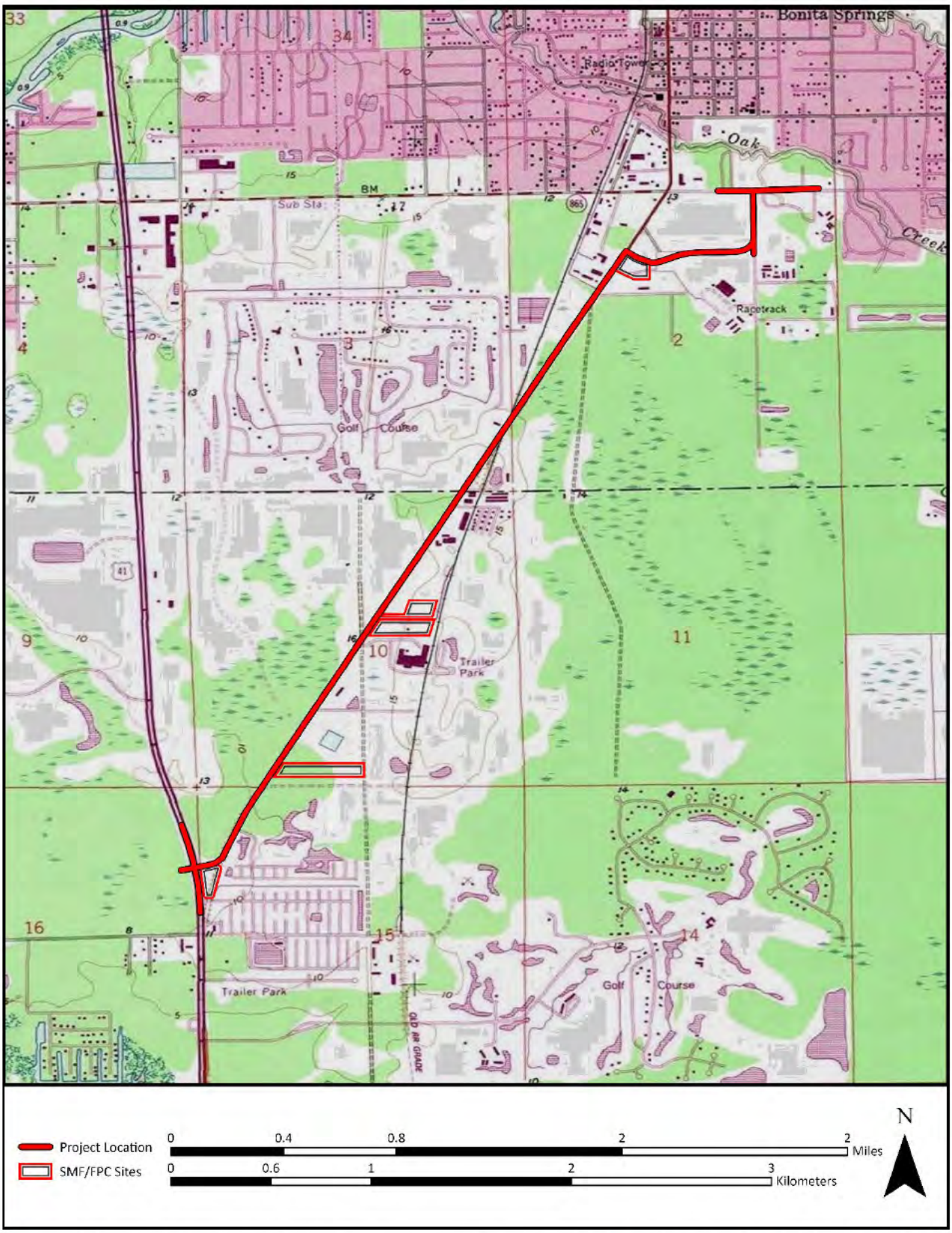
SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐ 872 ☐ Public Lands ☐ UW ☐ 1A32 # _____ ☐ Academic ☐ Contract ☐ Avocational ☐ Grant Project # _____ ☐ Compliance Review: CRAT # _____

Type of Document: ☐ Archaeological Survey ☐ Historical/Architectural Survey ☐ Marine Survey ☐ Cell Tower CRAS ☐ Monitoring Report ☐ Overview ☐ Excavation Report ☐ Multi-Site Excavation Report ☐ Structure Detailed Report ☐ Library, Hist. or Archival Doc ☐ Desktop Analysis ☐ MPS ☐ MRA ☐ TG ☐ Other: _____

Document Destination: Plottable Projects Plotability: _____

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com



Cultural Resource Assessment Survey Township 48 S, Range 25 E, Sections 2-3, 10, 15-16 USGS Bonita Springs 1958, 1972, PR 2021 Lee and Collier Counties, Florida	County Road (CR) 887 (Old US 41) From US 41 to Lee County Line & From Collier County Line to Bonita Beach Road, Lee and Collier Counties FPID Nos: 435110-1-22-01 & 435347-1-22-01

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 30, 2025

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE
Collier County
FM # 435110-1-22-01
DHR CRAT Number: 202504531

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Project Development & Environment (PD&E) Study County Road (CR) 887 (Old US 41) from US 41 to Lee County Line & CR 887 (Old US 41) from Collier County Line to Bonita Beach Road, Lee and Collier Counties, Florida.* This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to CR 887 (Old US 41). The proposed improvements to CR 887 (Old US 41) will expand the roadway to a four-lane divided roadway with 11-ft travel lanes. The Preferred Alternative would require the purchase of additional right-of-way (ROW) for a shared use path and bicycle lanes in both directions. A new Quadrant Roadway is proposed to connect CR 887 (Old US 41) with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk within a total of 70-ft ROW. There are no improvements planned for CR 887 (Old US 41) north of the proposed new Quadrant Roadway, including the CR 887 (Old US 41) and Bonita Beach Road intersection. In addition, two Stormwater Management Facilities (SMF) sites and three Floodplain Compensation (FPC) sites are located throughout the study area and will require additional ROW.

