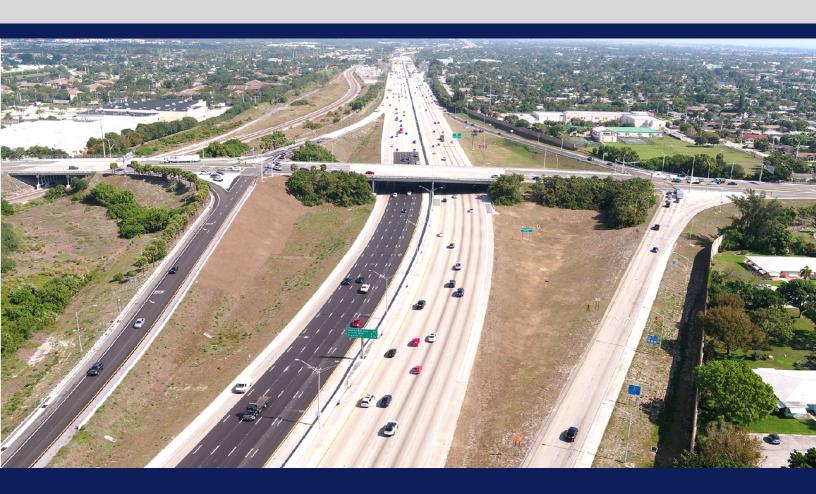


SR 9/I-95 Project Development and Environment (PD&E) Study from S. of Woolbright Road to N. of Woolbright Road Palm Beach County, Florida

FPID No.: 437279-1-22-02 | ETDM No.: 14341



CULTURAL RESOURCE ASSESSMENT SURVEY

December 2020

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 December 14, 2016 and executed by FHWA and FDOT.

CULTURAL RESOURCE ASSESSMENT SURVEY

SR 9/I-95 Project Development and Environment Study
From S. of Woolbright Road to N. of Woolbright Road
(From Mile Post 13.560 to Mile Post 13.995)
Palm Beach County, Florida

FPID: 437279-1-22-02 ETDM #: 14341

Prepared for:



Florida Department of Transportation
District Four

Prepared by: Janus Research

December 2020

i

Executive Summary

The Cultural Resource Assessment Survey (CRAS) of State Road (SR)-9/I-95 at Woolbright Road Interchange, City of Boynton Beach, Palm Beach County, Florida was undertaken at the request of the Florida Department of Transportation (FDOT), District Four, by Janus Research in cooperation with Hanson Professional Services Inc. The project includes an additional left-turn lane onto I-95 in both the eastbound and westbound directions of Woolbright Road, a free-flow right-turn lane from the southbound off-ramp, and designated bicycle lanes along Woolbright Road within the limits of the interchange. The objective of this survey was to identify cultural resources within the project Area of Potential Effect (APE) and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, Florida Statutes (F.S.); and the standards embodied in the FDHR's Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code (F.A.C). In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT Project Development and Environment Manual (effective July 1, 2020).

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of James P. Pepe M.A. RPA. Historic resource investigations were conducted under the direction of Amy Streelman, M.H.P.

No newly or previously recorded archaeological sites were identified. The background research indicated that the archaeological APE has low archaeological probability. A pedestrian survey of the project area confirmed the low archaeological probability of the archaeological APE. The pedestrian survey also determined that subsurface

testing was not possible within the archaeological APE due to the presence of existing pavement, sidewalk, hardscape, berms, ditches, existing ponds, landscaping, and buried utilities.

The field survey and historical research resulted in the identification of three previously recorded resource groups and four newly identified resources within the APE. The previously recorded resource groups are: Seaboard Air Line (CSX) Railroad (8PB12917), the E-4 Canal (8PB12918), and the Lake Worth Drainage District (LWDD) Resource Group (8PB13748). The newly identified resources are all standing structures: 1401 SW 3rd Street (8PB19631), 313 W. Woolbright Road (8PB19632), 1515 SW 2nd Street (8PB19633), and 455 North Boulevard (Units A-D) (8PB19634). FDOT Bridge No. 934461 (ca. 1971) is located within the project APE and meets the criteria for the 2012 Program Comment issued by the ACHP, *Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (ACHP 2012). Therefore, the bridge is exempt from Section 106 consideration and was not recorded on a Florida Master Site File (FMSF) form or evaluated.

The three previously recorded resources have not been documented or evaluated within the current project APE. Portions of the Seaboard Air Line (CSX) Railroad (8PB12917) within Palm Beach County have been evaluated as being eligible, and the railroad is typically considered National Register eligible. The portion of the resource within the current project APE maintains its historic association and integrity and is therefore considered eligible for the National Register.

The E-4 Canal (8PB12918) has been evaluated as ineligible south of the current project APE. The portion of the E-4 Canal within the current project APE is similar to the southern portion and historical research has not revealed any new information on the resource. Therefore, the current study finds that the portion of the E-4 Canal within the current project APE is ineligible for the National Register. The E-4 Canal within the APE is part of the larger LWDD (8PB13748) system of canals. Small portions of the LWDD have been previously recorded and evaluated as "insufficient information" based on the large expanse of the overall District. This system consists of hundreds of miles of canals and related infrastructure. Since the portion of the LWDD within the current APE is a small fraction of the entire resource, there is insufficient information to evaluate the entire resource in the current undertaking.

The four newly identified historic buildings within the current project APE (8PB19631-8PB19634) are of a common style and type in South Florida and lack historical significance. Therefore, they are ineligible for individual listing in the National Register under Criteria A, B, C, or D. FMSF forms for these resources were completed and are included in *Appendix A*.

During field review of the project APE, the surrounding area was also reviewed to identify any potential National Register-eligible historic districts. The two subdivision within the APE have been significantly altered with the construction of SR 9/I-95 on their boundaries and most buildings exhibit some form of exterior alteration that compromises historic integrity. Historic research also did not reveal any significant historic associations. Therefore, there are no potential historic districts within, or partially within, the current project APE.

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1. INTRODUCTION

The Cultural Resources Assessment Survey (CRAS) of State Road (SR)-9/I-95 at Woolbright Road Interchange, City of Boynton Beach, Palm Beach County, Florida was undertaken at the request of the FDOT, District Four, by Janus Research in cooperation with Hanson Professional Services Inc. The objective of this survey was to identify cultural resources within the project Area of Potential Effect (APE) and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

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No newly or previously recorded archaeological sites were identified. The pedestrian survey confirmed the low archaeological probability of the archaeological APE. No subsurface testing was feasible due to the presence of existing pavement, sidewalk, hardscape, berms, ditches, landscaping, and buried utilities.

The field survey and historical research resulted in the identification of three previously recorded resource groups and four newly identified resources within the APE. The previously recorded resource groups are:

Seaboard Air Line (CSX) Railroad (8PB12917), the E-4 Canal (8PB12918), and the Lake Worth Drainage District (LWDD) Resource Group (8PB13748). The newly identified resources are all standing structures: 1401 SW 3rd Street (8PB19631), 313 W. Woolbright Road (8PB19632), 1515 SW 2nd Street (8PB19633), and 455 North Boulevard (Units A-D) (8PB19634). FDOT Bridge No. 934461 (ca. 1971) is located within the project APE and meets the criteria for the 2012 Program Comment issued by the ACHP, *Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (ACHP 2012). Therefore, the bridge is exempt from Section 106 consideration and was not recorded on a Florida Master Site File (FMSF) form or evaluated.

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During field review of the project APE, the surrounding area was also reviewed to identify any potential National Register-eligible historic districts. The two subdivision within the APE have been significantly altered with the construction of SR 9/I-95 on their boundaries and most buildings exhibit some form of exterior alteration that compromises historic integrity. Historic research also did not reveal any significant historic associations. Therefore, there are no potential historic districts within, or partially within, the current project APE.

2. SUMMARY OF PROJECT

2.1 PROJECT DESCRIPTION

This report contains information regarding the SR 9/I-95 (I-95) from South of Woolbright Road to North of Woolbright Road Project Development and Environment (PD&E) Study (Mile Post 13.560 to Mile Post 13.995). This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other related federal and state nondiscrimination authorities. Neither the Florida Department of Transportation (FDOT) nor this project will deny the benefits of, exclude from participation in, or subject to discrimination anyone on the basis of race, color, national origin, age, sex, disability, or family status.

The FDOT, District Four is conducting a PD&E Study to identify long-term needs of I-95 and develop design concepts to address traffic spillback onto I-95, reduce congestion at the I-95 and Woolbright Road interchange, improve interchange operations, and improve safety at the study interchange through the 2045 design year horizon. This study will also consider Strategic Intermodal System (SIS) connector improvements needed within the project area and is consistent with plans for the I-95 mainline, including the potential extension of I-95 Managed Lanes through Palm Beach County. This proposed study is investigating alternatives to improve the overall operating conditions and enhance safety within the interchange.

The improvements to the I-95 Interchange at Woolbright Road will provide additional capacity for vehicles travelling east-west as well as operational improvements north-south through the interchange. Local and network connectivity for the City of Boynton Beach will be improved.

The Interchange of I-95 at Woolbright Road is located in Palm Beach County in the City of Boynton Beach. The project limits along I-95 extend from just south of Woolbright Road at SW 23rd Avenue to just north of Woolbright Road about 2,000-feet north of the interchange. The project limits along Woolbright Road extend from the SW 18th Street on the west to just east of I-95 at SW 2nd Street. The project area includes the signalized intersections at SW 8th Street, and the I-95 southbound and northbound ramps. The South Florida Rail Corridor (SFRC)/CSX Railroad is adjacent to the project corridor and runs parallel along the west side of I-95. Tri-Rail operates along this rail corridor, with the nearest station; Boynton Beach Tri-Rail Station located 2.68 miles to the north of Woolbright Road, just north of the Gateway Boulevard interchange. (Figure 2 -1 – Project Location Map).

NW 9th Ave NE 9th Ave NW 8th Ave NW 7th Ct MN NW 6th Ave Velait NE 2nd St NW 4th Ave **Boynton Beach** W Boynton Beach Blvd NW 1st Ave NE 1st Ave W Ocean Ave 804 SW 1st Ct SW 1st Ave SE 1st Ave SW 2nd Ave SE 2nd Ave SE 3rd Ave SW 3rd Ave SW 4th Ave SW 5th Ave SE 5th Ave on KEMS SW 5th Ave 80 SW 5th Ct 80 SW 6th Ave Asb SW 6th Ave SE 6th Ave SW 7th Ave SE 7th Ave SW 7 ST AVE SE 8th Ave SE 9th Ave SW 11th Ave SW 12th Ave Rivera Dr SW 13th Ave SW 13th Ave WOOLBRIGHT RD E Woolbright Rd **WOOLBRIGHT RD** W Woolbright Rd sague Park Main Blvd SE 18th Ave South Blvd SW 19th AL N High Point Blvd SE 20th Ct High Point Blvd Ridge Ponte De Bay Dr SW 22nd Ave SW 24th Ase SW 22nd Way SE 24th Ave SW 24th Ave The St SW 25th Ave SW-11th-C ittle Club R SW 25th Way SE 27th Ct SW 26th Ave SE 27th PI SE 27th Way E 28th Ctus SW 27th Way SW 27th Ter Ø SW 27th Ave nbrook Dr SW 27th PI SW 28th Ave Sunset Rd Chapel Hill Blvd Chapel Hill SE 31st Ave 95 LEGEND: SW 30th Ave Summit Dr Project Area Mission Hill Rd SW 33rd Pl SE 34th Ave

Figure 2-1 - Project Location Map

Within the project limits, I-95 is a ten-lane divided interstate freeway providing four general purpose lanes and one high occupancy vehicle (HOV) lane in each direction. The project will be designed to complement the I-95 interim interchange design-build project recently completed, which constructed one additional left-turn lane onto I-95 in both the eastbound and westbound directions; a free-flow right-turn lane from the southbound offramp; and designated bicycle lanes along Woolbright Road within the limits of the interchange.

Woolbright Road is currently a six-lane urban divided minor arterial to the west of I-95 and a four-lane urban divided minor arterial to the east of I-95. There is a raised median from SW 18th Street west of I-95 to just west of SW 2nd Street east of I-95. At SW 2nd Street, Woolbright Road transitions to a five-lane roadway section with a two-way left-turn lane in the middle. There are sidewalks on both sides of Woolbright Road throughout the project area and designated bicycle lanes within the limits of the interchange.

The land use adjacent to the interchange is zoned as Public Usage, Single Family, Duplex, Neighborhood Commercial, and Light Industrial. The area southeast of the interchange is zoned Recreation, Multi Family, Public Usage, and Planned Unit Development. Zoning northwest of the interchange consists of Planned Commercial Development, Planned Unit Development, Light Industrial, Office Professional, Neighborhood Commercial, and Single Family, and southwest of the interchange is zoned Community Commercial, Office Professional, Planned Industrial Development, and Single Family.

Improvement to the I-95 interchange at Woolbright Boulevard is consistent with the Cost Feasible Plan of the Palm Beach County Transportation Planning Agency (TPA's) 2045 Long Range Transportation Plan (LRTP). "The purpose is to improve interchange operations and reduce congestion, reduce potential for traffic spillback onto I-95, and increase safety. The improvements are needed to ensure that the I-95 interchange will meet FDOT Level-of-Service standards through year 2045."

This project has been screened through the Efficient Transportation Decision Making (ETDM) process. The Advance Notification (AN) was distributed during the programing screening event, which occurred on October 23, 2017. The Programming Screen Summary Report was re-published on May 3, 2018 and can be viewed under the ETDM # 14341.

2.2 BACKGROUND

The FDOT made improvements to the I-95 mainline in Palm Beach County in the 1990s and 2000s, adding High Occupancy Vehicle (HOV) lanes and auxiliary lanes from south of Linton Boulevard to north of PGA Boulevard. Minor interchange improvements were also made to eight of the existing 18 interchanges along this section of the corridor. At the time of the project, FDOT committed to re-examine the need for long-term improvements at those interchanges that were not improved during the I-95 mainline project. FDOT District Four also identified the need to re-examine the 2003 I-95 Master Plan Study for Palm Beach County to develop new improvements to interchanges based on changes in traffic volumes and updated design standards since the Master Plan was developed.

A Concept Development Report (CDR) was prepared by the FDOT District Four Office of Planning and Environmental Management in August of 2014. The following are the recommendations identified for short-term improvements that have been recently completed as part of the Design-Build project:

- One additional left-turn lane onto I-95 in both the eastbound and westbound directions;
- A free-flow right-turn lane from the southbound off-ramp; and
- Designated bicycle lanes along Woolbright Road within the limits of the interchange.

2.3 PURPOSE AND NEED

The purpose of this study is to identify long-term needs of I-95 and develop concepts to address traffic spillback onto I-95, reduce congestion on I-95 and Woolbright Road, improve interchange operations, and improve safety at the I-95 and Woolbright Road interchange through the 2045 design year horizon. This project will also consider SIS connector improvements needed within the project area and will be consistent with plans for the I-95 mainline, including the potential extension of I-95 Managed lanes through Palm Beach County.

Additional considerations for the purpose and need for this project are further described in the following sections that include System Linkage, Capacity, Transportation Demand, Social Demands/Economic Development, Modal Interrelationships, and Safety.

<u>System Linkage</u>: I-95 is a part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). A need exists to ensure that I-95 continues to meet the minimum requirements as a component of those two systems. The project is not proposing to change system linkage; however, the interchange modifications would improve movements within the existing systems. The proposed project at I-95 and Woolbright Road will

help improve connectivity and capacity within the roadway network by addressing traffic spillback onto I-95 and improving interchange connections.

<u>Capacity:</u> Using field review data collected in 2018, A.M. and P.M. peak conditions were observed at all intersections in the study area. At the Corporate Drive/SW 8th Street intersection, during the P.M. peak hour, all approaches experienced minimal queues, except for the westbound and eastbound directions. The westbound left-turn queue experienced spillback into the through lanes and the eastbound direction experienced long queues. During the P.M. peak hour on the I-95 southbound ramp intersection, the eastbound approach experienced long queues, but all queues cleared the intersection during each signal cycle. The southbound approach experienced significant queues, with the queue not clearing during one signal cycle. During the P.M. peak hour at the I-95 northbound ramps intersection, the eastbound approach experienced minimal queue buildup and the northbound and westbound approaches experienced long queues; however, all queues cleared the intersection in one signal cycle for all approaches.

<u>Transportation Demand:</u> Interchange improvements to I-95 at Woolbright Road is included in the Palm Beach County TPA's 2045 LRTP under projects funded with SIS revenues, which includes federal funds. The project is consistent with the plans for the I-95 mainline, including the extension of express lanes into Palm Beach County.

<u>Social Demands/Economic Development:</u> Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Palm Beach County TPA 2040 LRTP states that the population would grow 27 percent from 1.32 million in 2010 to 1.68 million in 2040. The employment was also forecasted to grow from 571,000 to 820,000 employees in the same 30 year period for an increase of nearly 44 percent. The predicted increase in population and employment will increase congestion in the study area.

Modal Interrelationships: Currently, sidewalks and crosswalks are provided on both sides of Woolbright Road. Palm Tran Route 70 services Seacrest Boulevard both north and south of Woolbright Road east of the interchange, as well as the Boynton Beach Tri-Rail station 2.68 miles north of Woolbright Road. The project proposes to provide undesignated bicycle lanes on both sides of Woolbright Road. Capacity improvements at the interchange will enhance the mobility of people and goods by alleviating current and future congestion at the interchange and the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses in the area.

<u>Safety:</u> The crash data for the latest available five-year period (2012 to 2016) along Woolbright Road (93220000) from SW 8 Street to S. Seacrest Boulevard was retrieved from FDOT's Crash Analysis Reporting System (CARS)

on-line database and from Signal 4 Analytics database. The study corridor encompasses the I-95 Interchange. The crash data from both databases were summarized separately for the entire corridor and for the I-95 interchange.

Overall, there was a total of 680 crashes during the 5-year period. Based on crash severity, of the 680 crashes reported, 240 (35.5%) were injury type crashes, 437 (64.3%) were property damage only crashes, and three fatal crashes were reported. Two of the fatal crashes occurred in 2012 and were classified as overturn and collision with parked vehicle type and the third fatal crash occurred in 2016 and it was classified as angle collision. There were 150 wet pavement crashes (22.1%) reported. The frequency of wet pavement crashes was constant through the 5-year analysis period. This may indicate a crash pattern of wet pavement crashes. There were 171 nighttime/dusk/dawn/dark crashes (25.1%) reported. The leading crash type was rear-end with a total of 338 crashes (49.7%) followed by sideswipe with a total of 94 crashes (13.8%). Careless driving or negligent manner was the most predominate contributing causes of these crashes. Most of the crashes (178) occurred during the morning hours (6 AM to 9 AM), which correspond to the typical morning rush period.

2.4 PROPOSED ALTERNATIVES

The following describes the alternatives considered for this project. Alternative 1 is the Recommended Alternative.

No Build Alternative

- This alternative would keep the existing interchange roadway network into the future without improvements.
- The No Build Alternative has a number of positive aspects, since it would not require expenditure of public funds for design, right-of-way acquisition, construction, or utility relocation. Traffic would not be disrupted due to construction, therefore, avoiding inconveniences to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, or community cohesion of the area.
- The No Build Alternative fails to fulfill the purpose and need of the project. Operational and safety conditions within the interchange area will become progressively worse as traffic volumes continue to increase, thereby increasing the number of crashes and deteriorating access of this interchange.

Alternative 1 – Tight Diamond Interchange (TDI)– Recommended Alternative

 Modify the existing Diamond Interchange by widening the existing Woolbright Road bridge over I-95 and the bridge over the South Florida Rail Corridor to accommodate one additional through lane in each direction through the interchange

- Add one additional left-turn lane (triple lefts) at the northbound and southbound I-95 off-ramp intersections
- Add one additional westbound through lane at the Corporate Drive/SW 8th Streetintersection
- Add one additional left-turn lane in the eastbound and westbound direction at the Corporate Drive/SW 8th Street intersection
- Widen the existing bridge over the E-4 Canal to accommodate the additional westbound through lane and bicycle lanes
- Extend the bicycle lanes from the interchange to SW 18th Street
- Refer to Figure 2-2.

Alternative 2 – Diverging Diamond Interchange (DDI)

- Reconstruct the existing Diamond Interchange to a Diverging Diamond Interchange (DDI) configuration, which provides three continuous through lanes through the interchange with two free flow left-turn lanes into the I-95 on-ramps
- Add one additional westbound through lane at the Corporate Drive/SW 8th Streetintersection
- Add one additional left-turn lane in the eastbound and westbound direction at the Corporate Drive/SW 8th Street intersection
- Widen the existing bridge over the E-4 Canal to accommodate the additional westbound through lane and bicycle lanes
- Extend the bicycle lanes from the interchange to SW 18th Street
- Refer to Figure 2-3.

Alternative 3 – Single Point Urban Interchange (SPUI)

- Reconstruct the existing Diamond Interchange to a Single Point Urban Interchange (SPUI) configuration, which provides two continuous through lanes through the interchange
- Add one additional left-turn lane (triple lefts) at the southbound I-95 off-ramp intersection
- Add one additional westbound through lane at the Corporate Drive/SW 8th Streetintersection
- Add one additional left-turn lane in the eastbound and westbound direction at the Corporate Drive/SW 8th Street intersection
- Widen the existing bridge over the E-4 Canal to accommodate the additional westbound through lane and bicycle lanes
- Extend the bicycle lanes from the interchange to SW 18th Street
- Refer to **Figure 2-4**.

