

FINAL CULTURAL RESOURCE ASSESSMENT SURVEY ADDENDUM

Florida Department of Transportation



District Four
3400 W Commercial Blvd
Fort Lauderdale, FL 33309

I-95 from SW 10th Street to Hillsboro Boulevard

Financial Management Number 436964-1-22-01
ETDM Number 14244

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.

April 2021

EXECUTIVE SUMMARY

At the request of the Florida Department of Transportation (FDOT), District 4, Janus Research, in cooperation with HNTB Corporation, conducted an *Addendum to the Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard* (Financial Management [FM] No. 436964-1-22-01; Efficient Transportation Decision Making [ETDM] No. 14244). Based on changes to the project since the 2018 *Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard* (Florida Master Site File [FMSF] Manuscript No. 25586), this addendum was prepared to identify cultural resources within the updated project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4.

The project extends along Interstate 95 (I-95) from south of NE 48 Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. I-95 is part of the Strategic Intermodal System and the National Highway System which is Florida's high priority network of transportation facilities important to the state's economy, mobility and defense.

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 United States Code [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). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register [FR] 44716, as amended and annotated).

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

In 2018, Janus Research conducted the *Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard* (FMSF Manuscript No. 25586) for the project corridor along I-95 from south of SW 10th Street to north of Hillsboro Boulevard (Janus Research 2018). The proposed improvements included changes to the partial cloverleaf interchanges at both SW 10th Street and Hillsboro Boulevard, as well as improvements to I-95 and SW 10th Street. The 2018 Cultural Resource Assessment Survey (CRAS) did not identify any archaeological sites within the APE. One historic resource, the Seaboard Air Line (CSX) Railroad (8BD4649), was identified and considered National Register-eligible. The SHPO determined that the report was complete and sufficient and concurred with the evaluations on December 3, 2018.

Since the completion of the 2018 CRAS, changes to the design of the project improvements have necessitated the expansion of the APE and additional field survey. This document serves as an addendum to the original CRAS report. The environmental setting, precontact overview, and historical overview were discussed in detail in the 2018 CRAS and the information is not repeated in this addendum. A detailed review of the FMSF and previously conducted surveys within the project area can also be found in the 2018 CRAS.

No newly or previously recorded archaeological sites were identified within the archaeological APE. No subsurface testing could be conducted within the current archaeological APE due to the presence of existing pavement, berms, and buried utilities.

The historic resources survey resulted in the identification of one linear resource within the project APE, the Seaboard Air Line (CSX) Railroad (8BD4649). The segment within the APE was determined eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development during the 2018 CRAS. The survey also identified three newly recorded buildings (8BD7743-8BD7745). All three buildings exhibit common architectural styles found in South Florida and feature alterations or additions which compromise historic integrity. Therefore, they are considered ineligible for listing in the National Register.

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1 INTRODUCTION

At the request of the Florida Department of Transportation (FDOT) District 4, Janus Research, in cooperation with HNTB Corporation, conducted an *Addendum to the Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard* (Financial Management [FM] No. 436964-1-22-01; Efficient Transportation Decision Making [ETDM] No. 14244). Based on changes to the project since the 2018 *Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard* (Florida Master Site File [FMSF] Manuscript No. 25586), this addendum was prepared to identify cultural resources within the updated project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 Code of Federal Regulations (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 United States Code [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). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register [FR] 44716, as amended and annotated).

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Since the completion of the 2018 CRAS, changes to the design of the project improvements have necessitated the expansion of the APE and additional field survey. The environmental setting, precontact overview, and historical overview were discussed in detail within the 2018 CRAS and the information is not repeated in this addendum (Janus Research 2018; FMSF Manuscript No. 25586). A detailed review of the FMSF and previously conducted surveys within the project area can also be found in the 2018 CRAS.