Based on the scale and nature of the project activities, the archaeological APE is limited to the footprint of construction of the roadway improvements and proposed pond sites. The historic/architectural APE along CR 887 (Old US 41) where proposed road widening will occur includes the footprint of construction as well as resources within immediately adjacent parcels up to 200-ft from the existing and proposed ROW. In addition, resources within 500-ft of the proposed new quadrant roadway were surveyed. The historic/architectural pond sites APE includes the footprint of construction and resources within 100-ft of the proposed pond sites.

All work was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966 (Public Law 89-665, as amended), as implemented by 36 *CFR* 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (FS)*, and Chapter 1A-46*, Florida Administrative Code (FAC)*. All work was carried out in conformity with the Archaeological and Historical Resources Chapter of the FDOT's *PD&E Manual* (FDOT 2024), and the standards and guidelines contained in the Florida Division of Historic Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual: Module 3* (FDHR 2003). The Principal Investigators meet the *Secretary of the Interior's Historic Preservation Professional Qualification Standards* (48 Federal Register [FR] 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research and a review of the Florida Master Site File (FMSF) indicated that no sites are recorded within the APE, but 20 sites have been recorded within one mile. The sites consist of a mound site, a burial mound, pre-Contact artifact scatters, campsites/habitations, specialized procurement sites, middens, or a combination of each, with dates ranging from Archaic to Glades period. One of the sites has been considered eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) while most have been determined ineligible for listing in the NRHP by the SHPO, and a few were determined to have insufficient information for the SHPO to make a determination. Historic background research indicated that no historic resources have been previously recorded within the APE; however, an unrecorded segment of the Seminole Gulf Railway (8LL02445) traverses through the APE in Lee County.

Given the results of background research and field survey, no pre-Contact or historic archaeological sites were discovered as a result of the field survey. The historic/architectural field survey resulted in the identification and evaluation of nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between circa (ca.) 1966 and 1977, one structure, the Naples-Fort Myers Greyhound Track (8LL03076), and three linear resources, the Transmission Corridor Canal (8CR01669), Old US 41 (8CR01670/8LL03078), and the Seminole Gulf Railway (8LL02445). Overall, the newly identified buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The Naples-Fort Myers Greyhound Track (8LL03076) is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the affiliated facility was demolished in 2021 and only the track remains extant. Thus, the buildings and structure do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. Two linear resources, the Transmission Corridor Canal (8CR01669) and Old US 41 (8CR01670/8LL03078), as contained within the APE, appear ineligible for listing in the NRHP. The segment of the Transmission Corridor Canal (8CR01669) is a common example of drainage systems found throughout Florida that have been altered and lacks unique design and engineering features. The segment of Old US 41 (8CR01670/8LL03078) is a common example of a highway found throughout Florida that lacks historic integrity. While the segments contained within the APE do not appear to be eligible for the NRHP, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

One historic linear resource, as contained within the APE, appears eligible for listing in the NRHP. The segment of the Seminole Gulf Railway (8LL02445) possesses significance for its association and

engineering trends with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the segment of the Seminole Gulf Railway (8LL02445), as contained within the APE, appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-ft travel lanes in both directions, a 7-ft bicycle lane in both directions, and a 12-ft shared use path on the west side of CR 887 (Old US 41). The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed. As such, the undertaking will not result in physical destruction, damage, or alteration of all or part of the Seminole Gulf Railway (8LL02445) for which it is NRHP eligible. Therefore, the proposed undertaking will have no adverse effect on the Seminole Gulf Railway (8LL02445).

Based on the results of background research and field investigations, the proposed undertaking will result in no adverse effect to historic properties.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes.* The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

The Cultural Resource Assessment Survey is provided for your review and comment. I respectfully request your concurrence with the findings of the enclosed report.

Based on the review summarized above, FDOT has determined that this project 435110-1-22-01 will result in ***No Adverse Effect*** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on June 30, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within *23 CFR. 774* and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments

NHP: Excellent archeological section! Background was thorough but specific to the project area, archeological methods were sound, and the APE seems to be surveyed to the furthest extent possible.
AMM: Nice local context, too.

Signed	July 8, 2025
	Date

Alissa S. Lotane, Director
Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- 43511012201-CE2-D1-435110-1-22-01___435347-1-22-01_June_2025_Draft_CRAS_CR_887-Old_41-2025-0630.pdf
  (Cultural Resources Assessment Survey (CRAS))
  435110-1-22-01 & 435347-1-22-01 June 2025 Draft CRAS CR 887-Old 41
- 43511012201-CE2-D1-SHPO_Files-2025-0630.zip (Florida Master Site File Forms)
  SHPO Files