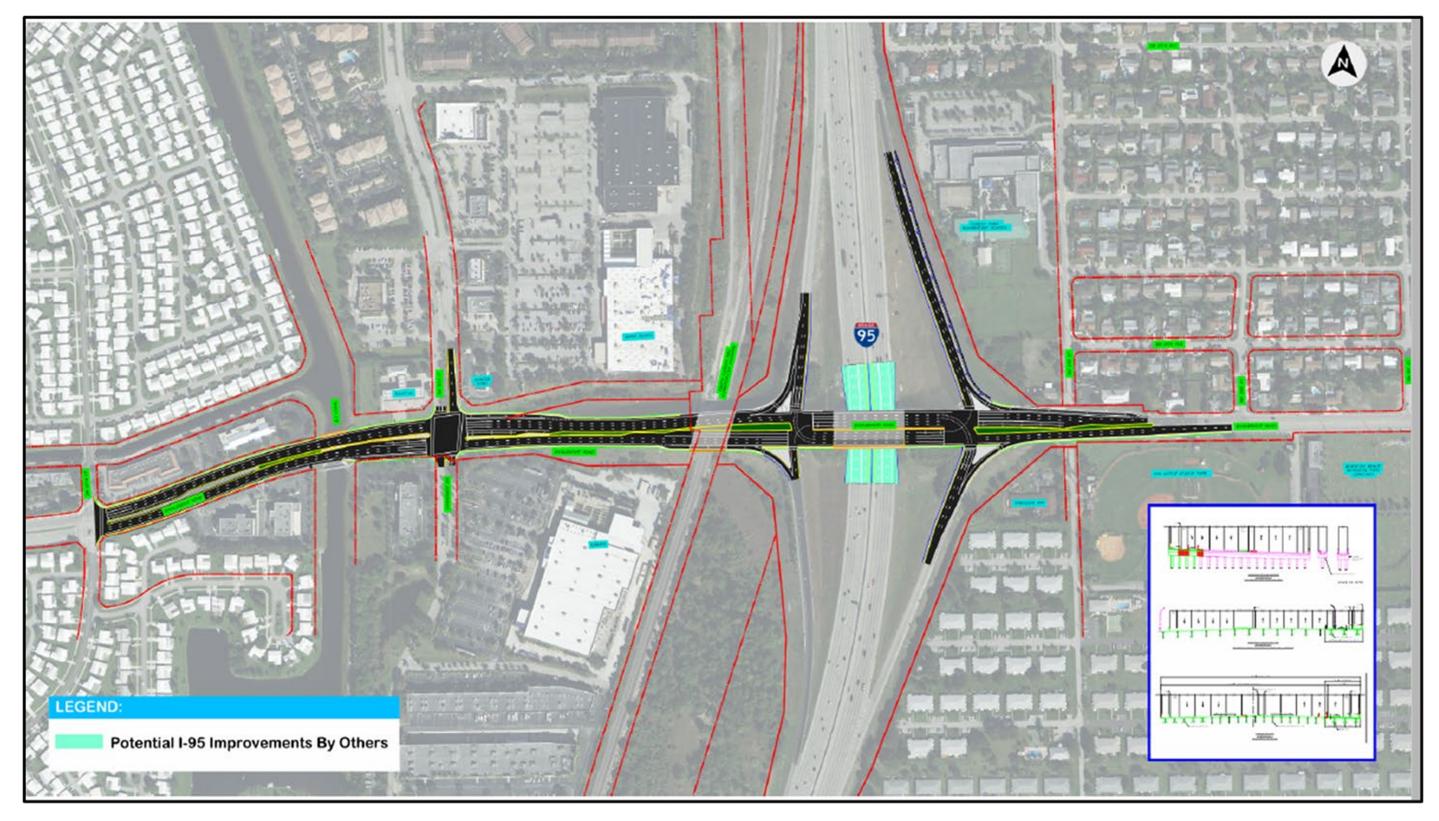


Figure 2-2 -- Alternative 1: TDI

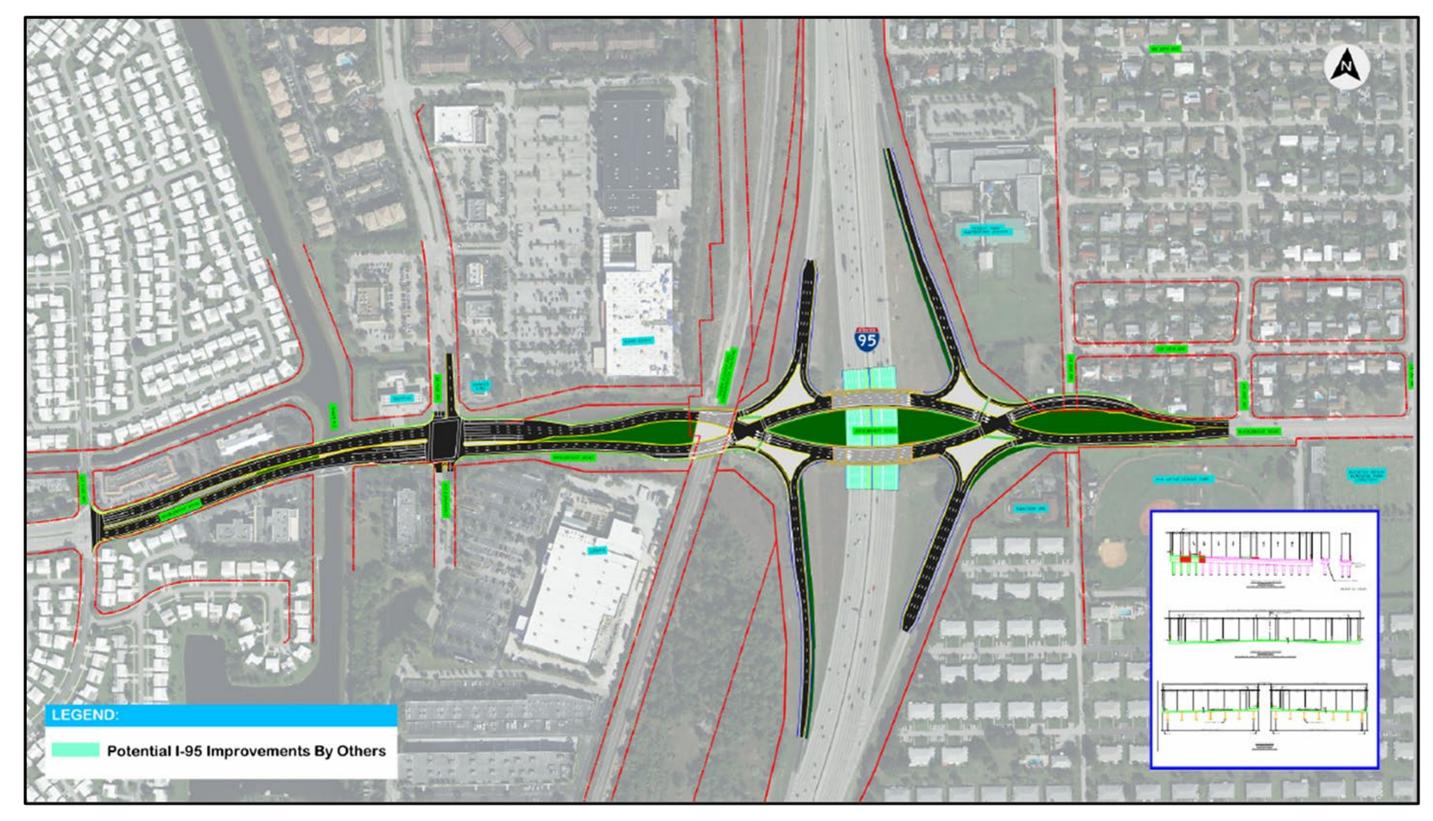


Figure 2-3 -- Alternative 2: DDI

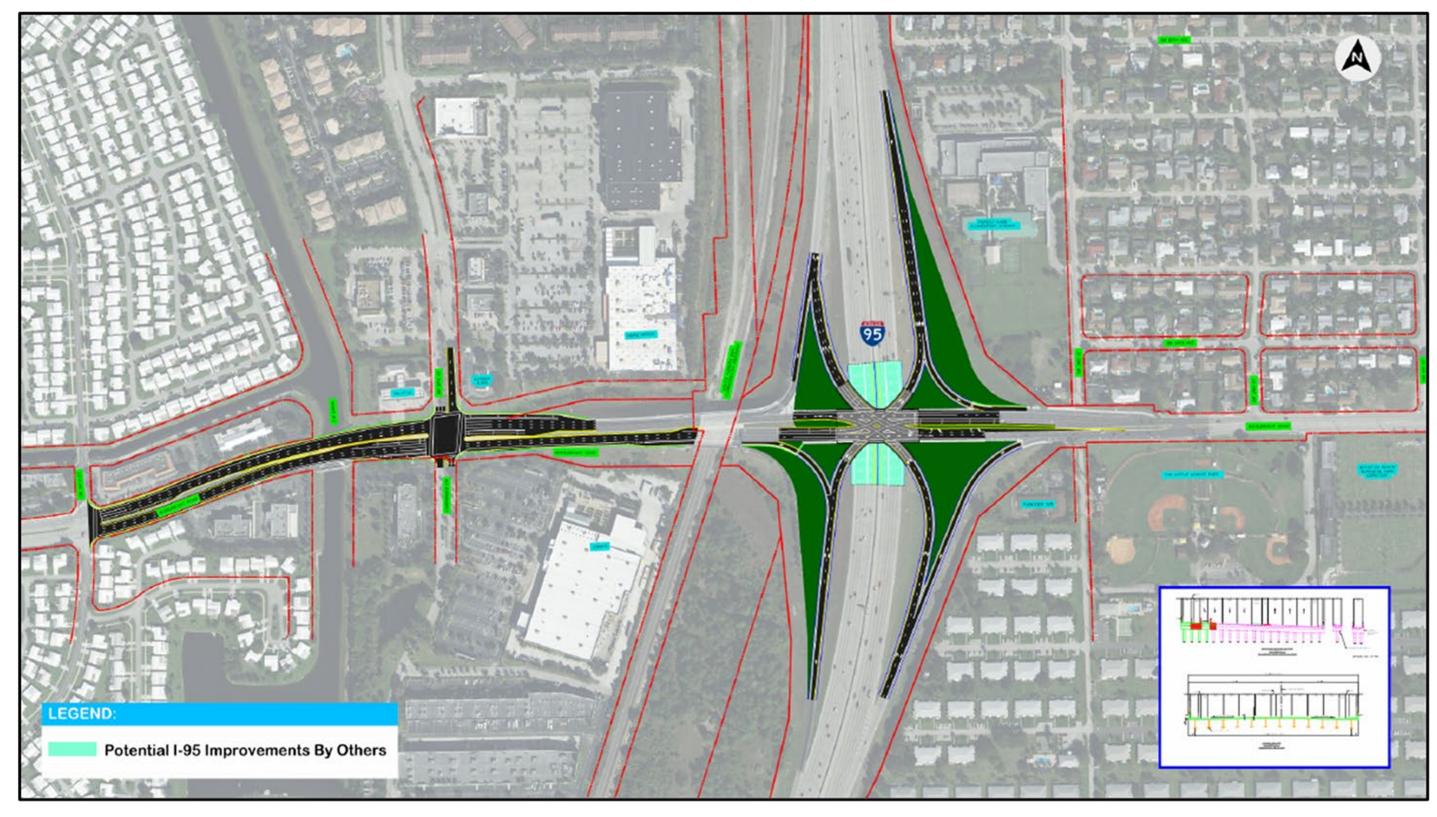


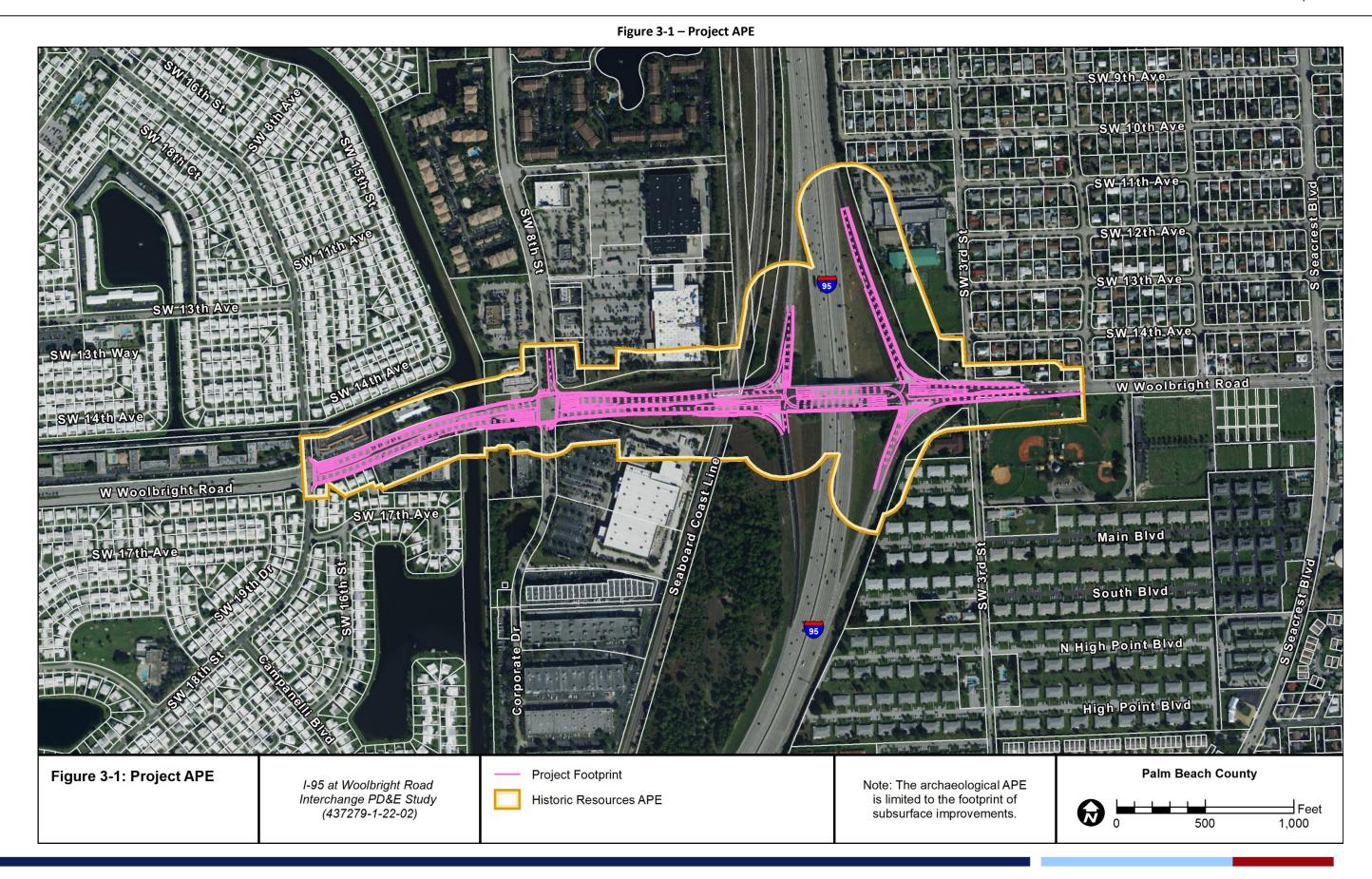
Figure 2-4 -- Alternative 3: SPUI

AREA OF POTENTIAL EFFECT

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking, as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites are often impacted by those activities as well as alterations to setting, access, and appearance. The APE for this project is based on Alternative 1, which is the Recommended Alternative.

The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. Therefore, the archaeological APE for this project is limited to the footprint of subsurface activities for Alternative 1 (Recommended Alternative) (*Figure 3-1*).

The historic resources APE was defined as the area within which potential effects for the improvement could be observed. Most proposed improvements will take place at-grade. However, improvements are also taking place on elevated sections of I-95 and the on-ramps. Based on this, the historic resources APE for proposed at-grade improvements includes the footprint of the existing and proposed ROW and extends up to 150 feet from the edge of the at-grade improvements. For portions of the study area where proposed improvements will be elevated, the historic resources APE will include the footprint of the existing and proposed right of way (ROW) and extend up to 250 feet from the edge of the elevated improvements. The historic resources APE is illustrated on *Figure 3-1*.



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4. ENVIRONMENTAL SETTING

Environmental and ecological factors through time have had a direct influence on the choice of occupation sites by precontact populations and early historic settlers. Therefore, factors such as geologic, hydrologic, and meteorological processes that may have affected the APE and its biotic resources are important elements in the formulation of a settlement/subsistence model for precontact and early historic peoples.

4.1 PALEO-ENVIRONMENT AND MACRO-VEGETATIONAL CHANGE

Although a comprehensive paleoenvironmental reconstruction is beyond the scope of this report, a brief description of the large-scale climatic and hydrologic conditions that have occurred since 31,050 BC is provided. This description is drawn primarily from the work of W. A. Watts (1969, 1971, 1975, and 1980) and Watts and Hansen (1988). Carbone (1983) has promoted the reconstruction of local paleoenvironments, or small-scale environmental change, with an effort towards developing regional paleoenvironmental mosaic landscapes. Vegetation and animals (including humans) either adapt to local areas (micro-habitats) or move to preferred locations. The descriptions given here provide some indication of the ecological context of precolumbian groups at different times, in particular the environmental limitations. However, these descriptions are general and cannot be used to reconstruct the microhabitats of the project APE.

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,500 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in their hunting/foraging strategies and seasonal migration patterns. Within the archaeological record, these changes can be observed by differences in settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

The first 5,000 years or so of the Holocene (8,000 BC–present) were marked by rapid rises in southern Florida sea levels. This inhibited the development of estuaries along the Gulf Coast and may have had the same impact on the Atlantic coast (Griffin 1988). However, even though sea levels were rising, they were still considerably lower than present levels. This, combined with low interior water tables, resulted in arid conditions for the interior of southern Florida (Watts 1983; Watts and Hansen 1988). The marshes and swamps for which southern Florida are famous had not yet been formed (Webb 1990).

At about 3,000 BC, give or take 1,000 years, sea levels had risen to within a few meters of their current levels (Griffin 1988). Increased rainfall resulted in the formation of Lake Okeechobee, the Everglades, and other modern ecosystems (Watts and Stuiver 1980; Brooks 1984:38; Gleason et al. 1984:311).

4.2 REGIONAL ENVIRONMENT

The project APE is within the Atlantic Coastal Ridge physiographic province. The Atlantic Coastal Ridge is characterized by low, poorly drained flatlands that represent the shallow, flat bottoms of ancient seas. Features associated with this province include the Atlantic Ocean to the east, the Everglades to the west, and the Southern Slope to the south. Superimposed on this flat terrain are several linear sand ridges that parallel the coast and are remnants of ancient shorelines, dunes, or offshore bars (White 1970:Plate 1-C). Elevation along the Atlantic Coastal Ridge averages approximately 10 to 15 feet above sea level (ASL). The APE is located across several narrow ridges as well as a slough and the edge of a marsh. Elevations range between 10 and 25 feet ASL.

The surface lithology of Palm Beach County is composed of undifferentiated deposits of sand and clay of Pleistocene and Recent age, which are underlain by thick deposits of limestone and dolomite. Outcrops of silicified limestone, or chert, were often exploited by precontact peoples as raw material sources for the manufacture of stone tools, do not occur near Palm Beach County (cf. Lane et al. 1980). The closest known outcrops lie to the west along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982).

Water resources consist of ground and surface water. The principal groundwater aquifer is the Floridan, which occurs under artesian conditions with slowly permeable clays and sands forming a confining layer that effectively prevents the vertical movement of water from the surficial aquifer to the Floridan aquifer (Lane 1980). Surface sand deposits contain the surficial aquifer, which is recharged through local rainfall. Because of low hydraulic gradients, movement of water within this zone is very slow. Water is discharged from the aquifer through lateral seepage to streams or lakes, evapotranspiration, or movement downward to the Floridan aquifer where sinkhole development has breached the underlying confining layer of clay (Lane 1980; Lane et al. 1980).

4.3 PHYSICAL ENVIRONMENT OF THE PROJECT APE

A review of General Land Survey (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1872) and surveyor's field notes (FDEP 1845, 1871-72) was conducted to look at past environmental conditions of the archaeological APE. The historic plat map shows the majority of the APE in a spruce pine scrub flanked by marshes to the east and west. The westernmost end of the APE is in a marsh. The surveyors' notes

describe the vicinity of the APE as containing scrubby pine and palmetto. The portion of the APE adjacent to the marsh is described as high pineland.

A review of historic aerials from 1940, 1953, 1964, 1968, 1969, 1973, 1986, and 1991 (University of Florida, George A. Smathers Libraries 2019; FDOT, Surveying and Mapping Office 2019) was conducted to examine land use during the second half of the 20th century. The Seaboard Air Line Railroad and the Lake Ida Canal are extant by 1940. At this time, I-95 has not yet been constructed and the present location of Woolbright Road contains a dirt road most prominently visible to the east of the railroad. The segment of the railroad within the APE is adjacent to the east side of a narrow north-south slough. The canal is near the eastern boundary of the marsh shown on the historic plat map. A low, narrow ridge covered with dense vegetation is visible between the marsh and the slough. The remainder of the APE, to the east of the railroad, is on a low ridge. Most of this area is covered with natural vegetation during the 1940s, though large agricultural plots north of the dirt road are present. A few structures are located in one of these fields and adjacent to the road. No hammocks are evident on the 1940 photograph. The 1953 photographs show the APE in a very similar condition. Development in the area between the railroad and the canal begins during the 1960s. Construction of Woolbright Road is evident by 1973. I-95 has been constructed by 1975. The interchange and Woolbright Road to the west are still under construction. The ground disturbance associated with the construction of Woolbright Road appears wider than the APE. By the late 1980s and early 1990s, the APE resembles current conditions.

The Soil Survey of Palm Beach County Area, Florida (United States Department of Agriculture [USDA] 1978) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the project APE indicative of increased archaeological site potential. The natural soils are associated with ridges as well as soughs and depressions, consistent with the low ridges and sloughs shown on the Lake Worth (1945 PR 1983) USGS quadrangle map. The APE also contains soils that have been modified to allow urban development. The drainage characteristics and environmental association for each of the detailed soil types located within the archaeological APE are included in **Table 4–1**.

Table 4-1 – Characteristics of Detailed Soil Types within the Project APE

Drainage Characteristics	Soil Type	Environmental Association
Excessively	St. Lucie sand, 0 to 8 percent slopes	Found on long, narrow, dune-like coastal ridges and on isolated knolls. Natural vegetation consists of sand pine, scrub oak, sawpalmetto, rosemary, cacti, reindeer moss, sparse clumps pineland threeawn and natalgrass.
Drained	St. Lucie-Urban land complex	Between 70 and 50 percent of this complex consist of vacant lots, lawns, and playgrounds containing St. Lucie soils that have been modified for urban development. The remainder of this complex is covered in structures and hardscape where the natural soil cannot be observed.
Moderately Well Drained	Pomello fine sand	This soil is found on low ridges and knolls. Natural vegetation consists of slash and sand pine, scrub oak, saw-palmetto, inkberry, sand plum, fetterbush, pineland threeawn, and other native grasses.
Poorly Drained	Basinger fine sand	Found in broad, grassy sloughs in the eastern part of the county. Natural vegetation consists of St. Johnswort, slash pine, southern bayberry, scattered cypress, and native grasses.
Very Poorly Drained	Basinger and Myakka sands depressional	Found in shallow depressions. Natural vegetation consists of St. Johnswort, cypress and melaleuca trees, maidencane, needlegrass, sand cordgrass, and other water-tolerant grasses.
N/A	Quartzipsamments	Found in areas where the natural soils have been altered by cutting down ridges and spreading the soil over lower areas prior to development.

USDA 1978: 13, 14; 34, 35, 38

5. PRECONTACT OVERVIEW

Native peoples have inhabited Florida for at least 14,000 years. The earliest cultural stages are pan Florida in extent, while later cultures exhibited unique cultural traits. The following discussion of the precolumbian time period of the general project corridor is included in order to provide a framework within which the local archaeological record can be understood.

5.1 PALEOINDIAN PERIOD (12,000–7500 BC)

The earliest inhabitants of Florida are known archaeologically as "Paleoindians." They are usually described as highly mobile hunter-gatherers who traveled in small family bands. The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118 and Purdy 1981), bifacial and "hump-backed" unifacial scrapers, blade tools, and retouched flakes, including spokeshaves (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87). Some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

By the end of the Paleoindian period, the climate had become warmer and wetter. It is possible that at this time the modern wetlands of southern Florida began to emerge. Sea levels began a fairly rapid rise, shrinking the available land mass through coastal inundation. These dramatic climate changes, and possible pressure from Paleoindian hunters, led to the extinction of the Pleistocene megafauna and other species.

5.2 ARCHAIC PERIOD (7500–500 BC)

During the Archaic period, climate and sea levels gradually stabilized and southern Florida began to take on its current appearance. The Archaic period is known for the adaptations made by Florida's earliest inhabitants to the modernizing climate and landscape. At the beginning of the Archaic, lifeways in Florida were quite similar to those of the preceding Paleoindian period. However, by the end of the Archaic, Florida's natives had developed more sedentary lifestyles, made many technological innovations, the most important of which was the invention of pottery, and began to differentiate themselves into distinct regional subcultures. Florida's Archaic is divided into an Early, Middle, and Late sub-periods, each of which have recognized horizons that are limited to restricted geographic areas and / or times.

5.2.1 Early Archaic (7500–5000 BC)

By the beginning of the Early Archaic sub-period, the Pleistocene megafauna and other characteristic fauna had become extinct. The settlement patterns and tools of Early Archaic people in Florida were initially very similar to those of the preceding Paleoindian period. As the Early Archaic progressed, more wetland habitats within southern Florida began to emerge.

By the end of the Early Archaic, local environments were becoming more subtropical. Additionally, interior ponds had begun to form (Carr 2002:194–195; Wheeler 2004:7) although the Kissimmee River was probably not yet in existence (Austin 1996:67). Sea levels throughout the Early Archaic were also still lower than modernlevels.