1.1 Project Description and Location

The FDOT District Four conducted a Project Development and Environment (PD&E) Study, in accordance with the National Environmental Policy Act (NEPA), to assess potential operational and safety improvements along 3.1 miles of Interstate 95 (I-95), from south of NE 48 Street [Mile Post (MP) 22.0] to north of SR 810 (Hillsboro Boulevard) [MP 25.10], in Broward County, Florida.

The project extends along I-95 from south of NE 48 Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. I-95 is part of the Strategic Intermodal System and the National Highway System which is Florida's high priority network of transportation facilities important to the state's economy, mobility and defense.

The study evaluated alternatives for improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of NE 48 Street to just north of the Hillsboro Boulevard interchange. SW 10th Street provides a direct connection between I-95 and the Sawgrass Expressway. The study also evaluated improvements along both SW 10th Street and Hillsboro Boulevard near I-95.

Alternatives were also evaluated to modify the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Replacement of the existing SW 10th Street bridge over I-95 and a grade separation at the existing at-grade railroad crossing at Hillsboro Boulevard were also evaluated.

The project study area is shown in **Figure 1-1**.

1.2 Purpose and Need

The purpose of this project is to eliminate existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard, and on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The primary need for the project is based on capacity/operational and safety issues, with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

1.2.1 Capacity/Operational Deficiencies

FDOT has identified the need to improve traffic operations along I-95 between the SW 10th Street and Hillsboro Boulevard interchanges, especially at existing merge and diverge ramps that are the sources of traffic turbulence and collisions. The mainline directional volumes range from 4,400 to 5,850 vehicles per hour (vph) with ramp volumes from 800 to 1,250 vph at SW 10th Street and 400 to 1,000 vph at Hillsboro Boulevard.

Operational analyses along I-95 indicate that all freeway segments in the study area operate at Level of Service (LOS) D or better except for the following:

- The diverge segment at I-95 southbound (SB) off-ramp to SW 10th Street EB and WB during the AM and PM peak periods;
- The I-95 mainline segment between I-95 SB on-ramp from SW 10th Street eastbound (EB) and westbound (WB) and I-95 SB off-ramp to Sample Road EB and WB during the PM peak period;
- The I-95 mainline between I-95 SB On-Ramp from Palmetto Park Boulevard EB and I-95 SB Off-Ramp to Hillsboro Boulevard EB and WB during the AM peak period;
- The merge at I-95 SB on-ramp from Hillsboro Boulevard WB during AM and PM peak periods; and
- The diverge segment at I-95 northbound (NB) off-ramp to Hillsboro Boulevard EB during the AM peak period.

