



## APPENDIX O: COORDINATION WITH SHPO

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Seventh Coast Guard District

909 SE First Avenue  
Miami, Florida 33131  
Staff Symbol: (dpb)  
Phone: (305) 415-6989  
Fax: (305) 415-6763  
Email: Evelyn.Smart@uscg.dhs.gov

16591/3886  
March 15, 2010

Mr. Scott Stroh  
Director, Florida Division of Historical Resources  
State Historic Preservation Officer  
R. A. Gray Building – 4<sup>th</sup> Floor  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Dear Mr. Stroh:

The United States Coast Guard (USCG), in cooperation with the Florida Department of Transportation (FDOT), is conducting an environmental study for the CSX Transportation (CSX) Railroad Bascule Bridge located in Broward County, Florida. FDOT is currently conducting an alternatives analysis to evaluate the rehabilitation or replacement of the subject movable bridge. The single leaf bascule bridge is owned by the FDOT and maintenance on the bridge is currently shared by agreement between CSX and FDOT. The proposed bridge project is located in Fort Lauderdale, Florida across the South Fork of the New River. Rail traffic over the single-track bascule bridge primarily consists of CSX freight trains. At the request of the Coast Guard and the FDOT, Janus Research in cooperation with Jacobs Engineering Group, Inc. conducted a Cultural Resource Assessment Survey (CRAS) for the proposed project.

This assessment was designed and implemented to comply with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended, as implemented by 36 CFR 800 (Protection of Historic Properties) and Chapter 267 of the Florida Statutes.

A review of the Florida Master Site File (FMSF) revealed that there are no previously recorded archaeological sites located within or directly adjacent to the area of potential effect (APE). Six previously recorded archaeological sites are recorded within one mile of the project corridor. None of these sites have been determined by the State Historic Preservation Office (SHPO) to be eligible for listing in the National Register of Historic Places (NRHP), nor does the FMSF list any of these sites as having confirmed or potential human remains.

The historic resources survey resulted in the identification of three historic resources within the APE. In addition, a review of the FMSF was conducted for the purpose of identifying any historical properties that had previously been recorded within the APE:

1. 8BD3222, Jackson Marine Center – The resource was previously recorded and determined ineligible for listing; it is still considered ineligible for inclusion in the NRHP. An updated FMSF form is located in Appendix A of the CRAS.

2. 8BD3340, New River CSX Railroad Bascule Bridge – The bridge was previously recorded and determined eligible for listing; it is still considered eligible for inclusion in the NRHP. An updated FMSF form is located in Appendix A of the CRAS.
3. 8BD4649, Seaboard Air Line (CSX) Railroad – This resource is considered to be potentially eligible for inclusion in the NRHP. A new FMSF form was prepared for this site and is located in Appendix A of the CRAS.

Pursuant to Coast Guard policy, demolition of an historic bridge will require the preparation of an Environmental Impact Statement unless the replacement of the bridge is not a substantial depletion of the resource type and that the bridge is not important for preservation. We request your opinion as to whether the existing bridge is identified as important for preservation in a state historic bridge preservation plan approved by your office. Please state whether the bridge is on a completed historic bridge inventory approved by your office as a bridge important for preservation. Your input would help determine if demolition of the existing historic bridge would cause a substantial depletion of the resource.

Pursuant to 36 CFR 800, we request your opinion and concurrence with the above stated findings of significance.

In accordance with Section 106 of the National Historic Preservation Act, further coordination with your office will take place, and an analysis of the effects the alternatives may have on the significant resources will be prepared and submitted to the SHPO.

If you have any questions, feel free to call me at (305) 415-6989.

Sincerely,



(Miss) E. SMART  
Environmental Protection Specialist  
U. S. Coast Guard  
By direction

Encl: (1) Final Cultural Resource Assessment Survey  
(2) Florida Master Site File  
(3) CD with PD&E Study, Photographs and CRAS

Copy: Ann Broadwell, Environmental Administrator, FDOT - District Four  
Ray Holzweiss, P.E., FDOT- District Four  
Amy Streelman, Janus Research, Tampa, FL  
Karl Peterson, P.E., Jacobs Engineering Group



FLORIDA DEPARTMENT OF STATE  
**Kurt S. Browning**  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

Ms. Evelyn Smart  
Environmental Protection Specialist  
United States Coastal Guard  
909 SE First Avenue  
Miami, Florida 33131

April 12, 2010

RE: DHR Project No.: 2010-1155 (XREF: 2009-2184, 2008-6079, 2005-10292, 2001-8463)  
Coast Guard Reference No.: 16591/ 3886  
Financial Project ID No.: 406919-22-01  
SAI No.: FL200904044682C  
ETDM No.: 9087  
Project: *Final Cultural Resource Assessment Survey: New River CSX Railroad Bascule Bridge PD&E Study, From State Road 84 to Davie Boulevard, Broward County, Florida.*