Most of what is known about Early Archaic subsistence comes from highly preserved materials recovered from the anaerobic muck of the Windover Pond site in Brevard County. The Windover analysis (Andrews et al. 2002) indicates that Early Archaic peoples utilized the fibers of sabal palm, saw palmetto, and other plants in the weaving of baskets and textiles. Windover also illustrates that at least some Early Archaic populations had developed an intensive exploitation strategy focused on inland aquatic resources supplemented by terrestrial game (Dickel and Doran 2002:54). Within southern Florida, sites dating to this time period are rare. The Cutler Fossil site (8DA2001) in the Deering Estate, Miami-Dade County, is one definite Early Archaic site (Carr 1986). Other possible Early Archaic sites in southern Florida include Sunset Lakes (8BD3176), Blue Cow (8BD2150) (Davis and Carr 1993), and Silver Lakes (8BD1873) (Carr et al. 1991).

5.2.2 Middle Archaic Period (5000–3000 BC)

During the Middle Archaic period, the environment of southern Florida approached that of modern times, becoming less arid and supportive of a broader range of animal and plant resources. Broad wetlands, lakes and rivers began to develop and sea levels began to stabilize (Dixon 1999; Littman 2000). The human populations began to develop distinct regional adaptations to the changing environmental conditions. For the first time, such distinct regional adaptations and cultures appeared across all of Florida, including the southern portion of the peninsula. Along the southwest coast, populations developed year-round adaptations to the developing estuaries, producing large shell middens and constructing shell mounds in the process. Within southern Florida, Middle Archaic populations began to adapt to the developing Everglades ecosystem as well as the more dispersed wetland resources to the north of what is now Lake Okeechobee. The unique adaptation to the interior marshlands of southern Florida that can be seen developing during the Middle Archaic has been labeled the Glades or Everglades Archaic (Pepe 2000:32; Pepe and Jester 1995:19; Wheeler 2004; Wheeler et al. 2002:143–144).

Large coastal shell middens dating to the Middle Archaic are known for the southwestern coast of Florida, providing ample evidence of fully developed estuaries there during these times (Russo 1991; Torrence 1996). Within the interior, peat formation became widespread toward the end of this period, eventually giving rise to the Everglades ecosystem. The Middle Archaic artifact assemblage is not well documented but includes Florida Archaic Stemmed (FAS) and related points. Thonotosassa points, related to FAS points but larger, thicker, and more crudely made, have also been found in southern Florida at Middle Archaic sites (David Dickel, personal communication with James Pepe 2007; Farr 2006:91). Within southern Florida, an example of this point was noted at Ryder Pond (8LL1850). Wooden artifacts known from the Middle Archaic include dugout canoes and a variety of wooden stakes and other tools recovered from wet sites. Although a variety of shell tool types are known from Middle Archaic sites, the main shell tool type known for southern Florida during this time is the Strombus celt (Wheeler 1994).

Several Middle Archaic sites have been identified on sandy ridges along the eastern edge of the Everglades. Sites such as Ranch Ridge (8BD1119) and Hiatus #2 (8BD3283) consist of scatters of lithic artifacts, including Middle Archaic point types and lithic debitage. Other probable Middle Archaic sites located in the Everglades, such as Bass Creek/Blockbuster #1 (8BD2878) and Cheetum (8DA1058), may represent early manifestations of the aforementioned Glades Archaic culture. All are, or were, hammock tree island sites surrounded by what would have been marshlands before modern drainage and other disturbances.

5.2.3 Late Archaic Period (3000–500 BC)

By the beginning of the Late Archaic, all of the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms, including the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. As a result, there is a great deal of variability between Late Archaic sites in southern Florida. Until recently, variations of Bullen's chronology for the Late Archaic Orange culture in northeastern Florida were generally used for the Late Archaic in southern Florida. Using this scheme, fiber-tempered pottery, the earliest pottery type known for all of North America, was considered to be a marker for the pottery of the Late Archaic. The generally accepted chronological sequence for the Late Archaic was expressly unilineal, with plain (undecorated) fiber-tempered pottery, followed by decorated fiber-tempered pottery, replaced finally by plain pottery that was not tempered with fibers (Bullen 1954, 1955, 1972). It was also understood that sand was eventually added as a tempering agent to fiber-tempered pottery. Orange pottery tempered with both fiber and sand is sometimes referred to as "semi-fiber tempered." The application of this chronology to southern Florida seemed to indicate that most of the area, especially the Everglades, was sparsely settled during the Late Archaic due to the general absence of Orange pottery at sites (Griffin 2002:146–149; Widmer 1988:201–201).

Investigations have questioned the use of the "standard" fiber-tempered sequence for the Late Archaic in southern Florida and suggest that, at some sites or in some areas, the earliest pottery present may be Sandtempered Plain or thick, chalky wares. Investigations of a Late Archaic period site in Jupiter, the Joseph Reed Shell Ring, resulted in a tentative new chronology for the Late Archaic in southeastern Florida (Russo and Heide 2002). The proposed Late Archaic I is marked by fiber-tempered and/or semi-fiber tempered plain pottery. During the next proposed period, Late Archaic II, only chalky ware pottery, possibly early St. Johns Plain, is predicted to occur. The Late Archaic III, is distinguished by the presence of plain sand-tempered pottery along with the chalky pottery. Pepe and Jester (1995:19) propose that there are two, distinct Archaic traditions in southeastern Florida. In this model, the fiber-tempered pottery tradition is largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or "Glades Archaic" is a more widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (see also Pepe 2000:29–32; Russo and Heide 2002:80; and Wheeler et al. 2002:143–144).

Many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, despite the fact that many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at

the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Nevertheless, many sites clearly have aceramic components that underlie pottery-bearing strata, logically indicating that these aceramic components most likely date at least as far back as the Late Archaic. Ongoing research by the National Park Service in the Big Cypress National Preserve and Everglades National Park has identified dense aceramic faunal bone middens yielding radiocarbon dates between 2850 and 1550 BC (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

5.3 FORMATIVE PERIOD (500 BC–AD 1513)

The Formative Period represents a time when changes in pottery and technology occurred throughout Florida. The specific changes in pottery traditionally used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982). The regional diversity that marked this period has been primarily attributed to local adaptation to varied ecological conditions within the state. The ceramic tradition for southern Florida, characterized by sand tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition.

As defined by Milanich (1994:298), the Glades cultural region includes all of South Florida "east and south of the Caloosahatchee and Okeechobee regions. It includes most of St. Lucie County, "the Everglades, a largely sawgrass marsh in Hendry, Palm Beach, Broward, Dade, and Monroe counties; the Big Cypress Swamp west of the Everglades in Collier County; and extensive saltwater marshes and mangrove forests ounce found along both coasts, now almost totally destroyed in Broward and Dade counties" (*Figure 5-1*).

5.3.1 Glades Culture

Environmentally, the interior portions of the Glades archaeological area are dominated by inundated or formerly inundated humic or peat soils which are drained by massive sheet-flow instead of river channeling. The Atlantic coast, which has developed from beach dune deposition, has a few rivers cutting through the Atlantic Coastal Ridge and a coast-parallel lagoon system.

John Goggin established a ceramic sequence for the Glades region on the basis of work he conducted from the 1930s to early 1950s (Goggin 1939; Goggin n.d.). Subsequent research has refined his basic chronological framework (Griffin 1988; Griffin et al. 1982). *Table 5-1* is based on Griffin's 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to the south of Lake Okeechobee.

1 northwest
2 north
3 north-central
4 east and central
5 north peninsular Gulf coast
6 central peninsular Gulf coast
7 Caloosahatchee
8 Okeechobee
9 Glades

Figure 5-1 – Glades Cultural Region

(Source: Milanich 1994)

Table 5-1 - Glades Cultural Sequence

Period	Dates	Distinguishing Characteristics
Glades I early	500 BC-AD 500	First appearance of sand-tempered pottery; no decoration
Glades I late	AD 500–750	First appearance of decorated pottery: Fort Drum Incised, Fort Drum Punctated, Cane Patch Incised, Gordon's Pass Incised, Opa Locka Incised, Sanibel Incised; sand-tempered plain persists
Glades IIa	AD 750–900	Appearance of Key Largo Incised and Miami Incised; sand- tempered plain and Opa Locka Incised persist; none of the earlier decorated types are present
Glades IIb	AD 900–1100	Sand-tempered plain and Key Largo Incised persist; Matecumbe Incised appears; none of the earlier decorated types are present; certain rim modifications (incised lip arcs and lip crimping and grooving) also appear for the first time
Glades IIc	AD 1100–1200	Almost no decorated ceramics; some grooved lips but no more lip arcs or crimped rims; Plantation Pinched appears
Glades IIIa	AD 1200–1400	Plantation Pinched is no longer present; Sand-tempered plain and grooved lips persist; appearance of Surfside Incised and St. Johns Check Stamped
Glades IIIb	AD 1400–1513	Glades Tooled, sand-tempered plain and St. Johns Check Stamped are present, Surfside Incised and grooved lips are not present
Glades IIIc	AD 1513-ca.1700	Same as previous period with the addition of historic artifacts

Griffin 1988: 124-142

Glades period sites include those at Gordon's Pass (Goggin 1939), Goodland Point (Goggin 1950), Marco Island (Van Beck and Van Beck 1965), Useppa Island (Milanich et al. 1984), Horr's Island (McMichael 1982), Sanibel Island (Fradkin 1976), and the Turner River site (Sears 1956). An interesting feature of these large coastal sites is the progressive movement of habitation areas toward the water (Cushing 1896; Goggin 1950; Sears 1956), and indications are that dwellings may have been built to extend out over the water. Inland sites consist of shell and dirt middens along major watercourses (Laxson 1966) and small dirt middens containing animal bone and ceramic sherds in oak/palm hammocks or palm islands associated with freshwater marshes. The coastal Glades subsistence pattern is typified by the exploitation of fish and shellfish, wild plant food, and inland game, while Glades sites in the Big Cypress Swamp show a greater, if not exclusive, reliance on interior resources.

6. HISTORICAL OVERVIEW

The following overview traces the historical development of the general study area from European settlement through the twentieth century. The intent of this overview is to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the project area and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any resources encountered during the study.

6.1 EUROPEAN CONTACT AND COLONIAL PERIOD (CA. 1513–1821)

Official credit for the European discovery of Florida belongs to Juan Ponce de León (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition continued south following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León, and over the next 50 years, the Spanish government and private individuals financed expeditions hoping to establish a colony in "La Florida." In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards "of marked religious zeal" to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

Another attempt to build a mission in southeastern Florida took place nearly 150 years after the establishment of St. Augustine. Because it was in Spain's best interest to maintain control along the Florida coastline and alliances with the native groups inhabiting the coast, a missionary effort was supported in the Biscayne Bay area (Parks 1982:55–65). Father Joseph María Monaco and Joseph Xavier Alaña were sent from Cuba in 1743, and arrived at a Native American village located at the mouth of the Miami River. The village did not appear any more receptive towards accepting Christianity than before. After Joseph Xavier Alaña conveyed this to the Governor of Cuba, the mission was closed, and the fort they had erected was destroyed to prevent its fall into hostile hands (Parks 1982:55–65). Although the Spanish were resigned to the fact that missionization and settlement of South Florida came at too high a price, they did strive to maintain good relations with the various native people who lived in the area.

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). During the early eighteenth century, Indiantown was the site of a Seminole encampment as it was high and dry land with access to plenty of fish and game (Almy 1991:3). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

6.2 THE TERRITORIAL AND STATEHOOD PERIOD (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee. As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967: Rear foldout map). The Seminoles did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne's Landing (1832) and Fort Gibson (1833), which called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835. Part of the war was waged in Palm Beach County (Historic Boca Raton Preservation Board of Commissioners 1980).

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. The encampment, which became Indiantown, was a major objective of General Taylor during the Seminole War of 1835. It was also 14 miles southeast of the site of the last battle of the Florida war and the last major Indian battle east of the Mississippi, which took place Christmas day, 1837 (Almy 1991: 3). In 1838, after Gen. Jesup and his men battled

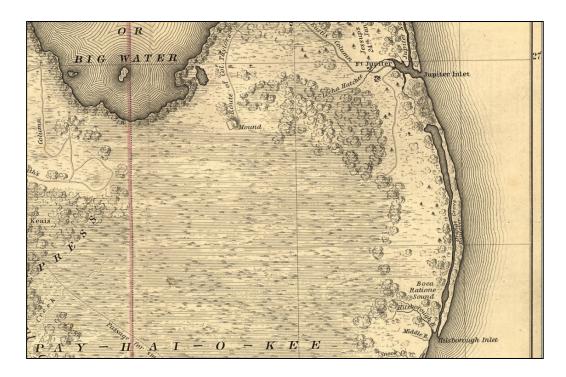
the Seminoles at Lake Tohopekaliga, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

The current project area was not the location of any major Seminole War actions. It was a largely isolated and undeveloped area between Fort Jupiter and Fort Lauderdale (*Figure 6-1*). On a military expedition from Fort Lauderdale in 1841, Captain R.D.A. Wade attacked several Seminole villages that were sited on the locations of the present-day towns of Palm Beach and Riviera Beach (Brink 1976:3), north of the project area. During the same year, the body of water known today as the Intracoastal Waterway was named Lake Worth in honor of major General William Jenkins Worth, a commander of the Federal forces in Florida during the Second Seminole War (Curl 1986:12). Overall, the project area was not dramatically affected by the events of the war, and many Seminole Indians remained in the region following the conflicts conclusion in 1842.

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family, or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or "crackers," from the southeastern United States (Gaby 1993).

During the latter years of the Territorial Period, South Florida represented a frontier with few European-American settlers who were primarily involved in the milling of lumber and arrowroot. Prior to Florida being admitted to the Union in March of 1845, the population of the area of Palm Beach County consisted mainly of Native Americans and runaway slaves (Historic Boca Raton Preservation Board of Commissioners 1980).

Figure 6-1 – 1839 Map Showing the General Vicinity of the Project Area (courtesy of The State of Florida Archives, Florida Memory)



Little military or Seminole activity is reported in the vicinity of the project corridor area during the Third Seminole War (1855-1858). While Palm Beach County was not exempt from the hostilities, most of the action was centered on the Jupiter area. During the wars, a military road or trail existed which connected Fort Jupiter and Fort Dallas (Historic Boca Raton Preservation Board of Commissioners 1980). After the wars, the road fell into disuse, but today Military Road is a thoroughfare bordering west Boca Raton. Following the hostilities of the Third Seminole War, the Jupiter Lighthouse was completed in 1860 at the Jupiter Inlet where the Loxahatchee and Indian Rivers meet. The site of the lighthouse was located on the land of the Jupiter Military Reservation, in the vicinity of a re-established Fort Jupiter.

6.3 CIVIL WAR AND POST WAR PERIOD (1861–1897)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate

government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped; it is reported that in the decade between 1870 and 1879, more than 165,000 head were shipped (Grismer 1949).

During the 1800s, the area that now makes up Palm Beach County was part of a much larger Dade County, which encompassed the land from the St. Lucie River all the way to the Keys. From the Jupiter Lighthouse to Boynton Beach was called Lake Worth after the waterway. The area remained largely unsettled until the 1870s, when settlements of Europeans were established in present-day Palm Beach County.

The early history of Delray Beach, south of the current project area, is inextricably tied to the pioneering heritage of southeast Florida. In the mid-1870s, the United States Life Saving Service had nine Houses of Refuge constructed on the east coast of Florida. From New Smyrna to Biscayne Bay, these white houses with green trim stood on the beaches. The Houses of Refuge were meant to serve as lifesaving stations for shipwrecked sailors or as temporary shelters for travelers going from the northern point of Jupiter, south to Miami. Albert Blaisdell, a Boston contractor, constructed each of the buildings for \$2,999. Named after the nearby sour orange grove, the Orange Grove House of Refuge No. 3 erected in the present-day Delray Beach area was completed in 1876 (Britt 1984:96-98) (*Figure 6-2*). Following the establishment of the House of Refuge, the Zion Post Office was located there in 1885. On his postal route along the beach, the Barefoot Mailman would stop there overnight on his way from Juno Beach to Lemon City, a small municipality historically located just north of Miami.

Prior to the construction of the House of Refuge, Captain George Gleason of Jacksonville purchased much of the land that now comprises Delray Beach from the U.S. Government under the Homestead Exemption Act. In 1868, he paid \$1.25 an acre for property densely covered by scrub pine, saw palmetto, oak, and sawgrass and inhabited by many mosquitoes, snakes, and alligators. When Gleason arrived in this part of the state, Seminole Indians, and former African slaves who found freedom in Florida, had already established scattered settlements (Greater Delray Beach Chamber of Commerce 1986: n.p.).

In the 1880s, interest in the resources of South Florida increased, in large part due to people like Henry Flagler as well as Hamilton Disston and Henry B. Plant. Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf

Figure 6-2 – Orange Grove House of Refuge, Built in 1876 at present-day Delray Beach (Courtesy Lora S. Britt's, My Gold Coast: South Florida in Earlier Years)



Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line (A.C.L.), which would become the backbone of the southeast (Mann 1983:68).

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal & Transportation Company to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-ft-deep, 50-ft-wide, intracoastal channel connecting coastal bays, rivers, and lakes (Buker 1975:117). Although the canal company dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:120). *Table 6-1* shows that the Florida Coast Canal and Transportation Company were the initial grantees for the project area in 1890.

Table 6-1 – Land Apportionment in the Project APE

Township 45 South, Range 43 East								
Section	Portion Owned	Owner	Date of Deed or Sale					
28	All	Fla. Coast Line Canal and Trans. Co.	September 24, 1890					
29	All	Fla. Coast Line Canal and Trans. Co.	September 24, 1890					
32	All	Fla. Coast Line Canal and Trans. Co.	September 24, 1890					
33	All	Fla. Coast Line Canal and Trans. Co.	September 24, 1890					

In 1894, Major Nathan Smith Boynton, accompanied by William S. Linton (later a U.S. Congressman for Michigan) toured Lake Worth (north of the project area) and the southern areas with Frederick C. Voss. Eventually, Major Boynton and Linton purchased 400 acres of the land south of Lake Worth from Fred and Byrd Spilman Dewey. Boynton focused on settling the beach side of their purchase and his first development was a wooden house along the beach, Boynton Beach Hotel, that was to serve his family and paying guests. From that beginning, Major Boynton laid out a townsite and citrus groves along the newly constructed East Coast Canal. Linton founded the nearby town of Linton, which is now Delray Beach. Boynton and Linton formed the Michigan Home Colonization organization to encourage fellow Michiganders to relocate to sunny Florida (Palm Beach County Historical Society n.d.).

The Boynton Post Office was established in 1896 and the Florida East Coast Railway also reached the newly-established town of Boynton. The extension of Henry Morrison Flagler's Florida East Coast Railroad to the settlement in 1896 proved to be an important event in the community's history. As the railroad was under construction, many local residents worked as paid labor, clearing, grading, and laying rail (Nielander 1995:7).

Some of the early settlers in the new town of Boynton were Alonzo King and Samuel Cade, both of whom were African-American (Palm Beach County Historical Society n.d.). Early settlers in Boynton cultivated pineapples, tomatoes, and citrus. After battling the lush tropical foliage and menacing insects and reptiles, the settlers eventually cleared their land and began planting crops; the rich soil and abundant sunshine proved to be very conducive to farming. However, financial issues with Linton and Boynton resulted in their forfeiture of their claims to the land of present-day Boynton Beach and Delray Beach. The property purchased by Linton and

Boynton reverted back to Dewey ownership and the residents of Delray Beach (at that time called Linton) lost the title to the lots they purchased from Linton. This resulted in serious morale issues with the residents and many left Delray Beach or pushed to have the town renamed to Delray Beach. The settlers in Boynton had a better deal, as the Deweys honored the purchases in the town of Boynton which had been made prior to the foreclosure. In 1898, the Deweys filed a plat for the Town of Boynton and an additional subdivision called Dewey's Subdivision. The Deweys eventually built a home in present-day Boynton Beach and became important local benefactors for the town (Boynton Historical Society 2020).

6.4 SPANISH-AMERICAN WAR PERIOD/TURN-OF-THE-CENTURY (1898–1916)

The Spanish-American War began in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. "The Splendid Little War" was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990).

Much of the agricultural expansion along Florida's east coast during the first two decades of the twentieth century came as a result of an extensive swamp drainage program. A sustained program of land reclamation, one of Florida's so-called "Progressive Era" reform measures, added tillable fields to many communities along the southeast coast where wetlands and periodic flooding had prohibited development. Many Florida farmers and agricultural companies set up packinghouses and staked out extensive citrus groves and tomato farms on reclaimed land in South Florida. Other results of the early reclamation program included the settlement, incorporation and expansion of towns, creation of new county jurisdictions, and improved road systems (Historic Property Associates, Inc. 1997:8).

Following a series of mergers and acquisitions, the Seaboard Air Line Railroad (SAL) was incorporated on April 14, 1900 (Johnson and Zimny 1986). The new railroad was formed from the remnants of the Florida Central and Peninsular Railroad (FC&P) lines in Florida. The new rail provided service from New York to Florida, as well as service to numerous communities throughout the South. In the early 1900s, railroads experienced a series of takeovers and subsequent economic disappointments. By 1915, although most railroads had recovered, the SAL was nationalized due to the railroad crisis brought on by World War I. The United States Railroad Administration ran the SAL from December 28, 1917, to March 1, 1920 (Johnson and Zimney 1986).

At the turn of the century, Boynton Beach was located within Dade County, which stretched from the northern limits of Okeechobee Lake along the east coast of the state to the Keys. The 1900 census reported 91 residents residing in the Boynton Beach area. Some names on this census include Frederick Voss and Margretta Pierce. In 1909, Palm Beach County was formed from the Northern limits of Dade County, which included Boynton Beach. West Palm Beach was named the county seat (City of West Palm Beach Planning Department n.d.; Curl 1986:48). By the 1910 census, Boynton Beach was large enough to be named in the census within Precinct 4 and had a population of 671. Precinct 4 included the towns of Boynton, Hypoluxo, and Ocean Ridge. In 1915, the county boundaries for Palm Beach and Broward were settled, resulting in a smaller Palm Beach County. Boynton Beach remained with the limits of Palm Beach County. In the 1920 census, Boynton was listed as a "minor civil division" and had a population of 552.

Tourism remained an important aspect of the beach area of Boynton. The original Boynton Hotel on Ocean Beach Boulevard provided accommodations for tourists (*Figure 6-3*). In 1909, the Norwegian ship, Coquimbo ran aground near the Boynton Hotel. The salvaged wood was sold to Boynton residents and was used for the early construction of the town (Palm Beach County Historical Society 2020).

On the mainland, agriculture remained the area's main industry. Tomatoes and pineapples were major cash crops in the area. In a six-month period between December of 1913 and June of 1914, 250 carloads of tomatoes and 160 carloads of pineapples were shipped north on the railroads (Cayce n.d.:2). Potatoes, peppers, beans, cucumbers, eggplants, cabbages, and various fruits were also grown in the area.

In 1915, the State of Florida became a founding member of the Dixie Highway Association, one of several organizations established by auto enthusiasts, entrepreneurs, and state governments that fostered interstate cooperation in establishing "auto trails" a decade before the federal government designated a national highway system. Like the other auto trails, the original Dixie Highway was actually a series of interconnected county and state roads marked by a common signage system. On Florida's east coast, the Dixie Highway ran parallel to the FEC tracks. The auto trail was the main driving route between Miami and the American Midwest, running from Sault Ste. Marie, Michigan, to Florida City, Florida, south of Miami.