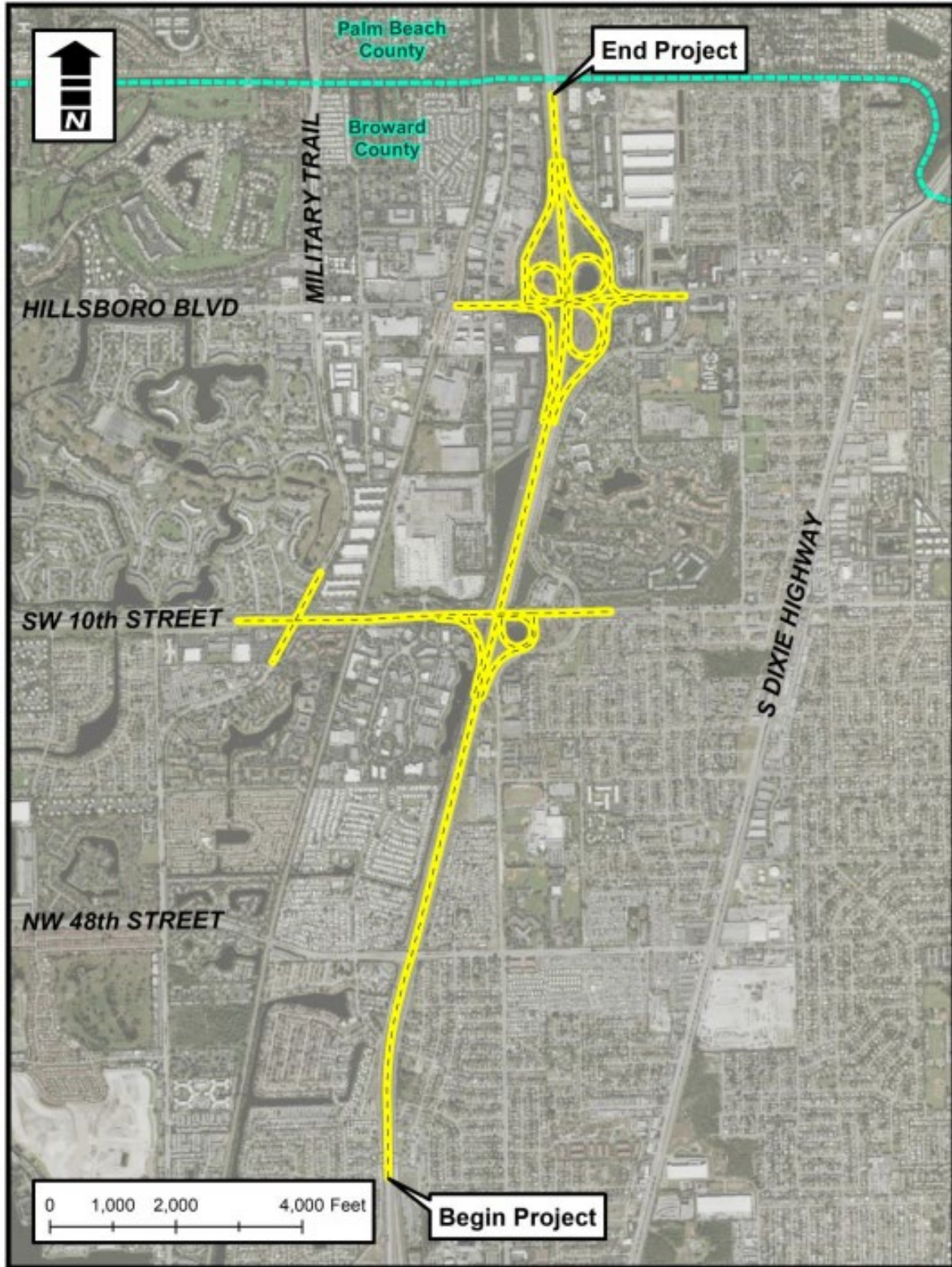


Figure 1-1 Project Study Area

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Year 2040 traffic projections show the mainline directional volumes ranging from 6,000 to 7,300 vph. Year 2040 peak hour directional volumes on I-95 Express are forecasted to range an additional 1,300 to 2,550 vph within the I-95 corridor. Operational analyses under the "No Action" option in year 2040 reflects implementation of two major programmed improvements: 1) I-95 Express Phase 3 (two express travel lanes in each direction), and 2) I-95 Ramp Metering. All of the mainline freeway segments in the study area would operate at a deficient LOS (E or F) during one or both peak periods with the exception that the merge segment for I-95 SB On-Ramp from WB Hillsboro Boulevard would operate at LOS D during the PM peak hour.

1.2.2 Safety

A need exists to resolve safety issues within the project limits along I-95 as well as SW 10th Street and Hillsboro Boulevard. Crash analyses for the years 2008 through 2012 reveal that the I-95 segment within the Hillsboro Boulevard interchange area is classified as a high crash segment for four of the five study years. It should also be noted that the existing interchanges are closely located together and have short weave distances. Crash rates along SW 10th Street in the vicinity of I-95 exceed the statewide average for similar facilities for all five study years, but the segment along Hillsboro Boulevard in the vicinity of I-95 does not. Field observations indicate that the number of crashes along the Hillsboro Boulevard project segment may be influenced by queues extending from the railroad crossing into this area.