Dear Ms. Smart:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties listed, or eligible for listing, in the *National Register of Historic Places* (NRHP), or otherwise of historical, architectural or archaeological value are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

Results of the submitted cultural resources assessment survey (CRAS) identified three (3) historic resources within the proposed project's area of potential effects (APE). These include the Jackson Marine Center (8BD3222), the New River CSX Railroad Bascule Bridge (8BD3340), and the Seaboard Air Line (CSX) Railroad (8BD4649). While the Jackson Marine Center was determined not eligible for listing in the NRHP, the New River CSX Railroad Bascule Bridge and the Seaboard Air Line (CSX) Railroad were both determined eligible for listing in the NRHP. Our agency concurs with this determination.

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(850) 245-6300 • FAX: 245-6436

Archaeological Research  
(850) 245-6444 • FAX: 245-6452

Historic Preservation  
(850) 245-6333 • FAX: 245-6437

Ms. Evelyn Smart  
DHR No.: 2010-1155  
April 12, 2010  
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Furthermore, this office is of the opinion that 8BD3340 is important for preservation in place. This bridge remains an example of a bridge type unique to railroad use which is not often found in Florida. Demolition of this bridge would constitute a substantial depletion of the resource type.

This office looks forward to further consultation with the United States Coast Guard and the Florida Department of Transportation to review project alternatives and to discuss potential adverse effects to the New River CSX Railroad Bascule Bridge (8BD3340) and the Seaboard Air Line (CSX) Railroad (8BD4649).

If there are any questions concerning our comments or recommendations, please contact Brian Yates, Archaeologist and Supervisor of the Transportation Review and Compliance Program, by phone at (850) 245-6333, or via electronic mail at [byates@dos.state.fl.us](mailto:byates@dos.state.fl.us).

Sincerely,



Laura A. Kammerer  
Deputy State Historic Preservation Officer  
For Review and Compliance

PC: Roy Jackson, FDOT CEMO, Tallahassee, #5500  
Ann Broadwell, FDOT District Four, Ft. Lauderdale  
Amy Strelman, Janus Research, Tampa

U.S. Department of  
Homeland Security

United States  
Coast Guard



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Seventh Coast Guard District

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16591/3886  
Serial: 1971  
December 20, 2010

Scott M. Stroh III, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources  
R. A. Gray Building – 4<sup>th</sup> Floor  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Dear Mr Stroh:

This Section 106 Evaluation and Determination of Effects Case Study Report were prepared for Florida Department of Transportation (FDOT), District Four, by Janus Research of Tampa, Florida. In accordance with the provisions of the 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*, revised January 2001), this Case Study Report documents potential effects of the proposed improvements to the National Register of Historic Places (National Register)–listed and eligible resources within the project Area of Potential Effects (APE).

A Cultural Resource Assessment Survey (CRAS) was prepared by Janus Research in February of 2010 to document cultural resources within the APE for the New River CSX Railroad Bascule Bridge PD&E Study from State Road (SR) 84 to Davie Boulevard. Within the CRAS APE, three historic resources were identified. The identified historic resources include one bridge, one railroad, and one building. In a letter dated April 12, 2010, the Deputy State Historic Preservation Officer (SHPO) concurred with the findings in the CRAS report. Two resources have been determined eligible for listing in the National Register. These resources include the New River CSX Railroad Bascule Bridge (8BD3340) and the Seaboard Air Line (CSX) Railroad (8BD4649).

Based upon the Section 106 process, potential effects that the improvements may have on the identified National Register–eligible historic resources were evaluated. Subsequently, this report includes a summary description of the project and a summary description of the significant historic resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report.

In summary, based on the project information available the No-Build Alternative will have no adverse effect on the New River CSX Railroad Bascule Bridge and the Seaboard Air Line (CSX) Railroad. The Rehabilitation Alternative, and Build Alternatives, which will include the relocation of the existing bridge to a new site, will have an adverse effect on the New River CSX

Railroad Bascule Bridge. The Rehabilitation Alternative will require substantial replacement or repair of materials on the historic bridge. The Build Alternatives will also have an adverse effect on the historic bridge as the bridge will be removed and replaced. These alternatives will have no adverse effect on the Seaboard Air Line (CSX) Railroad because the tracks themselves are not original and all alternatives preserve the characteristics convey their significance under Criterion A for their role in the development and transportation of Florida.