Figure 6-3 – 1908 Photograph of the Boynton Hotel on Boynton Beach (Courtesy of Boynton Beach City Library Local History Archives)



Near the project area, the first known burial occurred in the Boynton Beach Memorial Park Cemetery in 1903. However, it is believed that the cemetery has earlier burials. The cemetery, which is bordered by Woolbright Road and is located east of the project APE. Also near the project area, Thomas Edward Woolbright moved his family from Illinois to the town of Boynton in 1912. The Woolbright family grew pineapples on their homestead and the matriarch, Lovesta Ione Meredith Woolbright taught at Boynton Elementary School. The family first lived in a tent until they were able to build a house. During the Land Boom of the 1920s, the Woolbright family sold their homestead (Palm Beach County Historical Society 2020).

6.5 WORLD WAR I AND AFTERMATH PERIOD (1916–1919)

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

While Florida's industrialization and agriculture flourished, immigration and housing development slowed during the war. Domestic tourism increased as a result of the war in Europe. The hotels and railroads built by tycoons such as Henry Plant and Henry Flagler accommodated people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990). Increased settlement and large-scale agricultural production proliferated in Palm Beach County (Historic Property Associates, Inc. 1997:8). In 1917, the completion of the West Palm Beach Canal provided access to inland farming areas and made West Palm Beach the shipping point for the county's agricultural products both by rail and by water (Curl 1986:90).

In 1919, after the success of the West Palm Beach Canal, the LWDD was established for the drainage of lands for agriculture and the control of water to prevent flooding. Numerous smaller supplementary canals were constructed over the next 100 years to supplement the main canals. One such small canal, the E-4 Canal (8PB12918), also called the Lake Ida Canal, was constructed to connect a series of freshwater lakes. The current project APE is between two of the lakes, Lake Osborne to the north and Lake Ida to the south. The E-4, or Lake Ida Canal, which briefly intersects with the current project area, was constructed sometime in the early twentieth century and was never a major waterway for drainage or transportation. In the 1950s, the E-4 Canal was extended south to the Hillsboro Canal and was referred to as the El Rio Canal. The E-4/El Rio Canal located south of the current project APE was recorded (8PB12918) and has been evaluated as ineligible for the National Register. The LWDD (8PB13748) was recorded as a resource group associated with other drainage canals outside of the APE constructed by the drainage district. In its entirety, the LWDD encompasses hundreds of miles of canals built and maintained by the district since 1919. The LWDD has only been evaluated as "insufficient information" based on the extent of the canal systemand the relatively small portion that has been recorded.

6.6 FLORIDA BOOM PERIOD (1920–1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state

buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3). On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

With an influx of tourists traveling to rapidly developing Florida, the SAL enjoyed a prosperous decade in the 1920s. Under the leadership of S. (Solomon) Davies Warfield, the railroad began an aggressive effort to expand service within Florida. Encroaching on territory that had been dominated by the Florida East Coast Railway (FEC) for over thirty years, the new SAL lines connected Tampa with West Palm Beach and provided connections to most of central Florida. In 1925, the SAL began construction of the West Palm to Miami branch of its railway (Johnson and Zimny 1986). Groundbreaking for the Miami extension took place in Hialeah in January 1926.

by December 1926, the line was open for freight. Employing Gustav Mass of the well-known architectural firm of Harvey & Clark, the SAL developed a series of standardized station plans labeled types A through F, each displaying Mediterranean influences with stepped parapets, loggias and arched window piercings, and a small tower (Johnston and Mattick 2001). SAL stations of similar design were constructed in West Palm Beach, Lake Worth, Boynton Beach, Deerfield Beach, Fort Lauderdale, Hollywood, and Hialeah, as well as in Naples and Fort Myers (Johnson and Zimny 1986). The Boynton Beach Seaboard Airline Railroad Station (8PB504) was constructed in 1926 in the Mediterranean style and was demolished in 2007.

Although there was increased development and a growth of full-time and seasonal residents, the Land Boom came to a dramatic close. From 1922 to 1925, Florida bank deposits had grown from \$180,000,000 to \$875,000,000. However, by the end 1925, many real estate investors began to cancel their transactions as they became panicked by news of bogus Florida ventures. The prices and demand for Florida real estate had been exaggerated so significantly that there was little basis for the inflated market. In August of 1925, the FEC Railroad refused to ship anything but perishable goods. Therefore, building materials were no longer being transported, notably retarding construction (Curl 1987:93-94). Two devastating hurricanes swept through Palm Beach County in 1926 and 1928, exacerbating the impending economic depression. By the time the Stock Market crashed in October of 1929, Florida's real estate was virtually worthless.

In 1920, the Town of Boynton incorporated. The Council first met at the Masonic Hall on Ocean Avenue. Several infrastructure projects occurred during this time period. Public utilities such as electric and a water treatment plant were built. In Boynton Beach, the South Lake Worth Inlet and bridge were constructed (*Figure 6-4*). Started

in 1923 and completed in 1927, the inlet was intended to refresh Lake Worth, which had poor water quality resulting from the opening of the Palm Beach Inlet in the 1800s. The Inlet was planned and executed by a newly-established inlet district and cost approximately \$225,000. Two concrete jetties were placed on either side of the inlet and then sand was dredged from between the jetties. A new bridge spanning the inlet was completed in 1924 (Boynton Beach Historical Society 2020; Palm Beach Post 1927). The inlet became a popular place for recreational fishing.

Figure 6-4 – 1927 Photograph showing the South Lake Worth Inlet and Bridge (Courtesy of Boynton Beach City Library Local History Archives)



Also during this time period, The Boynton Beach Hotel was sold by the Boynton family to Harvey Corporation in 1925. Intending on building a much larger structure, the Harvey Corporation demolished the hotel. Unfortunately, successive hurricanes in 1926 and 1928 followed by the market crash in 1929 dashed the plans for the redevelopment of the property (Boynton Beach Historical Society 2020).

In the 1920 census, Boynton Beach was tallied as Precinct 4 in Palm Beach County and had a population of 552 residents. By 1930, it was an incorporated town and had a population of 1,053 residents.

6.7 DEPRESSION AND NEW DEAL PERIOD (1930–1940)

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

As a result of the difficult economic time, President Franklin D. Roosevelt initiated several national relief programs known as the New Deal. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers. Their work included the construction or improvement of many roads, public buildings, parks and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990).

Most areas of the state's economy were affected by the Depression. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Even the railroad industry felt the pressures of the 1930s; service was greatly reduced and personnel were let go. Also, the increasing use of the automobile lessened the demand for travel by rail. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable. More middle-class families were able to vacation in the "Sunshine State" (Miller 1990)

In December of 1930, the SAL entered into bankruptcy. With loans obtained from the federal government's Reconstruction Finance Corporation, the railroad set about modernizing its equipment with new steam freight locomotives and new and rebuilt passenger cars. Through aggressive marketing and technological innovations that drew travelers to the line, such as the highly popular Silver Meteor streamliner introduced in 1939, the SAL managed to regain its financial footing (Johnson and Zimny 1986). The railroad's Florida lines continued to operate successfully throughout the 1930s despite economic hardship.

The national economic issues were also reflected in Boynton at this time. In 1931, a tax dispute resulted in the separation of beachside parcels along the ocean to form a new town, Boynton Beach. Eventually they changed their name in 1939 to Ocean Ridge. In 1941, the town of Boynton changed its name to Boynton Beach. The economy of Boynton remained heavily dependent on agriculture during the Depression and New Deal Period.

The first dairy in the area was owned by Ward Miller and was near today's Briny Breezes (east of the current project area). Eventually dairy farming would become an important industry in Boynton Beach. Dairy farmers in Boynton Beach provided most of the milk for Palm Beach County beginning in the 1930s (Boynton Beach Historical Society 2020).

Despite the hardships of the Depression, nearby Delray Beach maintained its status as a resort community during the 1930s. In fact, famous cartoonists and writers began to flock to the city during the early 1930s; many of them maintained offices or studios in the Arcade Building on Atlantic Avenue (Britt 1984:159). Fontaine Fox, H. T. Webster, Herb Roth, Hugh McNair Kahler, and Nina Wilcox Putnam were several of the well-known people that constructed or rented winter homes in Delray Beach, particularly along the oceanfront (Britt 1984:159; Delray Beach News November 1934).

The 1930 census reported the population of Palm Beach County as 51,781, and by the 1940 census, the population of Palm Beach County was 79,989 (US Census Bureau 1995).

6.8 WORLD WAR II AND THE POST-WAR PERIOD (1940–1950)

The history of Florida, at this time, was greatly influenced by the war. Florida became one of the nation's major training grounds for the various military branches, including the Army, Navy, and Air Force. By 1940, In nearby Yomato, new training facilities. Both Japanese and non-Japanese families were evicted from their homes and Delray Beach soon became a refuge for those Japanese families escaping forced interment into American internment camps during the war. According to Tom Gregerson, historian for the Morikami of Delray Beach, "a new...neighborhood, New Town, sprang up overnight when the government moved the dwellings of...Yamato residents there as part of its endeavor to establish a military base" (Gregerson n.d.:n.p).

Until that time, tourism had been the state's major industry, but it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of service members and their families increased industrial and agricultural production in Florida, and introduced them to the warm weather and tropical beauty of Florida. In close proximity to wartime facilities like Morrison Field in West Palm Beach, Camp Murphy in Hobe Sound, and nearby Boca Raton Army Air Field. In the evenings, blackouts were required for the oceanfront homes, since German submarines were patrolling off of Florida's east coast (Curl 1987:109).

The physical development of most communities in Florida dramatically slowed during the World War II years from 1939 to 1945. In the late 1940s, as life began to return to normalcy, the growth throughout the state,

including Delray Beach, resumed at a rapid rate. As mentioned earlier, many World War II veterans returned to the area seeking permanent residency. These new residents were faced with a housing shortage, so homes were quickly and efficiently constructed using the latest in building technology. In addition to the year-round population, the tourist population also increased, once again reaching pre-war levels.

Railroads once again profited since servicemen, military goods and materials needed to be transported. However, airplanes were becoming the new form of transportation, and Florida became a major airline destination. The highway system also was being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990). In 1945, as a result of the "Great Renumbering" of Florida state roads, US Highway 1 became State Road 5, whereas it had previously been identified at the state level as State Road 4. Since then, it has been known as US Highway 1/State Road 5 (Bethea n.d.). In 1946 and 1947, US Highway 1 was widened to at least 24 feet throughout St. Lucie County (Byrn et al. 2001:322).

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and became the major source of the state's economy. Additionally, former military personnel found the local climate amenable and remained in Florida permanently after the war. These new residents greatly increased the population in the 1940-1960s (Miller 1990).

The SAL continued to operate successfully following WWII. In 1944, the Silver Meteor alone turned a profit of over \$8 million (Johnson and Zimny 1986). The Orange Blossom Special, which had operated since the 1920s, was upgraded to diesel locomotives and continued to carry large numbers of passengers until 1953, when service was discontinued. By the mid-1950s however, the SAL began to experience significant declines in passenger and freight traffic, which eventually lead to consolidation and incorporation into Amtrak lines.

A map from 1945 (*Figure 6-5*) shows that Boynton Beach was a relatively isolated community during the World War II period. The current project area was on the southern outskirts of town. The City Cemetery (west of the project APE), an isolated homesite near where I-95 and Woolbright Avenue meet, and the SAL rail line are present. Most of the roads north of the project area are unimproved dirt roads.

In the 1950 census, Palm Beach County population had grown to 114,688 (US Census Bureau 1995).

Figure 6-5 – 1945 USGS Quadrangle Map Showing the Project Area Circled in Red

6.9 MODERN PERIOD (1950–PRESENT)

The Modern Period in Florida is marked by the shift of economic development and political influence moving from the north and Panhandle region to south Florida. Generally, most pre-World War II development occurred in the northern region, which is reflected in the statistics and location of the population centers (Pensacola, Tallahassee, and Jacksonville). The political power in Florida before World War II was typically dominated by north Florida politicians. However, after World War II, development in the state began to center in the southern portion of the state and eventually outpaced the northern portion of the state. The shift in development resulted in new population centers in the southern part of the state and a resulting change in political and economics in the state.

Reflecting the importance of tourism in the state and the influx of new residents, infrastructure improvements were important in the Modern Period. In 1956, Congress enacted the National Defense Interstate Highway

Systems Act that authorized significant federal spending to build a series of limited access interstate highways throughout the country. In Florida, the interstate system provided for 1,475 miles of expressway in Florida. Three major interstates connected the state: Interstate 10, Interstate 75 and Interstate 95 (FDHR 2002).

Reflecting the statewide appreciation for the importance of transportation on the economy, the state of Florida financed infrastructure locally and through public-private partnerships. In 1949, Governor Fuller Warren initiated preliminary plans for a turnpike. In 1953, businessman Charles B. Costar led a group of citizens to lobby state officials to create Florida's first toll road. The legislature then created the Florida State Turnpike Authority, which had the ability to plan, design, and construct bond-financed toll roads. The tolls from turnpike customers were used to repay the bonds. Costar was also instrumental in creating the bond financing that led to the "Florida Turnpike Act" which Governor Dan McCarty signed into law on June 11, 1953. Costar served as the chairman of the early Turnpike Committee of the Miami-Dade Chamber of Commerce. After the Turnpike Authority was formed, Governor McCarty appointed Earl P. Powers as the first Turnpike Authority Chairman. Powers held this position until Governor McCarty's death in 1953 (Florida's Turnpike Enterprise 2007). In 1957, the major stretch of the turnpike opened, hugging the Atlantic coast for a distance of 108 miles between Fort Pierce (MP 152) to the Golden Glades interchange in north Miami (MP 44 originally) (Janus Research 2012). The second phase of Turnpike construction began in 1959 when Governor Leroy Collins approved an extension of the toll road from Fort Pierce to Orlando. With the state's population expanding in the I960s, Governor Collins approved the sale of over \$80 million worth of bonds to finance the extension from its original terminus in Fort Pierce onward to Wildwood (Florida's Turnpike Enterprise 2007). This final extension of the turnpike was completed in 1964.

In the mid-twentieth century, railroads experienced numerous mergers, including the SAL railway, within the current project APE. In 1967, the SAL railway merged with the Atlantic Coast Line Railroad to form the Seaboard Coast Line Railroad. In 1971, the Seaboard Coast Line Railroad merged with the Louisville & Nashville Railroad to become the Seaboard System Railroad. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation. In 1980, the Chessie units were merged with the Seaboard System Railroad, creating CSX Transportation (Mann 1983).

In 1953, the project area was completely rural with only one isolated homestead surrounded by groves, likely citrus. The homestead was likely the Woolbright family house and associated development that was demolished when SR 9/I-95 was constructed. In 1953, Woolbright Road reached the SAL railway, but was unimproved and appears to not have not extended west of the railway. The E-4 Canal (8PB12918), constructed in the early twentieth century, is extant in the 1953 aerial (*Figure 6-6*).

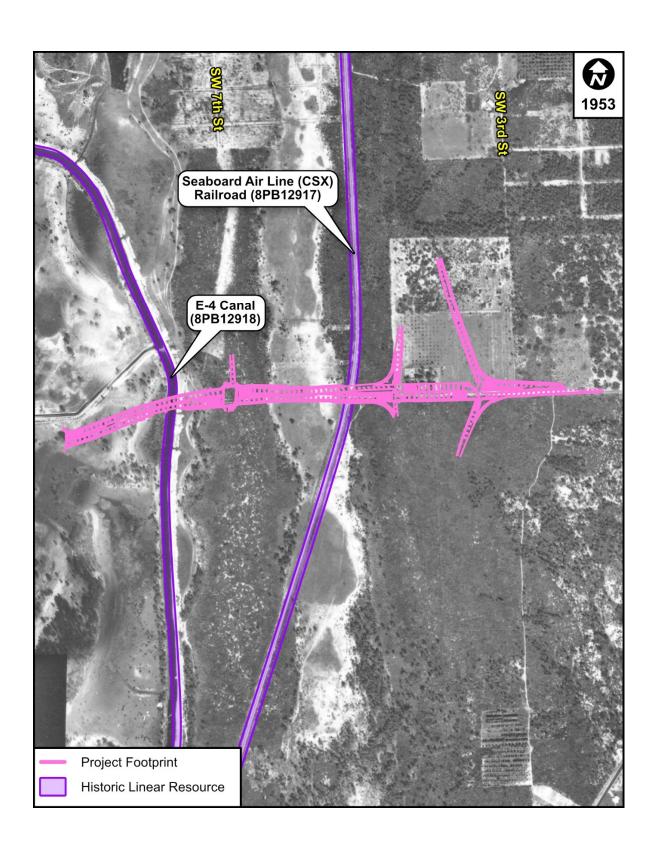
In 1964, Woolbright Road was a small dirt road that crossed the SAL railway in the 1964 aerial (Figure 6-7). The ca. 1955 house at 1401 SW 3rd Street (8PB19631) was visible and was a largely isolated, rural parcel. The portion of the Woodcrest Manor Subdivision north of Woolbright Road was being developed. The subdivision grew from east to west, so that in 1964, the development nearest the project area was sparse. Besides a few residences, there was a building that was probably a school located north of the project area at 1201 SW 3rd Street (partially located within the current project APE). The current structure at that location is a non-historic (ca. 2008) school. The Woodcrest Manor Subdivision was platted in 1959 by the Woodcrest Manor Corporation whose President was Grady O Moffitt. The original plat was only for the area between SW 3rd Street and SW 1st Street, running from North of Woolbright Avenue (which would later become Woolbright Road) to SW 11th Avenue. The plat describes the area west of SW 3rd Street as "acreage" (Woodcrest Manor Corporation 1959). Field reconnaissance of the Woodcrest Manor Subdivision revealed that the individual historic structures in the development have been high altered and the presence of SR9/I-95 has impacted the original setting of the development. In 1964, the only development on the south side of Woolbright Road was the Boynton Cemetery and the beginnings of the City of Boynton Beach Little League Park. The Park property was intended to act as an extension to the Boynton Cemetery and was purchased from developers in the 1950s. However, instead of a cemetery, a park was developed on the site. The Park has undergone extensive alterations, some as recent as 2006 when the Park was renovated as part of the ABC Channel Extreme Makeover show (City of Boynton Beach 2020).

By 1973, the area around the project was vastly more developed and I-95 was being constructed (*Figure 6-8*). The relatively large, isolated parcel at 1401 SW 3rd street was significantly smaller and the orchards were gone. The school at 1201 SW 3rd Street had been expanded in the rear of the parcel with trailers and the subdivision had very few vacant lots. The area south of Woolbright Road had been developed with the Little League City Park and the High Point West Development condominiums. One of the newly recorded structures (455 North Boulevard/8PB19634) is within the High Point West Development. For the first time, the area west of the SAL rail line was partially developed both north and south of Woolbright Road.

The area that would eventually become the High Point West Development remained undeveloped until the late twentieth century. The High Point West Development was the first housing development south of Woolbright Road. The first phase of the development occurred in 1968 and was located outside of the current project APE, adjacent to South Seacrest Boulevard and immediately south of the Boynton Cemetery. The next section was west of the first phase, which remains outside of the current project area. The portion of the development within the current project area (one building) was constructed in 1970. Additional sections were subsequently

constructed west and south of the current project APE. Quadraplexes constructed immediately adjacent to the one within the current project APE appear on the 1973 aerial *(Figure 6-8)*. However, by 1975 these quadraplexes had been removed to make way for SR 9/I-95 *(Figure 6-9)*.

In the 1960s and 1970s, another wave of residents flooded Palm Beach County. This increase in population is directly related to the large corporations, including IBM and Motorola, that established their headquarters and manufacturing facilities in the area (Curl 1987:124). In the 1960 census, the population of Palm Beach County was 228,106 and by 1970 the population of Palm Beach County was 348,753. By the 2010 census, the population of Palm Beach County was 1,320,134.



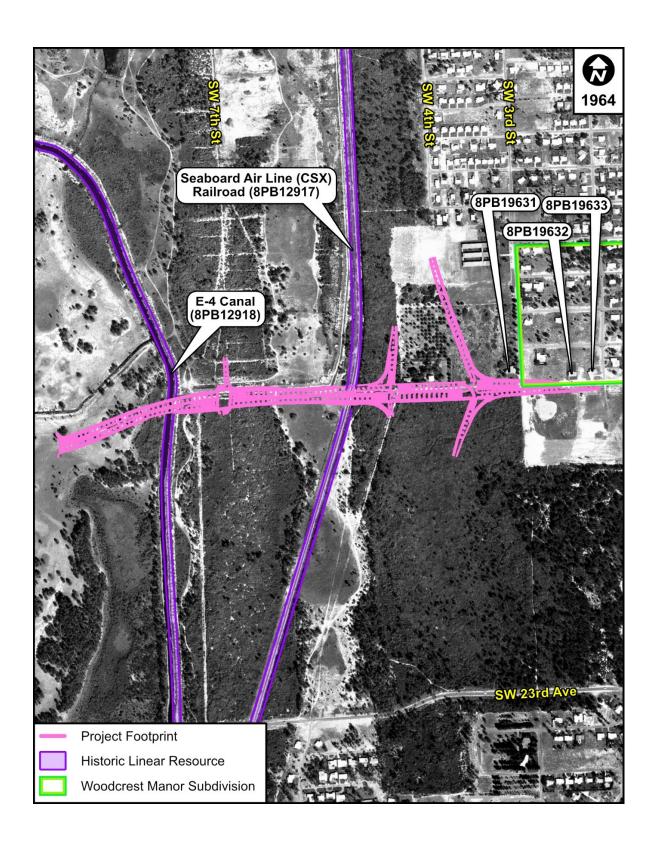


Figure 6-8-- 1973 Aerial Showing the Project Footprint and the Identified Historic Resources Seaboard Air Line (CSX) Railroad (8PB12917) 8PB19631 8PB19633 8PB19632 E-4 Canal (8PB12918) (8PB19634) **Project Footprint** Historic Linear Resource Woodcrest Manor Subdivision High Point West Subdivision

Figure 6-9 – 1975 Aerial Showing the Project Footprint and the Identified Historic Resources



7. FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

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

7.1 PREVIOUSLY CONDUCTED CULTURAL RESOURCE SURVEYS

A search of the FMSF identified three previously conducted cultural resource surveys that intersect the project APE *(Table 7-1)*. FMSF Manuscript No. 4574 is a county-wide historic resources survey. FMSF Manuscript Nos. 5844 and 14000 are associated with large-scale transportation projects. None of these efforts comprehensively surveyed the project APE for archaeological or historic resources.

Table 7-1 - Previously Conducted Surveys in the Project APE

FMSF Survey No.	Report Title	Author(s)	Publication Date
4574	City of Boynton Beach, Florida, Historic Sites Survey	Research Atlantica, Inc.	1996
5844	Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5	Janus Research	1999
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	Janus Research	2006

7.2 ARCHAEOLOGICAL RESOURCES

A search of the FMSF identified no archaeological sites within one mile of the archaeological APE. The archaeological APE is not located within any archaeological zones described in the *Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study* (Kennedy et al. 1991).

7.3 HISTORIC RESOURCES

Background research identified three previously recorded historic resources within the project APE: Seaboard Air Line Railroad (8PB12917), E-4 Canal (8PB12918), and the LWDD (8PB13748). The portions of the resources within the historic resources APE have not been evaluated by the SHPO for National Register eligibility.

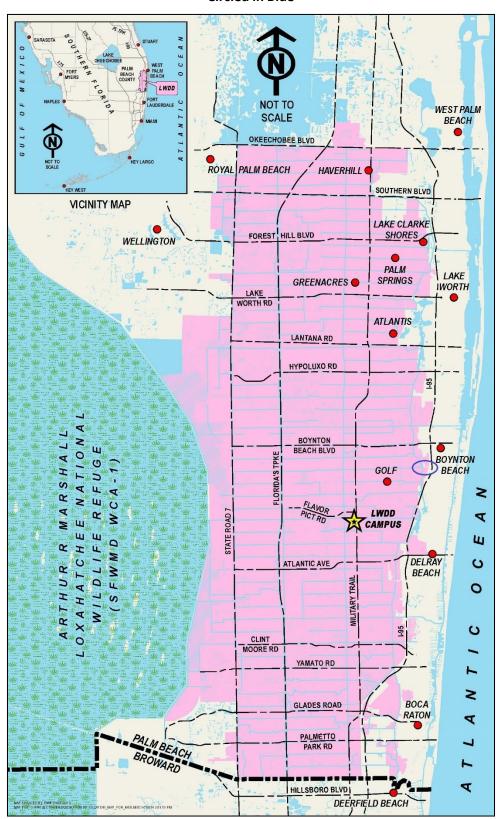
Portions of the Seaboard Air Line Railroad (8PB12917) within Palm Beach County, but outside of the current APE, have been determined eligible for the National Register.