1.2.3 Evacuation and Emergency Services

The South Florida region has been identified by the National Oceanic and Atmospheric Administration (NOAA) as an area with a high degree of vulnerability to hurricanes and the Florida Division of Emergency Management has designated specific evacuation routes through the region. Both SW 10th Street and Hillsboro Boulevard are designated as emergency evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

1.2.4 Transportation Demand

A need exists to improve capacity and safety while meeting transportation demand and maintaining consistency with other transportation plans and projects, such as the Broward County Interchange Master Plan (IMP) and I-95 Express Lanes Phase III Project. The project is included in the FDOT Work Program with PE is scheduled for fiscal years 2017 and 2018. The Broward County MPO 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway

Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but could be included in a future approved Transportation Improvement Program.

1.2.5 System Linkage

A need exists to ensure that I-95 continues to meet the minimum requirements of a component of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS), as well as provides access connectivity to other major arterials such as I-595 and Florida's Turnpike Intermodal System (SIS) and the National Highway System (NHS), as well as provides access and connectivity to other major arterials such as I-595 and Florida's Turnpike.

1.2.6 Modal Interrelationships

There exists a need for capacity improvements along the I-95 project corridor to enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Increased mobility to public transit operations are needed and will benefit as a result of this project. Although no designated Broward County Transit (BCT) Routes are provided within the SW 10th Street interchange area, Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Tri-Rail Station located just west of the Hillsboro interchange.

1.2.7 Social Demands and Economic Development

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO 2035 LRTP predicted that the population would grow from 1.7 million in 2005 to 2.3 million by 2035, an increase of 29 percent. Jobs were predicted to increase from 0.7 to 1 million during the same time period, an increase of 37 percent. A need exists for the proposed improvements to support the predicted social and economic travel.

1.3 Description of Preferred Alternative

This project and the recommended improvements were closely coordinated with the SW 10th Street Connector PD&E Study Project (FM 439891-1) which is studying the feasibility of connecting the existing Sawgrass Expressway with the proposed connector lanes along SW 10th Street. An Alternatives Analysis Memorandum documenting the development and screening of various alternatives including No-Build, Partial Build and Build concepts was submitted to FDOT District 4 on June 29, 2018.

The preferred alternative for the I-95 corridor is Build Alternative 2. Build Alternative 2 was refined to provide direct access from the SW 10th Street Connector to both the I-95 express lanes and general-purpose lanes compatible with the SW 10th Street Modified North Alignment Alternative. Alternative 2 proposes to maintain the existing number of general-purpose lanes throughout the I-95 corridor. The express lanes will be separated from the general-purpose lanes with tubular markers and a 2' to 4' wide buffer.

In the NB direction, an egress point is proposed for the NB express lanes north of the Sample Road interchange for traffic destined to the NB I-95 general-purpose lanes. A second egress point south of the SW 10th Street interchange is proposed for traffic destined to the WB SW 10th Street Connector lanes which braids over the general-purpose lanes and merges with the NB CD road on the east side of I-95.

Access from EB SW 10th Street Connector to I-95 NB is also provided for both the I-95 general-purpose and express-lanes. Access to the general-purpose lanes is provided by an egress access point from the express lanes north of SW 10th Street interchange. A new I-95 NB on-ramp is introduced for WB SW 10th Street as a free-flow right turn on the NE quadrant of the interchange relocating the existing left turn movement at the current intersection. The new I-95 NB on-ramp merges with EB on-ramp and the EB SW 10th Street Connector traffic destined to the I-95 general-purpose lanes on the NB CD road. The NB CD road braids over the NB Hillsboro Boulevard off-ramp to merge with the I-95 NB as an auxiliary lane just south of the Hillsboro Boulevard overpass bridge. It continues north connecting with the auxiliary lane being built by the I-95 Express Phase 3B-1 project to the north of Hillsboro Boulevard.