As part of the Build Alternatives, the relocation of the historic bridge to either of the proposed locations (a proposed City of Fort Lauderdale Park or the South Florida Railway Museum in Deerfield Beach) would be an adverse effect to the bridge. The relocation of the bridge to the City park site would keep the bridge within close proximity to its original site; the bridge would be fixed in the down position and would be used in a pedestrian capacity only. As it would no longer be movable and related to railroad transportation, the characteristics that make this bridge eligible for inclusion in the National Register would be compromised. The relocation to the museum in Deerfield Beach would also constitute an adverse effect to the bridge because it would also be locked down. This adverse effect determination is also due to the distance between its original site and the new site - the bridge's surroundings and context would be modified by the move from the New River site to an inland site. The relocation options, however, would not have an adverse effect on the Seaboard Air Line (CSX) Railroad.

This information is being provided in accordance with the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 CFR, Part 800.5. If you have questions regarding the subject project, please contact Evelyn Smart at (305) 415-6989.

Sincerely,



EVELYN SMART  
Environmental Protection Specialist  
Bridge Administration Branch  
Seventh Coast Guard District  
By direction of the District Commander

Encl: Draft Section 106 Evaluation and Determination of Effects

Copy: Ann Broadwell, District Four Environmental Administrator  
Ray Holzweiss, P.E., FDOT – District Four  
Amy Streehman, Janus Research, Tampa, FL  
Karl Peterson, P.E., Jacobs Engineering Group

The USCG finds the attached Section 106 Evaluation and Determination of Effects Case Study Report complete and sufficient and ✓ approves does not approve the above recommendations and findings.

The USCG requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the findings contained in this cover letter and in the comment block below.

USCG Comments:


Evelyn Smart  
Evelyn Smart, Environmental Protection Specialist  
Federal Permit Agent  
U. S. Coast Guard – Seventh District

12/20/2010  
Date

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The Florida State Historic Preservation Officer finds the attached Section 106 Evaluation and Determination of Effects Case Study Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number \_\_\_\_\_.

\_\_\_\_\_  
Scott M. Stroh III, Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

\_\_\_\_\_  
Date



FLORIDA DEPARTMENT OF STATE  
**Kurt S. Browning**  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

Evelyn Smart  
United States Coast Guard – 7<sup>th</sup> District  
909 SE First Avenue  
Miami, FL 33131

January 14, 2011

RE: DHR Project File Number: 2010-5765 (x-ref: 2010-1155)  
Financial Project ID: 406919-1-22-01  
Received by DHR: December 21, 2010  
Project: *Draft Section 106 Evaluation and Determination of Effects: New River CSX  
Railroad Bascule Bridge PD&E Study from State Road 84 to Davie Boulevard*  
County: Broward

Dear Ms. Smart:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A survey of the proposed project area in 2010 (2010-1155) identified two eligible resources within the APE: the New River CSX Railroad Bascule Bridge (BD3340) and the Seaboard Air Line (CSX) Railroad line (BD4649). In the current study the United States Coast Guard (USCG) has determined that the No Build and Rehabilitation Alternatives are not feasible. The USCG determined that the preferred alternative, Replacement, will constitute an adverse effect on the New River CSX Railroad Bascule Bridge (BD3340). The USCG recommends mitigation for the adverse effects to include the relocation of the bascule bridge to a public space in either Ft. Lauderdale (near the current location of the bridge) or a park in Deerfield Beach. The USCG recommends that none of the proposed alternatives will have an adverse effect on the Seaboard Air Line (CSX) Railroad line (BD4649).

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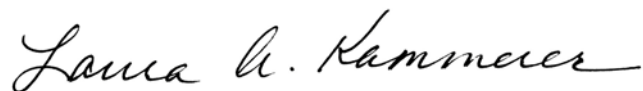
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Ms. Evelyn Smart  
DHR Project File Number: 2010-5765  
January 14, 2011  
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This office concurs that the Replacement alternative is most feasible. However, this office feels that the removal of the New River CSX Railroad Bascule Bridge (BD3340) constitutes an adverse effect on the Seaboard Air Line (CSX) Railroad line. The removal of the bridge drastically changes the setting and feeling of the railroad line. To minimize the adverse effect on this National Register-eligible resource, this office recommends that the replacement bridge maintain consistency with regards to the type (bascule) of the current bridge to minimize the adverse effect.

If there are any questions concerning our comments or recommendations, please contact Ginny Jones, Architectural Historian, by phone at 850.245.6333, or via electronic mail at [gljones@dos.state.fl.us](mailto:gljones@dos.state.fl.us).

Sincerely,

A handwritten signature in cursive script that reads "Laura A. Kammerer".

Laura A. Kammerer  
Deputy State Historic Preservation Officer  
For Review and Compliance

PC: Ann Broadwell, FDOT District 4, Ft. Lauderdale