The E-4 Canal (8PB12918) is also referred to as the Lake Ida Canal in the project area. Portions of the E-4 Canal south of the current project are referred to as the El Rio Canal. A segment of the E-4 Canal (8PB12918) located south of the project area, also referred to as El Rio Canal, has been recorded and evaluated as ineligible for the National Register.

The LWDD (8PB13748) was first recorded as an overall resource group associated with minor canals west of the project area. Overall, though, the LWDD consists of hundreds of miles of canals, some of which have been determined eligible, and others as ineligible for the National Register. Figure 7-1 shows the location and extent of the LWDD system and the general location of the current project area (blue circle). The LWDD has been previously evaluated as "insufficient information" based on the large extent of the resource and the relatively small portions that have been recorded. Within the current project area, approximately 426 feet of the E-4 Canal, which is associated with the LWDD is located in the project area. The E-4 Canal was built by the LWDD and is currently maintained by the LWDD. However, evaluating the LWDD resource group based on the small portion of the resource (approximately 426 feet) that is within the current project APE is beyond the scope of the current project.

FMSF forms for the LWDD and the E-4 Canal were not updated per the 2012 guidance from FDHR staff regarding the identification and evaluation of historic canals. The guidance provides that only canals recommended eligible for the National Register or determined eligible need to be recorded on FMSF forms.

Figure 7-1-- Map Showing the Current Boundaries of the LWDD (Pink Shading), Current Project Area is Circled in Blue



Background research identified the presence of FDOT Bridge No. 934461 (ca. 1971) within the project APE. This bridge carries vehicular traffic on Woolbright Road over the E-4 Canal. A non-historic pedestrian bridge parallels the bridge. FDOT Bridge No. 934461 meets the criteria for the 2012 Program Comment issued by the ACHP, Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges (ACHP 2012). The bridge within the current project APE was constructed in 1971 and is a 3-span prestressed concrete slab bridge. The bridge type (pre-stressed concrete slab) is listed in the Program Comment under Stipulation V (Description of Common Bridges Within the Scope of This Program Comment). The bridge is not listed in the exceptional bridges exempted from the Program Comment developed by FDOT and FHWA as part of the agreement. Therefore, the bridge is exempt from Section 106 consideration and was not recorded on an FMSF form or evaluated for eligibility for the National Register. A picture of the bridge is included below (Figure 7-2).



Figure 7-2 - FDOT Bridge No. 934461 (ca. 1971), facing Southeast

8. PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites within the archaeological APE. Four environmental factors are typically used to help predict site locations: distance to fresh (potable) water, distance to hardwood hammocks, topography, and soil type (soil drainage).

Fresh water is an important resource. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Fresh water would have been accessible to the APE from the marsh and slough shown on the historic plat map and aerial photographs. The Lake Worth (1945 PR 1983) USGS quadrangle map depicts this slough as well as a smaller one to the east of I-95.

The presence of tree islands or hardwood hammocks also serve as reliable indicators of site location in southern Florida. Their use by precontact, Seminole and modern hunters, campers and permanent residents is well documented. One obvious reason for their use is that they are not prone to flooding, except during episodes of very high water. Yet, hammocks are moist enough to retard the development and spread of fires. The thick foliage of hammocks also provides a great deal of shade as well as serving to moderate temperatures year-round. The thick canopies of hammocks also provide good shelter during periods of heavy weather. Mature hammocks are noted for a lack of ground cover vegetation due to the closed canopy above shading out younger trees, herbs and shrubs. Thus, mature hammocks offer enough open space for habitation and activity areas. Many fruits, nuts and tubers are available in hammocks that are important as human food sources as well as for their ability to attract game animals. The review of plat maps, surveyors' notes, and aerial photographs did not identify any hammocks in the APE.

Elevations within the APE range between 10 and 25 feet ASL. The APE contains several narrow ridges bordered to the west by a marsh.

The characteristics of soils have been used successfully by researchers to formulate predictive models for precontact site location. In general, soils with an organic pan, with underlying marl or clays, and with slow to moderate internal drainage tend to retain water or be inundated. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. The soil survey of Palm Beach County (USDA 1978) describes the soils to the west of the I-95 as associated with low

ridges and sloughs. The review of historic aerials suggests that these soils were disturbed, filled, and modified during the construction of the roads. The APE to the west of I-95 are described in the soil survey as urban land with modified soils in open spaces.

In southern Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained upland knolls near transportation routes (i.e., historic trails and major rivers). Because so little of the pre-urban environment remains, historic survey plat maps and surveyors' notes were used to identify pre-urbanization environmental features that could possibly contain or be associated with precontact sites or historic period sites. The review of historic plat maps and surveyors' notes did not identify any military forts, roads, encampments, battlefields, homesteads, or historical Native American villages or trails within or adjacent to the archaeological APE.

Probability zones along existing roads can be affected by underground utilities and the resulting effects of road construction, which often include berms and ditches. Areas that may have originally been moderate or high site potential zones and are directly affected by modern development may decrease in potential due to soil disturbance. Based on the review of past environmental variables and the modified nature of the project corridor, the APE exhibits a low probability of containing intact archaeological sites.

9. METHODS

9.1 ARCHAEOLOGICAL FIELD METHODS

The archaeological field survey included a surface inspection that consisted of a visual inspection of exposed ground to look for evidence of archaeological sites or areas of increased archaeological probability. Additionally, a careful surface inspection was undertaken in areas of minimal vegetation and/or upturned soil such as drainage ditches, recent clearings, and animal burrows. Subsurface testing was not feasible within the archaeological APE due to the presence of existing pavement, sidewalk, hardscape, berms, ditches, landscaping, and buried utilities. Current conditions were marked on field aerial maps of the project APE (*Appendix B*).

9.2 HISTORIC RESOURCES FIELD METHODS

An architectural historian conducted a historic resources survey in order to ensure that each resource built during or before 1972 within the project APE was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. All resources within the APE received a preliminary visual reconnaissance. Any resource with features indicative of 1972 or earlier construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS Quadrangle map.

In addition to a search of the FMSF, GIS datasets were utilized to approximate construction dates within the project corridor. GIS datasets usually yield the majority of the historic resources located within the project corridor. The project architectural historian identified any resource not accounted for by this information in the field based on aforementioned methods.

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

9.3 LOCAL INFORMANTS AND CERTIFIED LOCAL GOVERNMENT COORDINATION

In accordance with Chapter 1A-46, local informants were contacted and interviewed. Local informants often possess knowledge regarding nearby cultural resources that may be unavailable to the academic or professional Cultural Resource Management (CRM) communities. Palm Beach County and the City of Boynton Beach are included on the April 2020 list of Certified Local Governments (CLG) posted on the FDHR website (FDHR 2020). Mr. Christian Davenport, County Archaeologist for Palm Beach County and Mr. Michael Rumpf, Development Director for the City of Boynton Beach, were contacted via email on July 21, 2020 for their input regarding the project. On August 3, 2020, Mr. Christian Davenport responded with a letter stating that the County did not have any designated archaeological or historic resources within the project APE. The County also noted that the project was within the municipal limits of the City of Boynton Beach CLG and should accordingly be contacted regarding the project. No response from the Boynton Beach CLG contact was received by the date of this report.

10. RESULTS

10.1 ARCHAEOLOGICAL RESULTS

No newly or previously recorded archaeological sites were identified. The background research indicated that the archaeological APE has low archaeological probability. A pedestrian survey of the project area confirmed the low archaeological probability of the archaeological APE. The pedestrian survey also determined that subsurface testing was not possible within the archaeological APE due to the presence of existing pavement, sidewalk, hardscape, berms, ditches, landscaping, and buried utilities. Representative photographs showing the archaeological APE are included in *Figures 10–1 through 10–3*.

Figure 10-1 – Sidewalk, Pavement, and Landscaping within the APE Along W Woolbright Road at SW 18th Street, facing East



Figure 10-2 – Berm and Hardscape within the APE Along I-95 Southbound, facing South



Figure 10-3 – Pavement and Buried Utilities within the APE Along W Woolbright Road at SW 8th Street, facing West



10.2 HISTORIC RESOURCES SURVEY RESULTS

The field survey and historical research resulted in the identification of three previously recorded resource groups and four newly identified resources within the APE. The previously recorded resource groups are: Seaboard Air Line (CSX) Railroad (8PB12917), the E-4 Canal (8PB12918), and the LWDD Resource Group (8PB13748). The newly identified resources are all standing structures: 1401 SW 3rd Street (8PB19631), 313 W. Woolbright Road (8PB19632), 1515 SW 2nd Street (8PB19633), and 455 North Boulevard (Units A-D) (8PB19634). FDOT Bridge No. 934461 (ca. 1971) is located within the project APE and meets the criteria for the 2012 Program Comment issued by the ACHP, *Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (ACHP 2012). Therefore, the bridge is exempt from Section 106 consideration and was not recorded on an FMSF form or evaluated. *Table 10-1* is a list of the resources identified in the current report. The locations of the resources relative to the study area are illustrated in *Figure 10-4* and FMSF forms for the newly recorded and updated resource are located in *Appendix A*. The resource considered eligible is shaded in the table below.

Table 10-1 – Historic Resources Identified Within the Historic APE

FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8PB12917	Seaboard Air Line (CSX) Railroad	ca. 1925	Linear Resource/Railway	Considered Eligible for the National Register (within the current project APE)
8PB12918	E-4 Canal	ca. 1930	Linear Resource/Canal	Considered Ineligible for the National Register (within the current project APE)
8PB13748	Lake Worth Drainage District	ca. 1919	Linear Resource/Canals	Insufficient Information to evaluate the resource within the current APE
8PB19631	1401 SW 3rd Street	ca. 1955	Residence/Masonry Vernacular	Considered Ineligible for the National Register, Individually or as a Contributor to a Historic District
8PB19632	313 W Woolbright Road	ca. 1962	Residence/Masonry Vernacular	Considered Ineligible for the National Register, Individually or as a Contributor to a Historic District

FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8PB19633	1515 SW 2nd Street	ca. 1960	Residence/Masonry Vernacular	Considered Ineligible for the National Register, Individually or as a Contributor to a Historic District
8PB19634	455 North Boulevard (Units A, B, C, and D)	ca. 1970	Residence/Masonry Vernacular	Considered Ineligible for the National Register, Individually or as a Contributor to a Historic District

The three previously recorded resources have not been documented or evaluated within the current project APE. Portions of the Seaboard Air Line (CSX) Railroad (8PB12917) within Palm Beach County have been evaluated as being eligible, and the railroad is typically considered National Register eligible. The portion of the resource within the current project APE maintains its historic association and integrity and is therefore considered eligible for the National Register. The portion of the Seaboard Air Line (CSX) Railroad (8PB12917) within the project APE is mapped on a current aerial below (*Figure 10-4*). A photograph and a narrative description of this resource is also included below. An updated FMSF form was prepared for this resource to confirm its eligibility at this location, and this form is included in *Appendix A*.

The LWDD (8PB13748) was first recorded as a resource group associated with minor canals west (and outside) of the project area. Overall, though, the LWDD consists of hundreds of miles of canals, some of which have been determined eligible, and others as ineligible for the National Register. The LWDD resource group (8PB13748) has been previously evaluated (outside of the project APE) as "insufficient information" based on the large extent of the resource and the relatively small portions that have been recorded. The E-4 Canal (8PB12918), within the current project APE, is a component of the LWDD system, as it was built by the LWDD and is currently maintained by the LWDD. However, evaluating the LWDD resource group based on the small portion of the resource (approximately 426 feet) that is within the current project APE is beyond the scope of the current project.

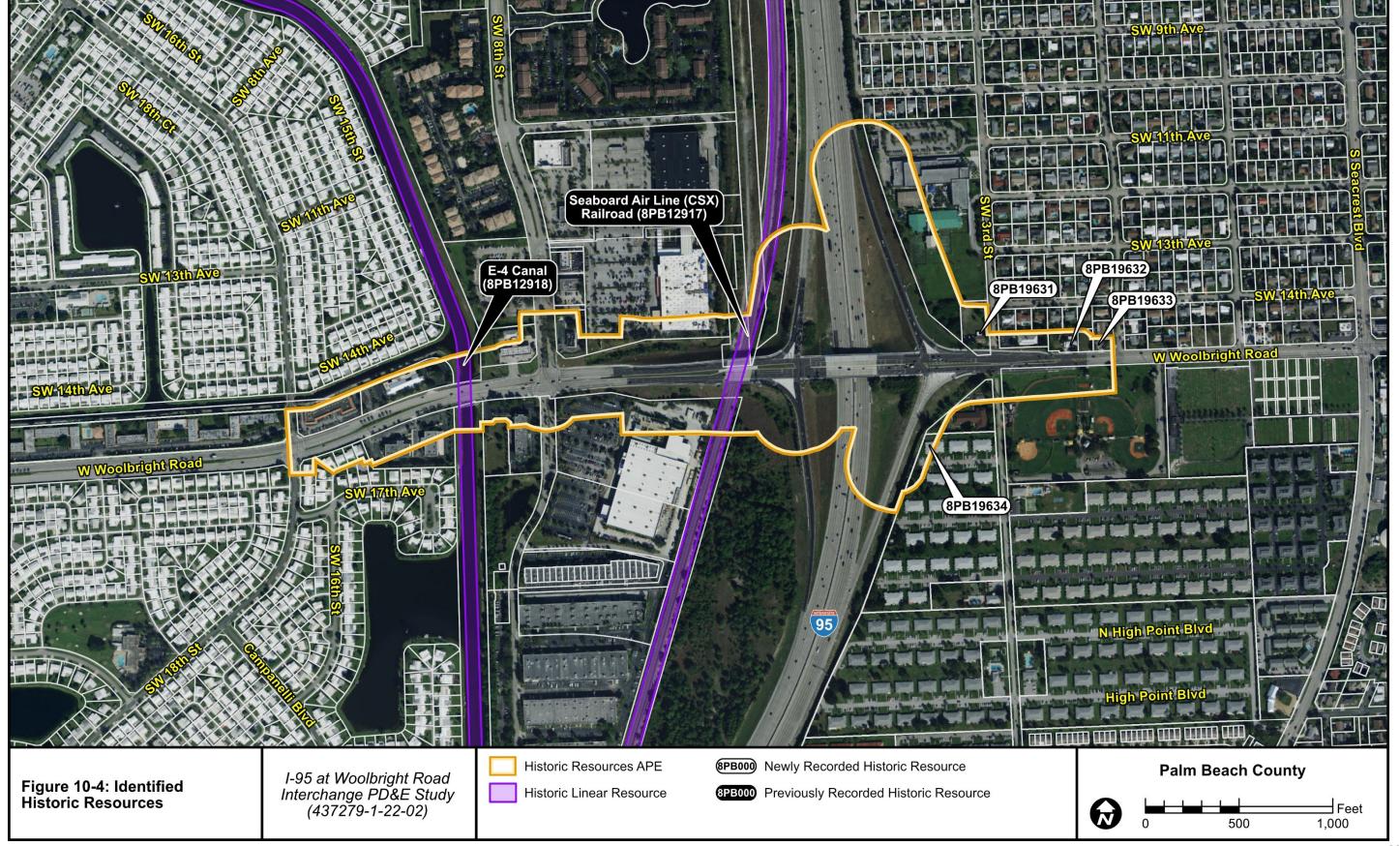
The E-4 Canal (8PB12918) within the project APE is also referred to as the Lake Ida Canal. This portion of the resource has not been previously recorded or evaluated. Portions of the E-4 Canal south of the current project, where it is referred to as the El Rio Canal, have been evaluated by the SHPO as ineligible for the National Register. FMSF forms for the LWDD and the E-4 Canal were not updated per the 2012 guidance from FDHR staff regarding

the identification and evaluation of historic canals. The guidance provides that FMSF forms are only required for canals recommended eligible or determined eligible for the National Register.

The four newly identified historic buildings within the current project APE (8PB19631-8PB19634) are of a common style and type in South Florida and lack historical significance. Therefore, they are ineligible for individual listing in the National Register under Criteria A, B, C, or D. FMSF forms for these resources were completed and are included in *Appendix A*.

Per the 2012 NCHRP guidance provided in the *Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* document, a reconnaissance survey of subdivision within the project APE was undertaken and the report was consulted for an evaluation methodology (Pettis et al 2012). The boundaries of two historic subdivisions are located within the project APE: Woodcrest Manor Subdivision (platted 1959) and High Point West Subdivision (platted 1968). The project APE clips the very southern portion of the Woodcrest Manor Subdivision and includes two resources within the APE (313 W. Woolbright Road/8PB19632; and 1515 SW 2nd Street/8PB19633). The Woodcrest Manor Subdivision has experienced loss of integrity through alterations to historic structures and the construction of SR 9/I-95 immediately west of the subdivision. The current project APE encompasses only one of over 100 structures located within the High Point West Subdivision. The High Point West Subdivision was heavily altered when SR 9/I-95 resulted in the removal of numerous resources within the subdivision. Historic research also did not reveal any significant historic associations. Therefore, there are no potential historic districts within, or partially within, the current project APE. Based on the small area of these subdivisions within the current APE, FMSF forms were not completed for the entire subdivisions.

Photos, descriptions, and evaluations of the identified resources are included in the narrative below. Detailed information about the resources is also included in the FMSF forms in *Appendix A*.



10.2.1 Resources Considered Eligible for the National Register

Figure 10-5 – Seaboard Air Line (CSX) Railroad /8PB12917(ca. 1925) within the Project APE, Considered Eligible for the National Register, facing North



8PB12917 Seaboard Air Line (CSX) Railroad

Within the project APE, the Seaboard Air Line (CSX) Railroad runs in a north-south direction through Section 33 of Township 44 South, Range 43 East and Section 4 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map, in the City of Boynton Beach, Palm Beach County, Florida (*Figure 10-5*). Approximately 653 feet of the railroad track at its intersection with Woolbright Road is contained within the APE. The railroad runs in a north-south direction parallel to SR 9/I-95, which is located immediately to the east. The railroad segment consists of a two standard gauge tracks over gravel ballast. The Seaboard Air Line (CSX) Railroad track was first constructed in approximately 1925 with one set of tracks. The single set of tracks is visible on aerials from 1953. More recent aerials show that the west track was placed after 1991.

The CSX Railroad was originally part of the extensive Seaboard Air Line Railroad, which started in the 1880s and consisted of numerous branches in Florida, Georgia, and North Carolina. The Seaboard Air Line Railroad was

incorporated on April 14, 1900 (Johnson and Mattick 2001). The new rail provided through service from New York to Florida, as well as service to numerous communities throughout the South.

When the railroad emerged from government control following World War I, the President of Seaboard Air Line Railroads, S. (Solomon) Davies Warfield, began an aggressive effort to expand service within Florida (Mann 1983). In 1923, Warfield, initiated a move to extend a line from the existing Coleman station in Sumter County, Florida to West Palm Beach, with the ultimate goal of connecting the line to Miami. He organized the quick purchase of over 160,000 acres of ROW. Construction began on the West Palm Beach branch in summer of 1924. Over 204 miles of nearly straight track from Coleman to West Palm Beach were completed the following fall of 1925 (Mann 1983). The Seaboard Air Line began construction of the West Palm Beach to Miami branch of its railway in 1925 (Johnson and Zimny 1986). Groundbreaking for the Miami extension took place in Hialeah in January 1926, and by December 1926, the line was open for freight.

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1971, the Seaboard Coast Line Railroad merged with the Louisville & Nashville Railroad to become the Seaboard System Railroad. These two railroads have been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Lines System. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation, which combined the Family Lines System and the Seaboard System Railroad. In 1980, the Chessie units were merged into the Seaboard System Railroad, creating CSX Transportation (Mann 1983).

The Tri-Rail, South Florida's commuter rail service, was constructed in the early 1990s. This rail service shares ROW with the Seaboard Air Line (CSX) Railroad in the current APE. The South Florida Regional Transit / Tri-rail Authority double-tracked the railroad corridor and added intermodal transit facilities along the line (Janus Research 2013), though none of these facilities exist within the APE.

Portions of the Seaboard Air Line (CSX) Railroad outside of the APE, but within Palm Beach County, have been determined eligible for the National Register. The portion of the railroad within the APE is similar to other sections that have been determined eligible for the National Register. Although a non-historic second track, associated with Tri-Rail, was added to the railroad ROW in recent years, the historic alignment of the railroad is still intact, following its original route, and so still retains historic integrity. Therefore, the portion of the Seaboard Air Line (CSX) Railroad within the APE is considered eligible for listing in the National Register under Criterion A for significance in the Areas of Community Planning and Development and Transportation for its role in shaping the East coast of Florida.

10.2.2 Resources Considered Ineligible for the National Register

Figure 10-6 –E-4 Canal/8PB12918 (ca. 1930), part of the Lake Worth Drainage District (8PB13748), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing South



8PB12918 E-4 Canal

Within the project APE, the E-4 Canal runs in a north-south direction through Sections 29 and 32 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map, in the City of Boynton Beach, Palm Beach County, Florida (*Figure 10-6*). The portion of the resource within the current project APE is approximately 426 feet in length and a width of 88 feet. The canal runs parallel to SR 9/I-95, which is located immediately to the east, and runs perpendicular to Woolbright Road. The resource is spanned by a vehicular bridge and a separate pedestrian bridge which carries Woolbright Road over the waterway. The canal has vegetated, earthen banks on either side and is maintained by the LWDD. The Canal was first constructed between 1930 and 1940 and has been improved and maintained since its construction.

In 1919, after the success of the West Palm Beach Canal, the LWDD was established for the drainage of lands for agriculture and the control of water to prevent flooding. Numerous smaller canals were constructed over the next 100 years to supplement the main canals. One such small canal, the E-4 Canal, also known as the Lake Ida Canal and the El Rio Canal, was constructed to connect a series of freshwater lakes that run parallel to Lake Worth. The current project APE is between two of the lakes, Lake Osborne to the north and Lake Ida to the

south. The E-4 Canal was constructed sometime between 1930 and 1940 and was never a major waterway for drainage or transportation. The portion of the E-4 Canal within the project APE is also referred to as the Lake Ida Canal. In the 1950s, the E-4 Canal was extended south to the Hillsboro Canal. The portion south of the current project area is also referred to as the El Rio Canal. The official use of the canal is for drainage but is popular for recreational pursuits.

The portion of the E-4 canal south of the current project area was recorded and determined ineligible for the National Register by the SHPO in 2015 and 2019 (Janus Research 2015; SEARCH 2019). According to a 2012 memorandum from the FDHR, the most significant canals were typically constructed in the 19th century and are associated with transportation. Larger regional canals dug as part of early 20th century reclamation activities, or canals utilized in industries would also be significant (FDHR 2012). The E-4 Canal in the current APE does not fall into any of the three notably significant categories for National Register-eligible canals. Additionally, the 2012 memorandum notes that canals may be contributing to a National Register Historic District if they were dug as part of the original plan (FDHR 2012). The present canal was not an original canal for the LWDD. Due to the common nature of the canal and its similarity to other portions that have been determined ineligible, the portion of the canal located within the current project APE is considered ineligible for listing in the National Register under Criteria A, B, C, or D, either individually or as part of a historic district. Per FHDR guidance on historic canals, since this canal is ineligible, the FMSF form was not updated in the current study (FDHR 2012).