In the SB direction, an egress point is proposed from the express lanes south of Hillsboro Boulevard interchange for the traffic destined to the WB SW 10th Street Connector. Access to the SW 10th Street Connector from the general-purpose lanes is also provided south of the Hillsboro Boulevard interchange. The proposed CD road on the west side of I-95 braids over the I-95 SB traffic entering from EB/WB Hillsboro Boulevard on-ramps. Traffic from the I-95 general-purpose lanes and express-lanes merge on the CD road to provide access to the SW 10th Street Connector.

Access from the EB SW 10th Street Connector to I-95 SB is provided for both the I-95 general-purpose and express-lanes. Access to the general-purpose lanes is provided by an egress access point from the I-95 express-lanes north of SW 10th Street interchange which braids over the general-purpose lanes to merge with the I-95 mainline on the west side of I-95.

The preferred alternative for SW 10th Street is the Modified North Alignment. The Modified North Alignment provides three 11-ft lanes with a 7-ft buffered bike lane and 6-ft sidewalk in the WB direction. A 12-ft shared use path is provided in the EB direction along SW 10th

Street for local pedestrian and bike traffic. However, no sidewalk is provided along the north side from East Newport Center Drive/SW 12 Avenue intersection to Military Trail. Two 12-ft connector lanes are provided in each direction with direct connect ramps providing access to/from the I-95 express lanes and general-purpose lanes allowing regional connectivity to the express lanes network. In the EB direction along the connector lanes an egress ramp departs from the connector lanes west of the Military Trail intersection braiding over the EB SW 10th Street local lanes connecting along the outside lane. The egress ramp allows access to the Newport Center and local SW 10th Street east of the I-95 Interchange.

On SW 10th Street at the NB leg of the East Newport Center Drive intersection a right turn lane, a left turn and a choice through/left turn lane are provided. A left turn lane, a choice through/left turn and a right turn lane are provided for the SB leg of the intersection. In addition, dual left turn lanes are provided for both the WB and EB movements. An exclusive right turn lane is provided for the WB movement, a choice through/right turn lane is provided for the EB movement. This configuration allows improved operations and mitigates congestion for the intersection, the interchange ramp intersections and along SW 10th Street.

A roundabout is being considered at the intersection of West and East Newport Center Drive and will continue to be coordinated thru the design phase of the project. The roundabout would replace the stop condition and improve the operation of the intersection. A loop ramp is provided along SW 12 Avenue that connects directly to the SW 10th Street Connector lanes to improve operations of the East Newport Center Drive intersection with SW 10th Street by allowing WB traffic making a right turn to bypass the signal.

The NB exit ramp terminal was expanded to accommodate triple left and triple right turn lanes. The intersection at Natura Boulevard is expanded to accommodate double left and single right turn lanes on all intersection approaches.

Alternatives 1 and 2 along Hillsboro Boulevard evaluated a depressed profile and an elevated section from Goolsby Boulevard to SW 12 Avenue but were considered non-viable due to significant impacts to property access, right of way (ROW), utilities, and major temporary traffic control impacts for both the railroad tracks and Hillsboro Boulevard. Therefore, the proposed improvements along Hillsboro Boulevard are limited to the ramp terminals.

The improvements include providing a two-lane NB exit ramp with a signal controlled and expanded storage for a triple-left turn movement for the NB to WB egress ramp terminal while maintaining the dual right turn movement for the EB traffic. This improvement resulted in the elimination of the NB off-ramp loop to WB Hillsboro Boulevard combining

both NB egress ramps into one location. In addition, the NB on-ramp from WB Hillsboro Boulevard was realigned to be within the proximity of I-95. A new configuration is proposed for the EB to SB and the WB to SB on-ramp to minimize the weaving maneuvers within the interchange area.