Figure 10-7 – Newly-Recorded Structure at 1401 SW 3rd Street/8PB19631 (ca. 1955), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing Northwest



8PB19631 1401 SW 3rd Street (ca. 1955)

This circa 1955 Masonry Vernacular standing structure is located in section 28 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map (*Figure 10-7*). The structure is a side gabled, one-story private residence with stucco cladding. The structure rests on a continuous concrete block foundation. Distinguishing architectural elements include clam shell awnings, stucco faux rafter trails on the shed addition, scuppers, stamped stucco, and stucco planter boxes on the main elevation. In 1964, a shed-roof addition was added to the north elevation. In the 1980s, the original windows were replaced with single-hung, one-over-one metal windows. The driveway entrance into the parcel was originally on Woolbright Road but is now on SW 3rd Street.

When the resource at 1401 SW 3rd Street was constructed, Woolbright Road was still a 2-lane, unpaved rural road that had no other development besides the Boynton Cemetery, which is located outside of the project APE. Currently, Woolbright Road has developed into a four-lane modern roadway with a middle turn lane. The original entrance to the resource was via Woolbright Road. However, the entrance from Woolbright Road has been severed by the northbound entrance ramp onto SR 9/I-95 and has shifted onto SW 3rd Street. The addition of SR 9/I-95 has greatly impacted the setting of the structure. Due to its lack of historical associations, lack of

architectural style, and extensive alterations, the building is recommended ineligible for listing in the National Register, individually or as part of a historic district.

Figure 10-8 – Newly Recorded Structure at 313 W. Woolbright Road/8PB19632 (ca. 1962), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing Northeast



8PB19632 313 W. Woolbright Road (ca. 1962)

This circa 1962 Masonry Vernacular standing structure is located in section 28 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map (*Figure 10-8*). The structure is a side gabled, one-story private residence with stucco cladding. The structure rests on a continuous concrete block foundation. Distinguishing architectural elements include hurricane shutters, vents, concrete planter boxes, and stuccoed carport columns. The windows are obscured by hurricane shutters. In 1969 and 1991 flat roof additions were added to the structure. In the 1990s, the front door was replaced.

When the resource at 313 W. Woolbright Road was constructed, Woolbright Road was still a 2-lane, unpaved rural road that had no other development besides the Boynton Cemetery and the Little League Park, which are both located outside of the project APE. Currently, Woolbright Road is a modernized four-lane roadway with a middle turn lane. Development in Boynton Beach was still located largely north of the current APE. Per the 2012 NCHRP guidance provided in the *Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* document, a reconnaissance survey of the Woodcrest Manor Subdivision was undertaken and

the report was consulted for an evaluation methodology (Pettis et al 2012). The development is not an early development and does not demonstrate innovative design or use of new technology. The development has a large number of altered structures and the setting has been compromised by the construction of SR 9/I-95 immediately adjacent to the development. Based on the altered state of the Woodcrest Manor Subdivision and lack of significant historic association, it is recommended that this subdivision is ineligible for the National Register. Due to its lack of historical associations, lack of architectural style, and extensive alterations, the building at 313 W. Woolbright Road is recommended ineligible for listing in the National Register individually or as a contributing resource to a historic district.

Figure 10-9 – Newly Recorded Structure at 1515 SW 2nd Street/8PB19633 (ca. 1960), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing North

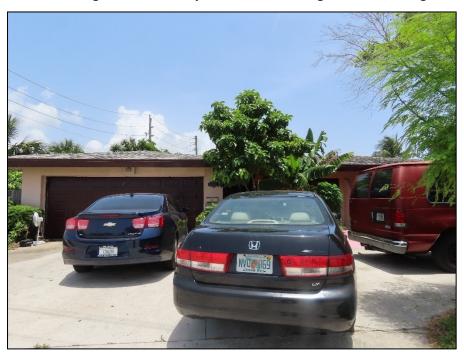
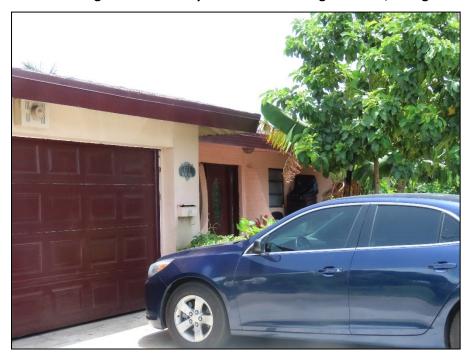


Figure 10-10 – Newly Recorded Structure at 1515 SW 2nd Street/8PB19633 (ca. 1960), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing Northeast



8PB19633 1515 SW 2nd Street (ca. 1960)

This circa 1960 Masonry Vernacular standing structure is located in section 28 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map (*Figure 10-9 and Figure 10-10*). The structure is a one-story private residence with stucco cladding and a hip roof. The structure rests on a continuous concrete block foundation. Several of the windows are obscured by vegetation and fencing, but those that are visible are 4-light metal awnings and single-hung one-over-one vinyl windows Distinguishing architectural elements include decorative shutters, stamped stucco, and stamped stucco walls on either side of entrance. In 1968, a flat roof addition was placed on the North elevation. In the 2000s, the front door and some windows were replaced.

When the resource at 1515 SW 2nd Street was constructed, Woolbright Road was still a 2-lane, unpaved rural road that had no other development besides the Boynton Cemetery (outside of the APE) and the Little League Park. Currently, Woolbright Road is a modernized four-lane roadway with a middle turn lane. Development in Boynton Beach was still located largely north of the current APE. Per the 2012 NCHRP guidance provided in the *Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* document, a reconnaissance survey of the Woodcrest Manor Subdivision was undertaken and the report was consulted for an evaluation methodology (Pettis et al 2012). The development is not an early development and does not demonstrate innovative design or use of new technology. The development has a large number of altered

structures and the setting has been compromised by the construction of SR 9/I-95 immediately adjacent to the development. Based on the altered state of the Woodcrest Manor Subdivision and lack of significant historic association, it is recommended that this subdivision is ineligible for the National Register. Due to its lack of historical associations, lack of architectural style, and extensive alterations, the building at 1515 SW 2nd Street is recommended ineligible for listing in the National Register individually or as a contributing resource to a historic district.

Figure 10-11 – 455 North Boulevard (Units A-D)/8PB19634 (ca. 1970), Considered Ineligible for the National Register Individually or as a Contributing Resource, facing Northwest



8PB19634 455 North Boulevard (Units A, B, C, and D) (ca. 1970)

This circa 1970 Masonry Vernacular standing structure is located in section 33 of Township 45 South, Range 43 East on the Lake Worth (1983) USGS quadrangle map (*Figure 10-11*). The structure is a one-story quadraplex residence with stucco cladding and a hip roof located within the High Point West Subdivision. The structure rests on a continuous concrete block foundation. The windows are 4-light metal awnings and single-hung one-overone metal windows Distinguishing architectural elements include decorative shutters, breeze block screen on the south façade, and clamshell awnings. The entrances to the four units are on the south façade, which is symmetrical with two unit entrances on each end, each with a metal panel door. The entrance doors were replaced in the 2000s. The structure at 455 North Boulevard (Units A-D) is one of 148 nearly-identical Masonry Vernacular quadraplexes. Each quadraplex has four assigned parking spaces with one extra parking space for

visitors. Landscaping and exterior decorations vary between the quadraplexes. Associated buildings include community buildings, shuffleboard courts, and swimming pools. The streetscaping throughout the development is consistent with palm trees, small shrubs, grass, and no curbing or sidewalks besides those leading to the unit entrances (*Figure 10-12*).

Figure 10-12: Streetscape in the High Point West Subdivision at High Point Court , facing West



Figure 10-13 – Streetscape in the High Point West Subdivision with SR 9/I-95 in the background, facing Northwest



Figure 10-14 -- Streetscape in the High Point West Subdivision, facing East



Only one building of the High Point West Subdivision, which totals over 100 buildings, is within the current project area. Historic aerials between 1973 and 1975 (*Figures 6-8 and 6-9*) show the demolitions that occurred within the current portion of the subdivision and the resulting change in the setting. Per the 2012 NCHRP guidance provided in the *Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* document, a reconnaissance survey of the subdivision was undertaken and the report was consulted for evaluation methodology (Pettis et al 2012). The development is not an early development and does not demonstrate innovative design or use of new technology. Finally, the loss of a large number of resources due to the expansion of SR 9/I-95 has significantly altered the design and setting of the subdivision. Based on the altered state of the High Point West Subdivision and lack of significant historic association, it is recommended that this subdivision is ineligible for the National Register. In addition, the building at 455 North Boulevard is recommended ineligible for listing in the National Register, individually or as part of a historic district.

11. CONCLUSIONS

No newly or previously recorded archaeological sites were identified. The background research indicated that the archaeological APE has low archaeological probability. A pedestrian survey confirmed the low archaeological probability of the archaeological APE. The pedestrian survey also determined that subsurface testing was not possible within the archaeological APE due to the presence of existing pavement, sidewalk, hardscape, berms, ditches, landscaping, and buried utilities.

The field survey and historical research resulted in the identification of three previously recorded resource groups and four newly identified resources within the APE. The previously recorded resource groups are: Seaboard Air Line (CSX) Railroad (8PB12917), the E-4 Canal (8PB12918), and the LWDD Resource Group (8PB13748). The newly identified resources are all standing structures: 1401 SW 3rd Street (8PB19631), 313 W. Woolbright Road (8PB19632), 1515 SW 2nd Street (8PB19633), and 455 North Boulevard (Units A-D) (8PB19634). FDOT Bridge No. 934461 (ca. 1971) is located within the project APE and meets the criteria for the 2012 Program Comment issued by the ACHP, *Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (ACHP 2012). Therefore, the bridge is exempt from Section 106 consideration and was not recorded on a FMSF form or evaluated.

The three previously recorded resources have not been documented or evaluated within the current project APE. Portions of the Seaboard Air Line (CSX) Railroad (8PB12917) within Palm Beach County have been evaluated as being eligible, and the railroad is typically considered National Register eligible. The portion of the resource within the current project APE maintains its historic association and integrity and is therefore considered eligible for the National Register.

The E-4 Canal (8PB12918) has been evaluated as ineligible south of the current project APE. The portion of the E-4 Canal within the current project APE is similar to the southern portion and historical research has not revealed any new information on the resource. Therefore, the current study finds that the portion of the E-4 Canal within the current project APE is ineligible for the National Register. The E-4 Canal within the APE is part of the larger LWDD (8PB13748) system of canals. Small portions of the LWDD have been previously recorded and evaluated as "insufficient information" based on the large expanse of the overall District. This system consists of hundreds of miles of canals and related infrastructure. Since the portion of the LWDD within the current APE is a small fraction of the entire resource, there is insufficient information to evaluate the entire resource in the current undertaking.

The four newly identified historic buildings within the current project APE (8PB19631-8PB19634) are of a common style and type in South Florida and lack historical significance. Therefore, they are ineligible for individual listing in the National Register under Criteria A, B, C, or D. FMSF forms for these resources were completed and are included in *Appendix A*.

During field review of the project APE, the surrounding area was also reviewed to identify any potential National Register-eligible historic districts. The two subdivision within the APE have been significantly altered with the construction of SR 9/I-95 on their boundaries and most buildings exhibit some form of exterior alteration that compromises historic integrity. Historic research also did not reveal any significant historic associations. Therefore, there are no potential historic districts within, or partially within, the current project APE.

11.1 UNANTICIPATED FINDS & POST REVIEW DISCOVERIES

Although unlikely, should construction activities uncover any archaeological material, it is recommended that activity in the immediate area be stopped while a professional archaeologist evaluates the material. If human remains are found during construction or maintenance activities, Chapter 872.05, F.S. applies and the treatment of human remains will conform to Chapter 3 of the FDOT CRM Handbook, Section 7-1.6 of the FDOT's Standard Specifications for Road and Bridge Construction, and Stipulation XI of the Section 106 Programmatic Agreement, which require that all work cease immediately in the area of the human remains. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist may assume jurisdiction if the remains are 75 years of age or more.

If previously unidentified historic properties are discovered before or during construction, the potential to affect historic properties changes after the Section 106 review has been completed, or if unanticipated impacts to historic properties occur during construction, then the consultation process outlined in Stipulation VII of the Section 106 Programmatic Agreement will be followed in accordance with 36 CFR 800.13 and Stipulation X of the Section 106 Programmatic Agreement.

11.2 CURATION

FMSF forms (*Appendix A*) and photographs are curated at the FMSF, along with a copy of this report and survey log sheet (*Appendix C*). Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to FDOT storage facilities.

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APPENDIX A FLORIDA MASTER SITE FILE FORMS

Page 1

☐Original ☐Update



RESOURCE GROUP FORM FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site #8
Field Date PB12917
Form Date 6-29-2020
Recorder 7-16-2020

Consult the Guide to the Resource Group Form for additional instructions

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 <u>and</u> buildin	gs)			
☐ Building complex (NR category usually "building(s)"): multiple buildings in close spatial and functional association	50)			
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 formall				
designed (see National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes for more detail				
designed (see National Register Burietin #30, Outdermes for Evaluating and Documenting Rural Historic Landscapes for more detain definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)	eu			
☑ Linear resource (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can				
include canals, railways, roads, etc.				
include canais, failways, foads, etc.				
Resource Group Name_Seaboard Air Line RailroadMultiple Listing [DHR only]				
rojectName_CRAS_SR9/I-95_from S to N of Woolbright RdFMSFSurvey#				
National Register Category (please check one): Duilding(s) structure district stile object				
inear Resource Type (if applicable): Canal				
Ownership private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foleign unknown	_			
LOCATION & MAPPING				
<u>Street Number</u> <u>Direction</u> <u>Street Name</u> <u>Street Type</u> <u>Suffix Direction</u>				
Address:				
City/Town(within 3 miles) Boynton Beach In Current City Limits? Ses no unknown				
County or Counties (donotabbreviate) Palm Beach				
Name of Public Tract (e.g., park)				
Township 45S Range 43E Section 1/2 Section: NW SWSE NE rregular-name:				
Township 45S Range 43E Section 29 1/4 section: NW SW SE NE				
Township 45S Range 43E Section 32 1/4 section: NW SW SE NE				
4) Township Range Section 1/4 section: NW SW SE NE				
USGS 7.5' Map(s) 1) Name LAKE WORTH USGS Date 1983				
2) Name USGS Date				
lat, Aerial, or Other Map (map's name, originating office with location)				
andgrant				
Verbal Description of Boundaries (description does not replace required map)				
Seaboard Air Line Railraod (8PB12917) runs through the project APE in an northeast/southwest				
direction for approximately 0.25 mi passing beneath and extending for approximately 0.16 mi north and 0.09 mi south of Woolbright Road.				
north and 0.09 mi south of wooldright Road.				
DHR USE ONLY OFFICIAL EVALUATION DHR USE ONLY				
NR List Date SHPO-Appears to meet criteria for NR listing: yes no insufficient info Date Init				
KEEPER – Determined eligible: yes no Date	_			
Owner Objection NR Criteria for Evaluation: a b c d (see National Register Bulletin 15, p. 2)				

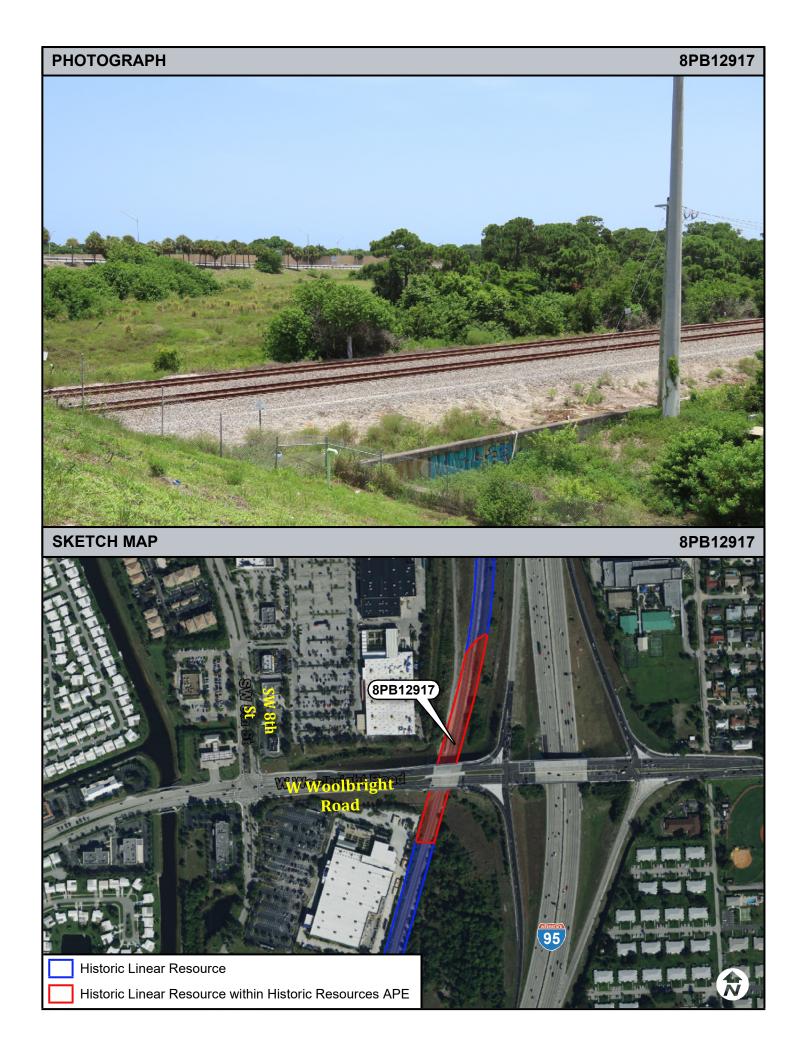
Site#8

PB12917

	HISTORY & DI	ESCRIPTION	
Construction Year: 1925 Approximate Architect/Designer: Total number of individual resources included Time period(s) of significance (choose a period 1. Boom Times 1921-1929	Build in this Resource Group: #of of from the list or type in date range(s	der:	
2. Twentieth C American			_
Narrative Description (National Register Bulle	tin 16A pp. 33-34; attach supple	mentary sheets if needed)	
This segment of the Seaboard Ai Seaboard Air Line System. It co			
RESI	EARCH METHODS	(check all that apply)	
■ FMSF record search (sites/surveys) □ FL State Archives/photo collection ■ property appraiser / tax records ■ cultural resource survey ■ other methods (specify) Aerial Photo	□library research □city directory □newspaper files □historic photos graphs	□ building permits □ occupant/owner interview □ neighbor interview □ interior inspection	□Sanborn maps □plat maps □Public Lands Survey(DEP) □HABS/HAER record search
Bibliographic References (give FMSF Manuscrip			_
Janus Research, 2017. CRAS Re-E On file, Florida Department of			
ОРП	VION OF RESOUR	CE SIGNIFICANCE	
Potentially eligible individually for National R Potentially eligible as contributor to a Nat Explanation of Evaluation (required, see National This rail line segment was a partial use as a railroad. It for Tri-Rail in recent years. Area(s) of Historical Significance (see National R 1. Community planning & developm	ional Register district? onal Register Bulletin 16A p. 48 ort of the overall S also maintains its degister Bulletin 15, p. 8 for categori 3.	Seaboard Air Line System original route despite des:e.g. "architecture", "ethnicheritage", "o	nformation , on separate sheet.) i. It maintains its an added set of tracks community planning & development", etc.)
2. Transportation	4	6	
	DOCUMEN	TATION	
Accessible Documentation Not Filed with Document type Field maps Document description	Man File	d notes, analysis notes, photos, plans ar training organization or accession #'s	nd other important documents
2) Document type _Field notes		oraccession#'s	
	RECORDER INI	FORMATION	
Recorder Name _Janus Research		Affiliation Janus Research (813) 636-8200 /	janus@janus-research.com
Recorder Contact Information 1107 N. Wa (address / phone / fax / e-mail)	ard St., Tampa 🖭 33	3607 /	-

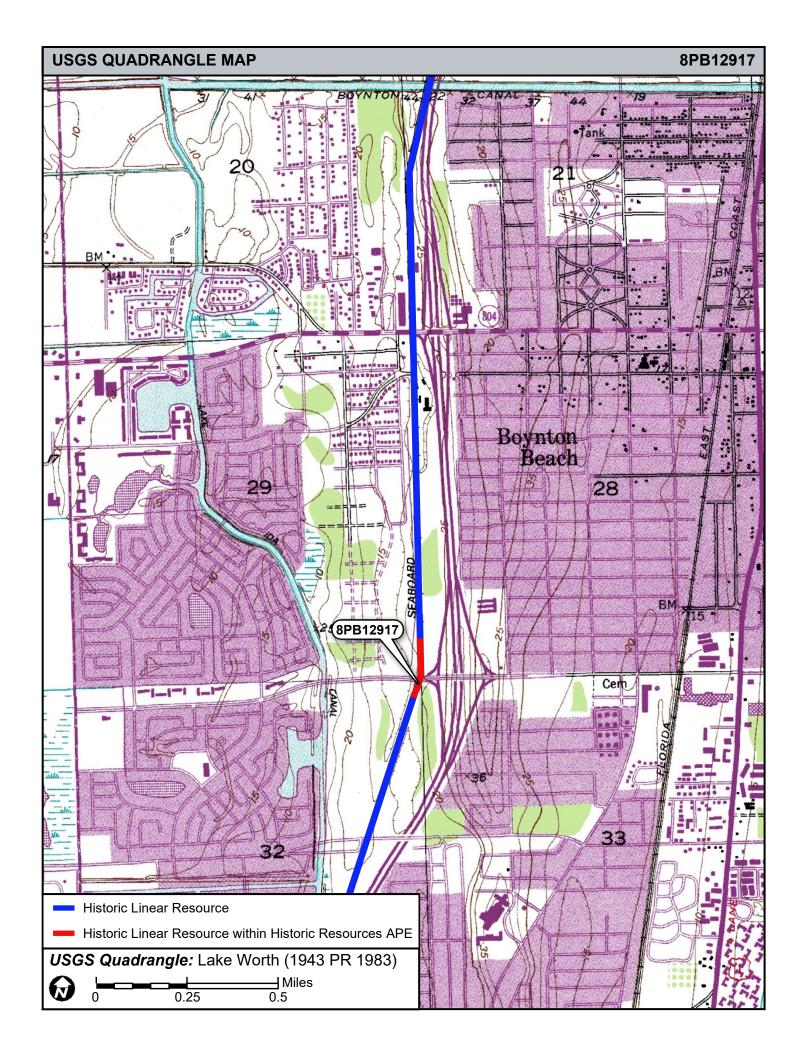
Required Attachments

- **1** PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- TABULATION OF ALL INCLUDED RESOURCES Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- 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.









Page 1

✓ Original Update



HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Version 5.0 **3**/19

Site#8 **PB19631**Field Date 6-29-2020
Form Date 7-16-2020
Recorder# 5

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

Site Name(s) (addressifnone) 1401 SW 3rd Street		Ronly)
	N of Woolbright Rd Survey#(DHR only)	
National Register Category (please check one) Subuilding		
Ownership private-profit private-nonprofit private-individual private-	te-nonspecific city county state flederal Native American lote ign unknown	
	CATION & MAPPING	
Street Number <u>Direction</u> <u>Street Name</u>	Street Type Suffix Direction Street	
2		
Cross Streets (nearest/between) Side of SW 3rd St		
USGS /.5 Map Name LAKE WORTH	USGS Date 1983 Plat or Other Map City Limits? Mayes Ino Inknown County Palm Beach	
10wnship 455 Range 43E Section 28 1/4 10wnship 455 Range 43E Section 28 1/4	section: NW SW SE NE Irregular-name:	
	Landaront	
Subdivision Name	LandgrantLotLotLot	_
UTM Coordinates: Zone 116 17 Easting 5 9 2 6	Block	
o i vi coordinates.		
Other Coordinates: X: Y:	Coordinate System & Datum	
Name of Public Tract (e.g., park)		
(C) 1		
	HISTORY	
Construction Year: 1955 Sapproximately	ear listed or earlier	
Original Use Residence, private		
CurrentUse Residence, private		•
	- 2020	•
Other Use		
Other Use Moves: yes no unknown Date: Alterations: les no unknown Date: 1-1-1980	Original address	-
Additions: Jes no unknown Date: 1-1-1964	Nature N shed roof addition	
	Builder(last name first):	
Ownership History (especially original owner, dates, professi	on, etc.)	
Lil D. ACC (11 L. ID. C. O.1.		
Is the Resource Affected by a Local Preservation Ordinano	ee? Jyes no Junknown Describe	
	DESCRIPTION	
		20. 1
Style Masonry Vernacular	Exterior Plan Irregular Number of	
Exterior Fabric(s) 1. Studdo		
RoofType(s) 1. Gable RoofMaterial(s) 1. Composition shingles	2. Shed 3	
Roof secondary strucs. (dormers etc.) 1.		
Windows (types, materials, etc.)	<u>2</u>	
Metal 1/1 SHS		
Distinguishing Architectural Features (exterior or interior or	naments)	
	tails on shed roof addition, scuppers, stucco	planter
boxes, stamped stucco		-
Ancillary Features / Outbuildings (record outbuildings, ma	ijor landscape features; use continuation sheet if needed.)	
None observed	·	
DHR USE ONLY C	OFFICIAL EVALUATION DHR USE O	MI V
		ZNIZ

NR List Date	SHPO-Appears to meet criteria for NR listing:	-		Date	Init
Owner Objection	KEEPER – Determined eligible: NR Criteriafor Evaluation: a b c	yes d	no (see National Register Bulletin	Date 15,p.2)	

HR6E046R effective 05/2016 Rule 1A-46.001, F.A.C.

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

	DESCRIPTION	ON (continued)	
Chimney: No Chimney Material(s): Structural System(s): 1. Concrete Foundation Type(s): 1. Continuou Foundation Material(s): 1. Concrete Main Entrance (stylistic details)	block 2. s 2. Block 2. 2.	3.	
S facade ent is obscured from the ent is visible on S facade		n concrete pad ent porch	i is visible. A second
Porch Descriptions (types, locations, roof			
Concrete pad entry porch on	S facade, under clam	shell awning, partially	obscured
Condition (overall resource condition): excell Narrative Description of Resource			
This Masonry Vernacular restaddition. It has an irregular shifted from Woolbright Rd	ar plan and the main		
Archaeological Remains			☐ Check if Archaeological Form Completed
	RESEARCH METHO	DDS (select all that apply)	
■ FMSF record search (sites/surveys) □FL State Archives/photo collection ■ property appraiser/tax records ■ cultural resource survey (CRAS) ■ other methods (describe) Historic Bibliographic References (give FMSF m	Dlibrary research Dcity directory Dnewspaper files Chistoric photos Aerials anuscript # if relevant, use continua	□ building permits □ occupant/owner interview □ neighbor interview □ nterior inspection tion sheet if needed)	□Sanborn maps □plat maps □Public Lands Survey (DEP) □HABS/HAER record search
Appears to meet the criteria for Nationa		RCE SIGNIFICANCE ? □yes ☑no □insuff	icient information
Appears to meet the criteria for Nationa Explanation of Evaluation (required, whether This residence has addition this residence exhibits a coal As a result, it is consider.	ersignificant ornot; use separate sheets and alterations composition style in South	ifneeded) upromising its historic a Florida and has no known	appearance. In addition, historic associations.
Area(s) of Historical Significance (see Nati 1		5	"community planning & development", etc.)
	DOCUME	NTATION	
Accessible Documentation Not Filed	with the Site File - including t	ield notes, analysis notes, photos, plans	and other important documents
1) Document type Field notes Document description		Maintaining organization Janus Research File or accession #'s	
Document type Field mans		Maintaining organization Janus Research	
2) Document description		File or accession#'s	
	RECORDER II	NFORMATION	
Recorder Name Janus Research		Affiliation Janus Research	
Recorder Contact Information 1107 M (address / phone / fax / e-mail)	Ward St Tampa, FL /	813- <u>6</u> 36-8200 / janus@jar	nus-research.com

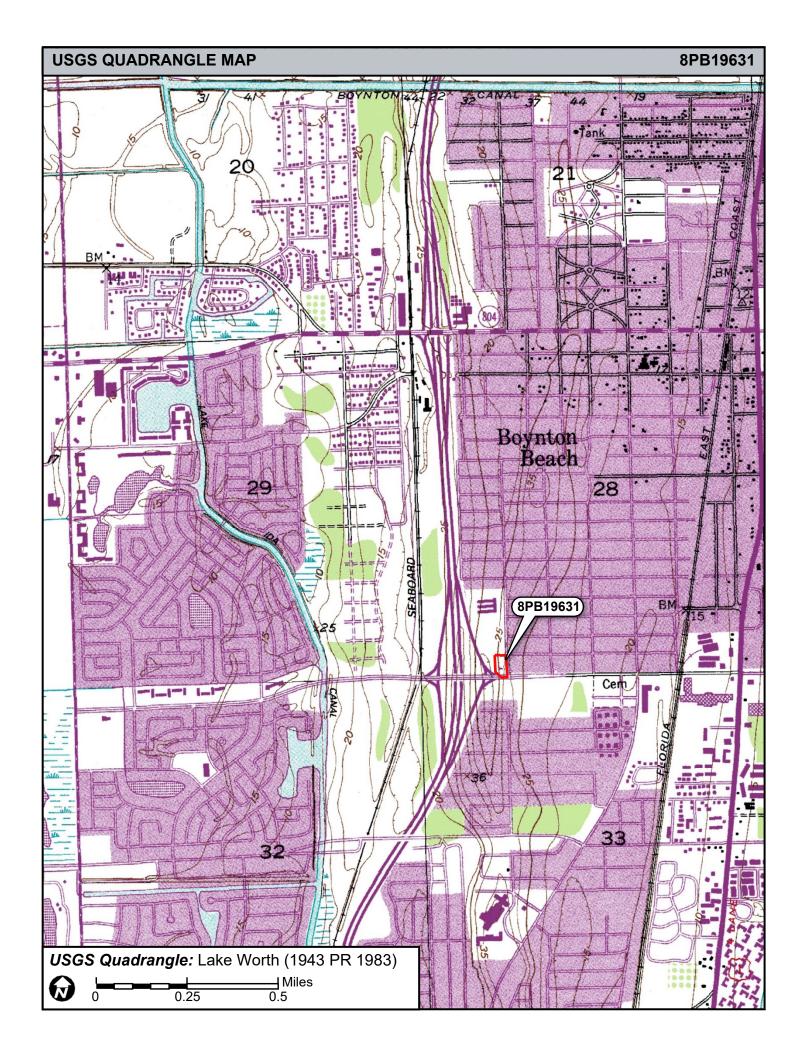
Required Attachments

- **1** USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital \underline{AND} hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.







Page 1

✓ Original Update



HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Version 5.0 **3**/19

Site#8 **PB19632**Field Date 6-29-2020
Form Date 7-16-2020
Recorder# 4

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

Survey froject Name_CRAS_SRS_71-95 from 5 to N of Woolbright Rd Survey froject Name_CRAS_SRS_71-95 from 5 to N of Woolbright Rd Survey froject Name CRAS_SRS_71-95 from 5 to N of Woolbright Street Name Street Na	Site Name(s)(addressifnone) 313 W Woolbright RoadMultiple Listing(DHR only)				
Ownership Divate-profit Pate-nonprofit prime-individual priva Chonospecific city codily stacklederal Dive A Britan for Ske nurknown StreetNumber	Survey Project Name CRAS SR9/I-95 from S to N of Woolbright Rd Survey #(DHR only)				
LOCATION & MAPPING StreetNumber Direction StreetNumber StreetNumber StreetNumber StreetNumber StreetNumber Road					
StreetNume	Ownership Trivate-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown				
StreetNume	LOCATION & MAPPING				
Cross Streets (nearest between) B side W woolbright Rd W of SW 2nd Set USGS 75Map Name LARE WORTH USGS Date 1982 Plat or Other Map City / Town (within 3 miles) BCynton Beach In City Limits? Myes Ino Inknown County Palm Beach O8-43-45-28-02-006-0100 / 4 section: INW ISW ISE INE Irregular-name: O8-43-45-28-02-006-0100	Street Number Direction Street Name Street Type Suffix Direction				
USGS Date 1983 Plat or Other Map	Address: 313 W Woolbright Road				
Township 455					
Township 455	USGS 7.5 Map Name LAKE WORTH USGS Date 1983 Plat or Other Map				
Landgrant Subdivision Name					
Landgrant Subdivision Name Block Lot					
Subdivision Name UTM Coordinates; Zone	m p 1//				
Other Coordinates: X: Y: Coordinate System & Datum Name of Public Tract (e.g., park). HISTORY HISTORY	Subdivision Name Rlock Lot				
Other Coordinates: X: Y: Coordinate System & Datum Name of Public Tract(e.g., park)	UTM Coordinates: Zone 16 17 Easting 5 9 2 8 0 3 Northing 2 9 3 3 0 2 7				
Name of Public Tract (e.g., park) Story	CTIT COOTAINACE.				
Name of Public Tract (e.g., park) Story	Other Coordinates: X: Y: Coordinate System & Datum				
Construction Year. 1962 Mapproximately Mapproximately Masonry Vernacular Masonry Vern	Name of Public Tract (e.g., park)				
Construction Year. 1962 Mapproximately Mapproximately Masonry Vernacular Masonry Vern	HIGTODY				
Original Use Residence, private From (year): 1962 To (year):	HISTORY				
Original Use Residence, private From (year): 1962 To (year):	Construction Year: 1962 Approximately Uyear listed or earlier Uyear listed or later				
Other Use	Original Use Residence, private From (year): 1962 To (year): -				
Other Use					
Moves:					
Alterations: see no though Date: 1-1-1990 Nature Replaced door Additions: so no though Date: 1-1-1969 Nature Net flat roof add; 1991 N flat roof add Architect (lastname first):	Other Use To (year): To (year):				
Additions: No note thoughout Date: 1-1-1969 Nature NE flat roof add; 1991 N flat roof add Architect (lastname first): Ownership History (especially original owner, dates, profession, etc.) Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1 Exterior Fabric(s) . Stucco 2 3 Roof Type(s) 1. Gable 2. Flat 3 Roof Material(s) 1. Built-up 2. Composition roll 3. Metal w/elastomeric paint Roof secondary strucs. (dormer etc.) 2 Gable structure N facade Windows (types, materials, etc.) All obscured by hurricane shutters Distinguishing Architectural Features (exterior or interior ornaments) Hurricane shutters, vents, concrete planter boxes, stuccoed carport columns Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)	Moves:				
Architect (lastname first): Ownership History (especially original owner, dates, profession, etc.) Is the Resource Affected by a Local Preservation Ordinance?	Alterations: See no lunknown Date: 1-1-1990 Nature Replaced door				
Ownership History (especially original owner, dates, profession, etc.) Style Resource Affected by a Local Preservation Ordinance?	Additions: pes no uhkhown Date: 1-1-1969 Nature NE Hat roof aga; 1991 M trac roof aga				
Ownership History (especially original owner, dates, profession, etc.) Style Resource Affected by a Local Preservation Ordinance?	Architect (last name first): Ruilder (last name first):				
Is the Resource Affected by a Local Preservation Ordinance?					
Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1 Exterior Fabric(s) 1. Stucco 2. 3. Roof Type(s) 1. Gable 2. Flat 3. Roof Material(s) 1. Built-up 2. Composition roll 3. Metal w/elastomeric paint Roof secondary strucs. (dormers etc.) 1. 2. Gable structure N facade Windows (types, materials, etc.) All obscured by hurricane shutters Distinguishing Architectural Features (exterior or interior ornaments) Hurricane shutters, vents, concrete planter boxes, stuccoed carport columns Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)					
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Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1 Exterior Fabric(s) 1. Stucco 2. 3. Roof Type(s) 1. Gable 2. Flat 3. Metal w/elastomeric paint Roof secondary strucs. (dormers etc.) 1. Roof secondary strucs. (dormers etc.) 1. 2. Gable structure N facade Windows (types, materials, etc.) All obscured by hurricane shutters Distinguishing Architectural Features (exterior or interior ornaments) Hurricane shutters, vents, concrete planter boxes, stuccoed carport columns Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)	DESCRIPTION				
Exterior Fabric(s) 1. Stucco 2. 3. Roof Type(s) 1. Gable 2. Flat 3. Roof Material(s) 1. Built-up 2. Composition roll 3. Metal w/elastomeric paint Roof secondary strucs. (dormers etc.) 1. 2. Gable structure N facade Windows (types, materials, etc.) All obscured by hurricane shutters Distinguishing Architectural Features (exterior or interior ornaments) Hurricane shutters, vents, concrete planter boxes, stuccoed carport columns Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)					
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Windows (types, materials, etc.) All obscured by hurricane shutters Distinguishing Architectural Features (exterior or interior ornaments) Hurricane shutters, vents, concrete planter boxes, stuccoed carport columns Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)					
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Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)					
1. Attached metal carport on W facade 2. Shed to N of residence, not visible from road	Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)				
	1. Attached metal carport on W facade 2. Shed to N of residence, not visible from road				
DHR USE ONLY OFFICIAL EVALUATION DHR USE ONLY	DHR LISE ONLY OFFICIAL EVALUATION DHR LISE ONLY				

NR List Date	SHPO-Appears to meet criteria for NR listing:	-		Date	Init
Owner Objection	KEEPER – Determined eligible: NR Criteriafor Evaluation: a b c	yes d	no (see National Register Bulletin	Date 15,p.2)	

HR6E046R effective 05/2016 Rule 1A-46.001, F.A.C.

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

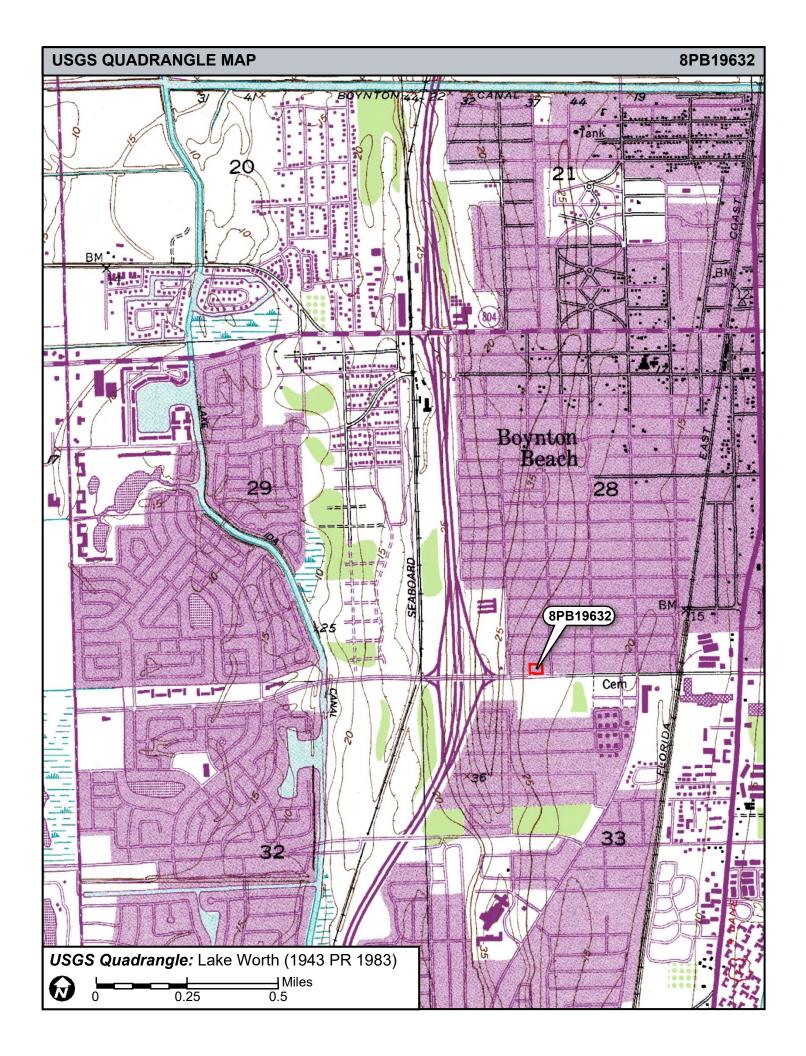
DESCRIPTION (continued)				
Chimney: No Chimney Material(s): 1		2		
Structural System(s): 1. Concrete bloc	k 2.	3.		
Foundation Type(s): 1. Continuous	2.			
Foundation Material(s): 1. Concrete Bloc.	k 2.			
Main Entrance (stylistic details)				
Recessed under gable on S facade	, on small recesse	ed concrete porch, repl	aced metal/glass door	
Porch Descriptions (types, locations, roof types, et	tc.)			
Recessed concrete porch under ga	ble roof			
Condition (overall resource condition): excellent Narrative Description of Resource	■good □fair □dete	eriorated □ruinous		
This Masonry Vernacular residenc 1969 and 1991. It has an integra Windows are obscured by hurrican	ted carport on the	to doors c 1990. It ha e W facade and an attac	s 2 N flat roof add c ched metal carport.	
Archaeological Remains			Check if Archaeological Form Completed	
Thomas or ogreat termanis				
RES	EARCH METHOI	OS (select all that apply)		
FMSF recordsearch (sites/surveys)	library research	□building permits	□Sanborn maps	
	indicary research City directory	Occupant/owner interview	□sanborn maps □plat maps	
<u>-</u>	•	•		
	newspaper files	neighborinterview	Public Lands Survey (DEP)	
©cultural resource survey (CRAS)	historicphotos	□nterior inspection	HABS/HAER record search	
Mother methods (describe) Historic Aeria				
Bibliographic References (give FMSF manuscrip	t#if relevant, use continuation	on sheet if needed)		
OPIN	ION OF RESOUR	CE SIGNIFICANCE		
Appears to meet the criteria for National Regis	ster listing individually?	yes Sno insuff	icient information	
Appears to meet the criteria for National Regis			icient information	
Explanation of Evaluation (required, whether signifi			icient information	
			Tu oddition	
This residence has additions and this residence exhibits a common	atterations comp	romising its historic a	appearance. In addition,	
As a result, it is considered Na			i miscoric associations.	
Area(s) of Historical Significance (see National Reg			"	
	3 4.			
<i>z</i>	т			
	DOCUMEN	ITATION		
Accessible Documentation Not Filed with the	ne Site File - including fiel	d notes analysis notes photos plans	and other important documents	
Document type Field notes	Mai	ntaining organization I lanus Research	and other important documents	
1) Document description	Fil	e or accession #'s	_	
2) Document type Field maps		ntaining organization Janus Research		
Document description	Fil	e or accession#'s		
	RECORDER IN	FORMATION		
Recorder Name Janus Research		Affiliation Janus Research		
Recorder Contact Information 1107 N Ward	St Tampa, FL / 83	13-636-8 <mark>200 / janus@jar</mark>	nus-research.com	
(address / phone / fax / e-mail)	<u> </u>			

Required Attachments

- **1** USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital \underline{AND} hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.





Page 1

✓ Original Update



HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Version 5.0 **3**/19

Site#8	PB19633
Field Date	6-29-2020
Form Date	7-16-2020
Recorder	4 3

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

Site Name(s)(addressifnone) 1515 SW 2nd Street	Multiple Listing (DHR only)			
Survey Project Name CRAS SR9/I-95 from S to N of Woolbright				
National Register Category (please check one) ■ building □ structure □ district				
Ownership private-profit private-nonprofit private-individual private-nonspecific city county st	ale federal Native American foreign unknown			
LOCATION & MAP	PING			
Street Number <u>Direction</u> Street Name	Street Type Suffix Direction			
Address: 1515 SW 2nd	Street			
Cross Streets (nearest/between)	soco Plan Od. M			
USGS 7.5 Map Name LAKE WORTH USGS Date City/Town (within 3 miles) Boynton Beach InCity Limits? ⊠yes □r	1983 Plat or Other Map			
Township 45S Range 43E Section 28 1/4 section: □NW □SW 08-43-45-28-02-006-0130	V LISE LINE Irregular-name:			
	darant			
	lock Lot			
UTM Coordinates: Zone 16 17 Easting 5 9 2 8 5 3 Northing 2 9 3	3 3 0 3 0			
				
Other Coordinates: X: Y:Coordinate S	System & Datum			
Name of Public Tract (e.g., park)				
HISTORY				
Construction Year: 1960	vear listed or later			
Original Use Residence, private From (year):	1960 To (year): -			
CurrentUse Residence, private From (year):	To (year):			
	2020			
Other Use From (year)	: To (year):			
Moves: yes normknown Date: Original address				
Alterations: Ses no unknown Date: 1-1-2000 Nature Replace	ed windows/door			
Additions: Nature N flat	roof addition			
	astname first):			
Ownership History (especially original owner, dates, profession, etc.)				
I-4h-DAff4-1hIID4iOn-linear-2	D:1			
Is the Resource Affected by a Local Preservation Ordinance? yes Ino unk	mown Describe			
DESCRIPTION	N			
Style Masonry Vernacular Exterior Plan Irregu	ular Number of Stories 1			
Exterior Fabric(s) 1. Stucco 2.	3.			
RoofType(s) 1. Hip 2. Flat	3.			
Roof Material(s) 1.Composition shingles 2.Composition r	roll 3.			
Roof secondary strucs. (dormers etc.) 1.	2			
Windows (types, materials, etc.)				
Metal 4-light awning, vinyl 1/1 SHS, several obscured by	y vegetation/fencing			
Distinguishing Architectural Features (exterior or interior ornaments)				
Decorative shutters, stamped stucco, stamped stucco walls on either side of entrance				
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use	continuation sheet if needed.)			
None observed				
DHR USE ONLY OFFICIAL EVALUAT	TION DHR USE ONLY			

NR List Date	SHPO-Appears to meet criteria for NR listing:	-		Date	Init
Owner Objection	KEEPER – Determined eligible: NR Criteriafor Evaluation: a b c	yes d	no (see National Register Bulletin	Date 15,p.2)	

HR6E046R effective 05/2016 Rule 1A-46.001, F.A.C.