1.3.1 Refinements to the Modified North Alignment for SW 10th Street Since the 2018 CRAS

The 2018 CRAS mentioned two alternatives for SW 10th Street, Alternative 1 and Alternative 2. Alternative 1 was later dropped from the project and Alternative 2, which considered a center and north alignment, was further refined following the 2018 CRAS. The additional access to I-95 general purpose lanes from SW 10th Street required the project limits to be extended. The Modified North Alignment (Alternative 2) was selected as the preferred alternative for SW 10th Street and was further refined to improve operations and reduce right of way impacts. Refinements to the Modified North Alignment since the 2018 CRAS include:

- Connector lanes along SW 10th Street were shifted slightly to the north to allow shifting the EB to SB direct connect ramp to avoid right of way impacts at the southwest corner of I-95 and SW 10th Street.
- The WB ingress ramp was placed on the inside of the WB connector lanes to reduce weaving and improve operations.
- The WB direct connect ramps were realigned/braided. To minimize weaving and improve operations the SB to WB ramp connection was placed on the inside lane of the connector lanes along SW 10th Street. The NB to WB direct connect ramp showing lower traffic volumes was placed on the outside lane of the connector lanes along SW 10th Street.
- The roundabout located at the intersection of SW 12 Avenue and East/West Newport Center Drive south of SW 10th Street in the Newport Center was modified from a double lane roundabout to a single lane roundabout with separate right turn by-pass lanes for the heavier right turn movements. This change minimized right of way impacts.
- The right turn directional islands along Newport Center Drive were redesigned to better align the drivers with SW 10th Street in a directional right turn movement and eliminated the through and left turn movements across the intersection.
- The SW 10th Street local lanes were slightly realigned to accommodate more cost feasible placement of piers in medians for the connector lanes and direct connect ramp structures.
- The WB to NB ingress ramp was realigned and the curve radius reduced to minimize right of way impacts, eliminate a bridge over the existing drainage pond, and increase the merge distance along the I-95 NB CD road.

- Adjustments were made to the SB ingress ramp from EB SW 10th Street local lanes to SB I-95 that extended the merge further to the north thereby eliminating a bridge structure over the existing drainage pond along the west side of I-95.

Additional refinements to the north alignment to improve vehicular and pedestrian access include:

- The 7-ft buffered bike lane and 6-ft sidewalk on the south side was replaced with a shared use path, and WB bike lanes were introduced on the north side of the road.
- The SW 10th Street connector lanes were modified to include access to both the I-95 express and general-purpose lanes for both the SB and NB traffic. Access from the EB SW 10th Street Connector lanes to I-95 SB general-purpose lanes is provided by an egress access point from the I-95 express-lanes south of SW 10th Street interchange which braids over the general-purpose lanes to merge with the I-95 mainline on the west side of I-95. This required the project limits to be extended further south to provide the required distance to merge to existing I-95
- The proposed shared use path on the south side of SW 10th Street allowed for reduced right of way impacts.

The additional right of way needs identified along the north side of SW 10th Street just west of Military Trail is needed for utility relocations.

1.4 Commitments

The project commitments are listed below:

- Continue coordination with the City of Deerfield Beach and Newport area businesses during design and construction.
- A Bicycle lane and a shared use path will be provided along local SW 10th Street. The bike lane will be provided along the north side of SW 10th Street in the WB direction and the shared use path will be provided along the south side of SW 10th Street along the EB direction.
- Landscaping will be coordinated with the local communities and the City of Deerfield Beach and will be constructed as a separate project.
- The FDOT will not stage materials or make temporary use of any of the Section 4(f) resources during construction.
- Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction.
- FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in the NSR upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process