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

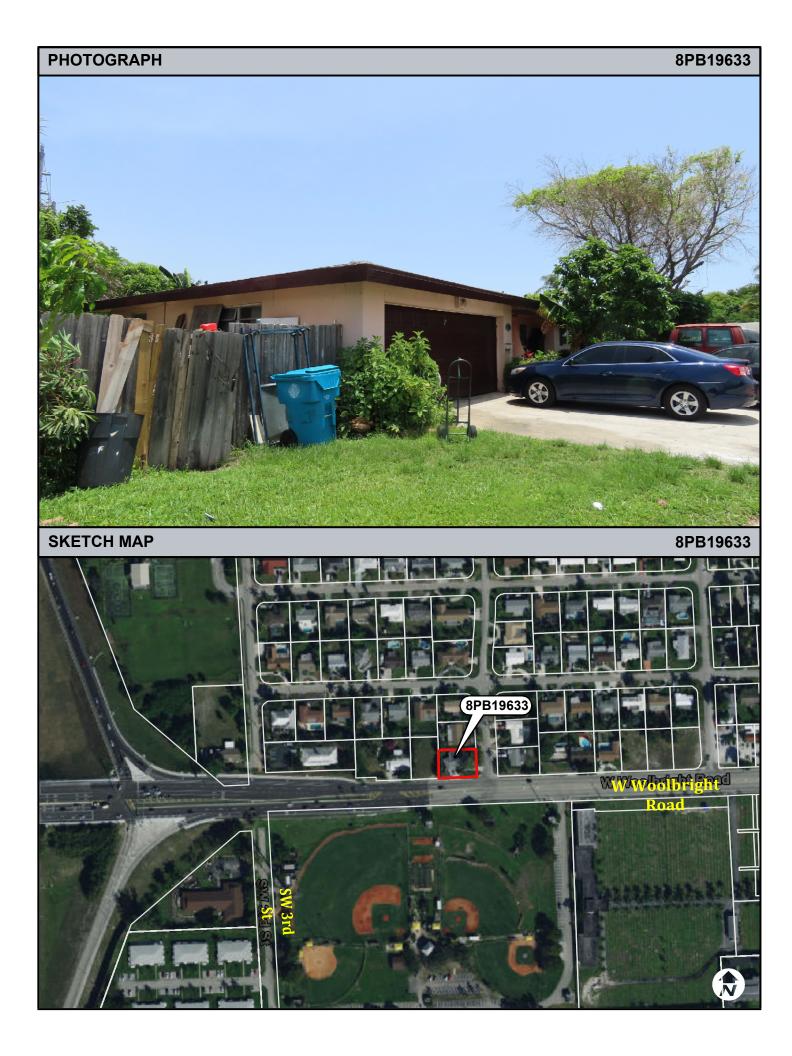
HISTORICAL STRUCTURE FORM

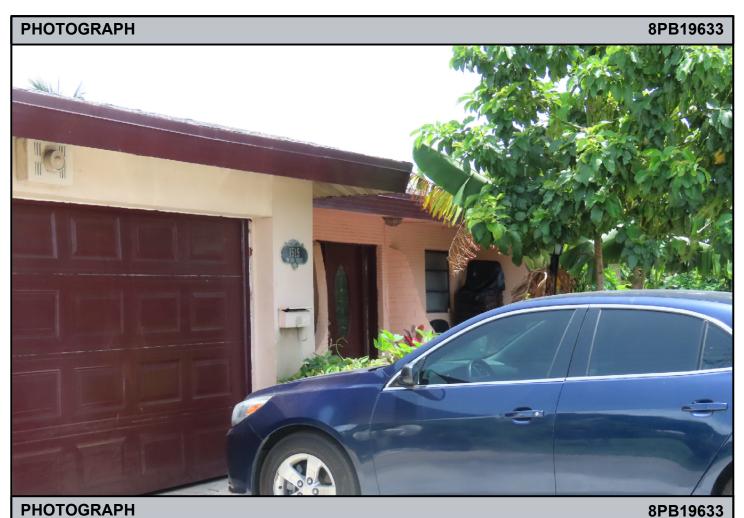
	DESCRIPTION	ON (continued)	
Chimney: No Chimney Material(s): 1.		2.	
Structural System(s): 1. Concrete b	lock 2.	3.	
Foundation Type(s): 1. Continuous			
Foundation Material(s): 1. Concrete B.			
Main Entrance (stylistic details)			
Recessed under hip roof on S	facade, replaced do	or flanked by stamped st	tucco walls
F			
Porch Descriptions (types, locations, roof types, locations)	es, etc.)		
Recessed concrete porch under	hip roof		
Condition (overall resource condition): excellen Narrative Description of Resource	t ⊠good □fair □d	eteriorated □ruinous	
This Masonry Vernacular resid roof add c 1968. It has a gar vegetation and fencing.			
Archaeological Remains_			Check if Archaeological Form Completed
R	ESEARCH METHO	DDS (select all that apply)	
FMSF recordsearch (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	□neighborinterview	Public Lands Survey (DEP)
Scultural resource survey (CRAS)	historic photos	Interior inspection	HABS/HAER record search
Sother methods (describe) Historic Ae	rials	interior inspection	TABS/HAERTecord search
Bibliographic References (give FMSF manu		4:14:611)	
biolographic References (give Fwise mand	iscript # 11 relevant, use continua	nton sheet if needed)	
OF	PINION OF RESOLI	RCE SIGNIFICANCE	
Appears to meet the criteria for National I			ficient information
Appears to meet the criteria for National R Explanation of Evaluation (required, whether s			ficient information
1	• •		
This residence has an addition			
addition, this residence exhi associations. As a result, it			
Area(s) of Historical Significance (see National			
1			
2		6	
	DOCUME	ENTATION	
Accessible Documentation Not Filed wi	th the Site File - including	field notes, analysis notes, photos, plans	and other important documents
Document description		Fileoraccession#'s	
Document type Field mans		Maintaining organization Janus Research	
2) Document description		File or accession#'s	
		NFORMATION	
Recorder Name Janus Research	— RECORDER II	Affiliation Janus Research	
Recorder Contact Information 1107 M W	ard St Tampa FT: /	813-636-8200 / janus@jar	nus-research com
(address / phone / fax / e-mail)	mar nor No. diab /		

Required Attachments

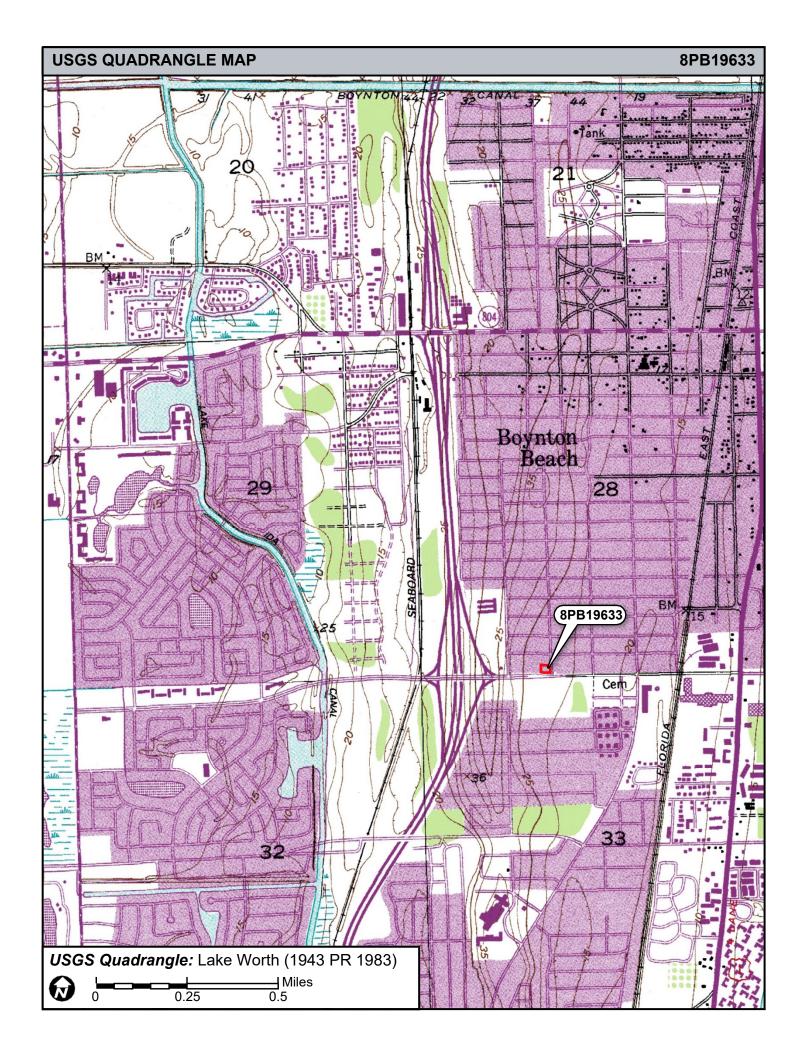
- **1** USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

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Page 1

✓ Original Update



HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Version 5.0 **3**/19

PB19634 Site#8 Field Date 6-29-2020 7-16-2020 Form Date Recorder#_

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

Site Name(s) (addressifnone) 455 North Boulevard A, B, C, & D Survey Project Name CRAS SR9/I-95 from S to N of Woolbright Rd Survey #(DHR only)
National Register Category (please check one) Subuilding structure district site object Ownership Private-profit private-nonprofit private-individual private-nonspecific city county states federal Native Andrican foreign unknown
StreetNumber Direction StreetName StreetType Suffix Direction
08-43-45-33-17-435-0040 Tax Parcel #
Other Coordinates: X: Y: Coordinate System & Datum Name of Public Tract (e.g., park)
HISTORY
Construction Year: 1970 Supproximately Supproximate
Other Use From (year): To (year): Moves:yes no unknown Date: Original address Alterations: Ges no unknown Date: 1-1-2000 Nature Replaced doors Additions: None observed
Architect (last name first):Builder (last name first):Builder (last name first):
Is the Resource Affected by a Local Preservation Ordinance? yes Ino unknown Describe
DESCRIPTION
Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1 Exterior Fabric(s) 1. Stucco 2. 3. Roof Type(s) 1. Hip 2. Flat 3. Roof Material(s) 1. Composition shingles 2. Composition roll 3. Roof secondary strucs. (dormers etc.) 1. 2. Windows (types, materials, etc.) Metal 4-light awning, Metal 1/1 SHS
Metal 4-light awning, Metal 1/1 ShS
Distinguishing Architectural Features (exterior or interior ornaments) Decorative shutters, breeze block screen on S facade, clamshell awnings
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) None observed
DHR USE ONLY OFFICIAL EVALUATION DHR USE ONLY

NR List Date	SHPO-Appears to meet criteria for NR listing:	-		Date	Init
Owner Objection	KEEPER – Determined eligible: NR Criteriafor Evaluation: a b c	yes d	no (see National Register Bulletin	Date 15,p.2)	

HR6E046R effective 05/2016 Rule 1A-46.001, F.A.C.

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

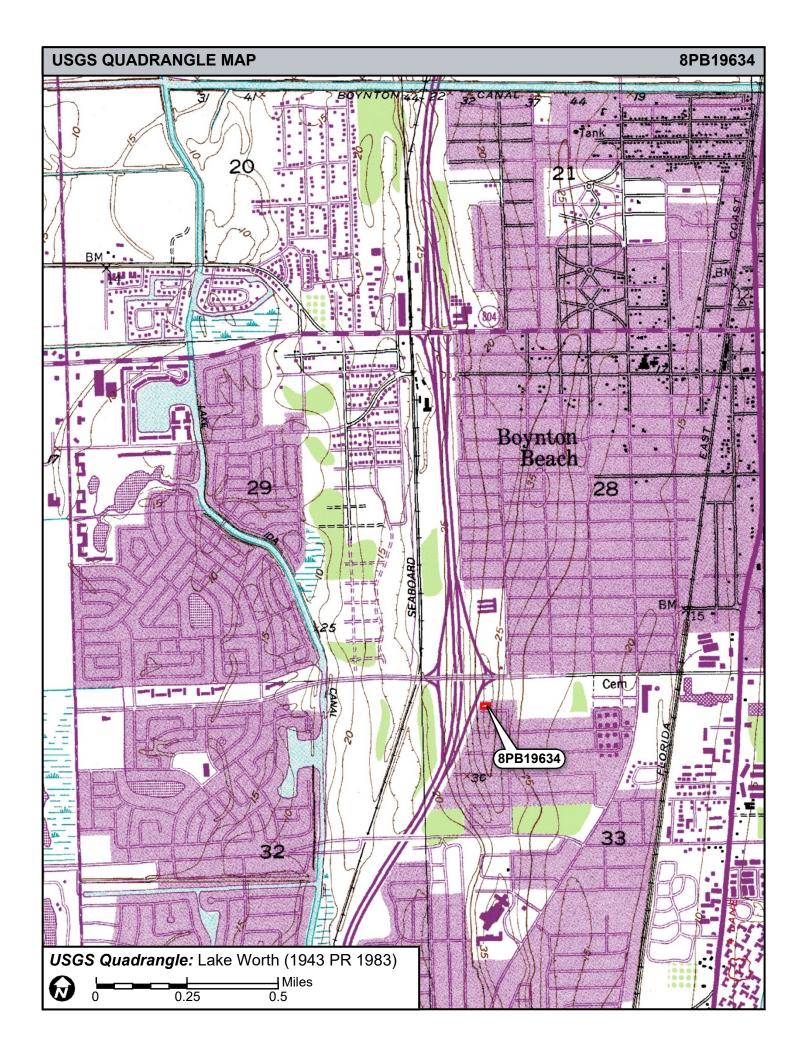
DESCRIPTION (continued)	
Chimney: No Chimney Material(s): 1	
Recessed concrete porch under hip roof on S facade with 2 sidewalks lead	ing to it
Condition (overall resource condition): excellent good fair deteriorated ruinous Narrative Description of Resource This Masonry Vernacular quadraplex has alterations to doors c 2000. It has	as no observed
additions or outbuildings. There are two flat roof projections on the SE part of the High Point Condominiums Complex Section 3	and SW corners. It is
Archaeological Remains	Check if Archaeological Form Completed
RESEARCH METHODS (select all that apply)	
■ FMSF record search (sites/surveys) □ library research □ building permits □ city directory □ occupant/owner interview □ property appraiser/tax records □ newspaper files □ neighbor interview □ cultural resource survey (CRAS) □ historic photos □ nterior inspection □ occupant/owner interview □ neighbor interview □ occupant/owner interview □ occ	□Sanborn maps □plat maps □Public Lands Survey (DEP) □HABS/HAER record search
OPINION OF RESOURCE SIGNIFICANCE	
Appears to meet the criteria for National Register listing as part of a district? yes Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This quadraplex has alterations to doors. In addition, this residence ex in South Florida. It has no known historical associations aside from bei	
Point complex. It is considered National Register-ineligible. Area(s)ofHistoricalSignificance(see National RegisterBulletin 15, p. 8 forcategories: e.g. "architecture", "ethnic heritage", 1	
DOCUMENTATION	
Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans at Document type Field notes Maintaining organization File or accession#'s 2) Document type Field maps Maintaining organization File or accession#'s Maintaining organization File or accession#'s	
RECORDER INFORMATION	
Recorder Name Janus Research Affiliation Janus Research Recorder Contact Information 1107 M Ward St Tampa, FL / 813-636-8200 / janus@jan (address/phone/fax/e-mail)	us-research.com

Required Attachments

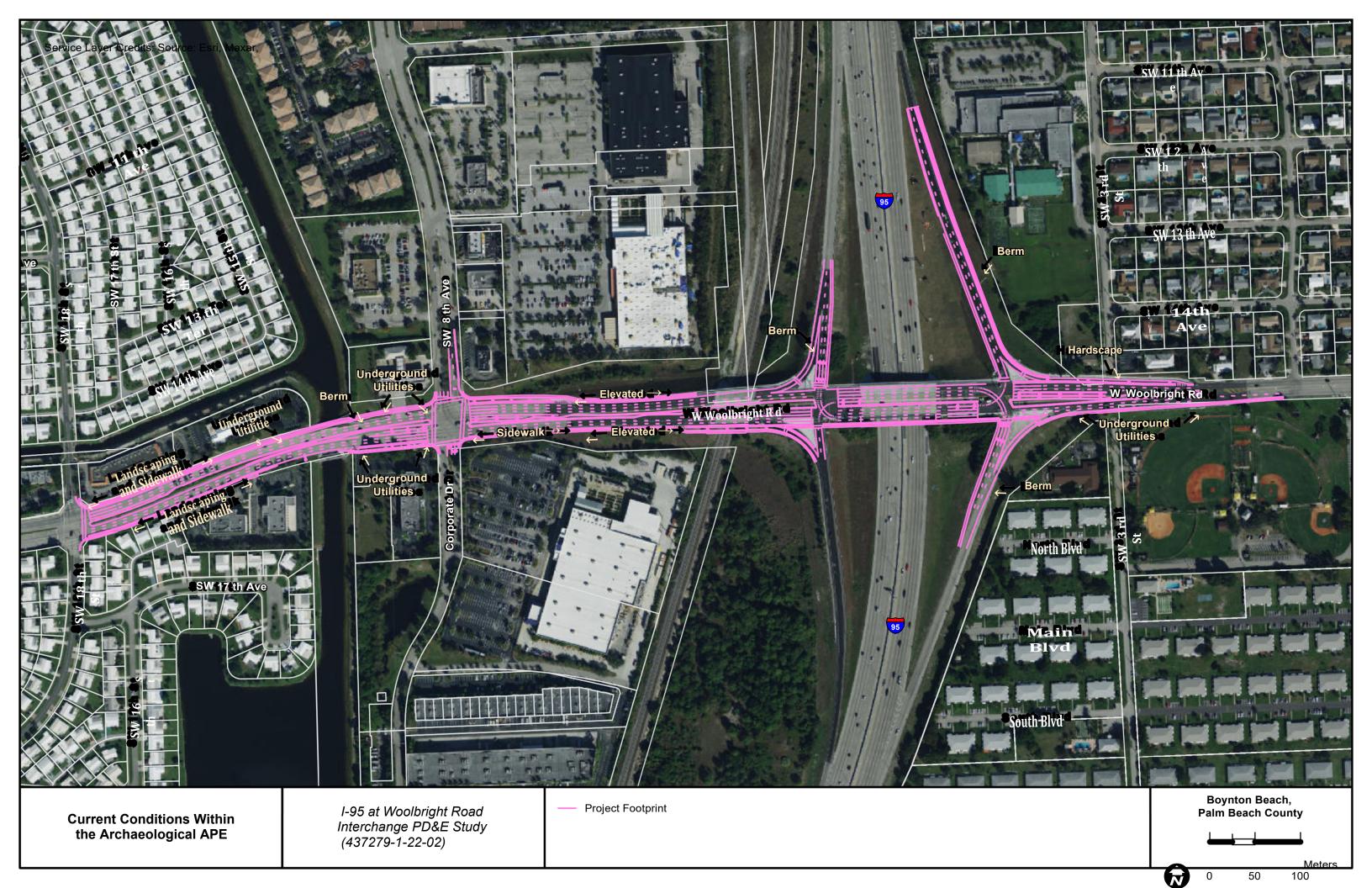
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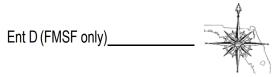








APPENDIX C SURVEY LOG



Survey Log Sheet

Survey # (FMSFonly)

lor izla IŸlaster Site File

Consult iuîde to the Sarvey log Sheet for detailed instructions.

	Manusc	ript Information	
Survey Project (name and Project phas	20)		
SR-9/I-95 at Woolbright 1	<u>'</u>		
Report Title (exactly as on title page)			
Cultural Resource Assess Beach County, Florida (ment Survey (CRAS) of t	the SR-9/I-95 at Woolbright Ro	ad Interchange, Palm
		,	
Report Authors (as on title page)	1. Janus Resea Fch	3	
		4	
Publication Year 2020	Mumber of Pages in Report ((8» not include site forms) 90	_
Publication Information lGive series, Janus Research, 1107 N Wa	-	ty. For article or chapter, cite page numbers. U	Jse the style of /Imeri¢an /Intiqiiity.]
•		Smart, Amy; Pepe, Jim	
Affiliation of Fieldworkers: Organiz			'Tampa
·	•	ce archaeology, structure, survey, ar¢hite¢	
18	,		
24	•	68	
Survey Sponsors (corporation, governr	-	unding fieldwork) Organization <u>Florida Dept of Transportation - D</u>	vietrict $arDelta$
		, Ft Maudezda & , FT 33309/954	
		Date Log Shee	
		EJNo OYes: Previous survey //s (FM	
is this survey of project a contine	iation of a previous project:	E3110 OTCS. Theylous survey //s (Fiv.	isi olily)
	Project	t Area Mapping	
Counties (select every county in which	field survey was done; attach addi	tional sheet if necessary)	
1. Palm Beach	3	5	
2			
USGS 1:24,000 Map Names/Year of	Latest Povision (attach additiOns	al shoot if necessary)	
	Year 1983		Voor
LName LAKE WORTH 2 Name		4.Name	
3. Name		6. Name	
o. Namo	1&i	o. Name	
	Field Dates and F	Project Area Description	
E' 11 1 D 4 00 4 10 10	2010 E 1 (20 2020	T . 1 A . C . 1/011	1
Fieldwork Dates: Start 12—12—		Total Area Surveyed (fill in one)	nectares /4.00 acres
Mumber of Distinct Tracts or Area If Corridor (fill in One for each) Wid	•	<u>l</u> eet L	ength: <u>àilometersniles</u>
	uIIICICIO		

	Research ar	nd Field Methods		
Types of Survey (select all that apply)	ypes of Survey (select all that apply): @Xarchaeological @Xarchitectural @hist0rical/archival		rchival @	Dunderwater
	@damage assessment @m0	nit0ring report mother(descr	ribe):	
Scope/Intensity/Procedures				
Desktop analysis and pede	estrian survey for archa	eological resources		
Preliminary Methods (select as many a	as apply to the project as a whole)			
@xFlorida Archives (Gray Building)	@library research- local public	IOCW FO eFt\OFtdX FeCOFdS	@>t other histori	c maps @ LIDAR
@)Florida Photo Archives (Gray Building)	@ library-special collection	newspaperfiles ()soils maps or data mother rem		
@XSite File property search	@XPublic Lands Survey (maps at DEP)	literature search	@windshield s	-
@)Site File survey search	@)local informant(s)	bsanbornlnsurancemaps	@)aerial photog	graphy
jOher(Jxcrie): Janus Librar	У			
Archaeological Methods (select as mai	ny as apply to the project as a whole)			
@Check here if NO archaeological method				
@surface collection, controlled	@shovel test-other screen size	@block excavation (at	least2x2 m)	@metal detector
@surface collection, uncontrolled	@water screen	@soil resistivity @magnetometer		mother remote sensing @x pedestrian survey
@shovel test-1/4"screen @shovel test-1/8" screen	<pre>@posthole tests @auger tests</pre>	aside scan sonar		@unknown
@shovel test 1116"screen	scoring	aground penetrating ra	idar (GPR)	WUIKIIOWII
@shovel test-unscreened	@test excavation (at least 1x2 m)	L1DAR	idai (Oi it)	
OthaJexribe): Desktopanal	ysis			
Historical/Architectural Methods (sele		as a whole)		
QCheck here if NO historical/archite		0		07. 18.1
QXbuilding permits	Qdemolition permits	Qneighbor interview		QX subdivision maps Qtax records
Qcommercial permits Qinterior documentation	Qxwindshield survey Qxlocal property records	Qoccupant interview Qoccupation permits		Qunknown
amonor accumentation	wallous proporty room do	Quodapation pointite		Quillionii
§jOtMr(Jxribe: Visual insp	pection of the APE			
	Surve	ey Results		
Resource Significance Evaluated		,		
•	L	OO and a CN and a Danamia d	D	4
Count of Previously Recorded Re		Count of Newly Recorded		4
List Previously Recorded Site Iolls w	ith Site File Forms Completed (atta	ch additional pages if necessar	ry)	
PB12918, PB12917				
List Newly Recorded Site lofts (at	tach additional pages if necessa	ıry)		
PB19631-PB19634	, 0	.,		
Site Forms Used: OSite File I	Paper Forms I]Site File PD	F Forms		

REOUIRED: Attach Map of Survey or Project Area Boundary

Origin of Report: @872 @Public Lands @UW @1A32# QAcademic QContract QAvocational

@Grant Project # @Compliance Review: CRAT #

Type of Document: @Archaeological Survey @HistoricallArchitectural Survey @Marine Survey @Cell Tower CRAS @Monitoring Report

@0verview @Excavation Report @Multi-Site Excavation Report @Structure Detailed Report @Library, Hist. or Archival Doc

@Desktop Analysis AMPS @MRA STG @0ther:

Document Destination: P1 ot tab1e Pzojects Pl0tability:

HRdEO66RO718, effective 05/20ld Rule 1A-4d.001, F.A.C.

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Br0n0ugh St., Tallahassee, Florida 32399-0250 Phone 850.245.d44O, Fax 850.245.d439, Email: Site File §dos.myfl0rida.com