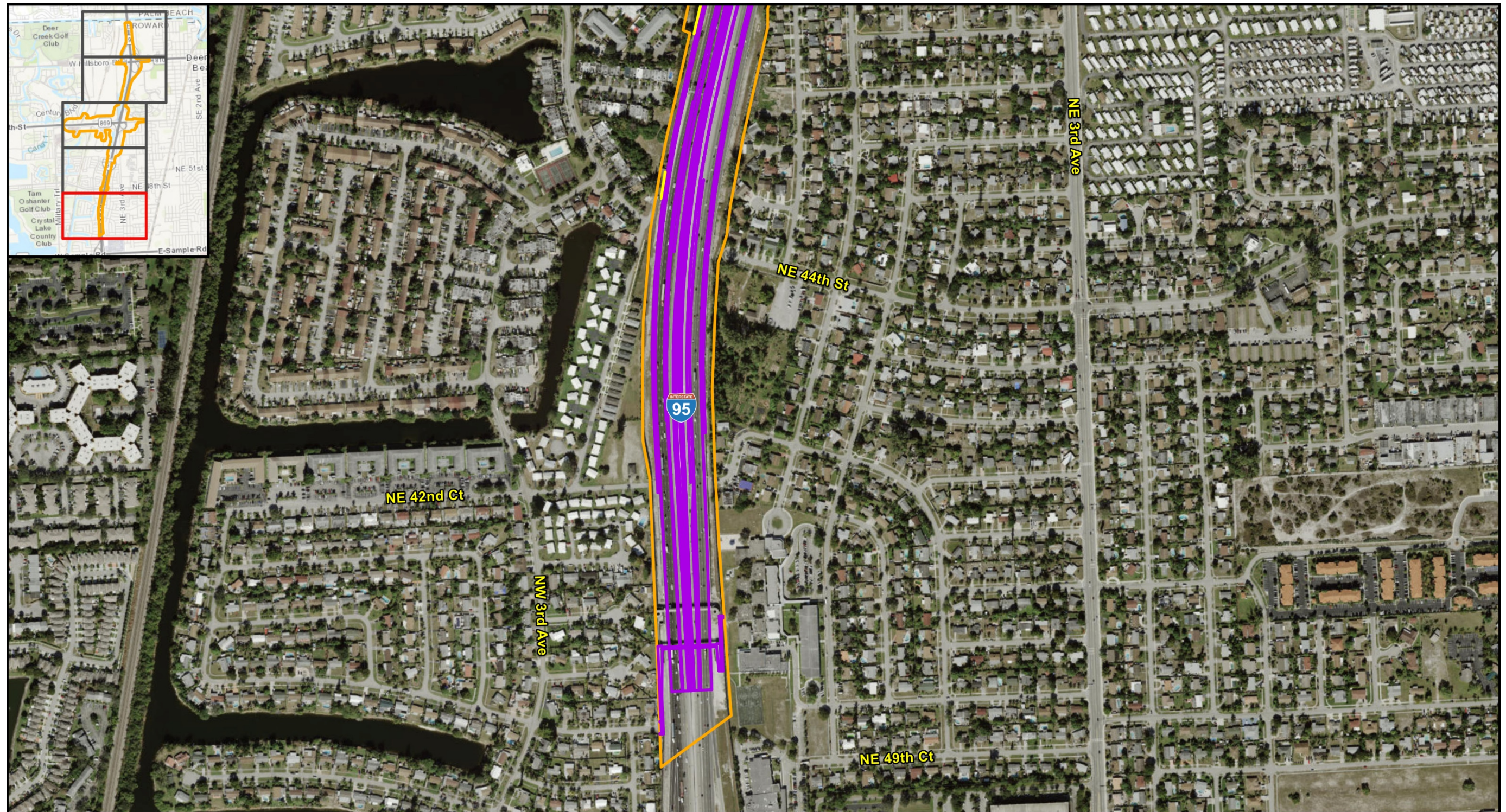
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement
- Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion
- Community input supporting types, heights, and locations of the noise barriers is provided to the District Four Office
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
- FDOT commits to providing ingress/egress points between local SW 10th Street and the connector lanes. In addition, residential access points will be maintained during and after construction.
- FDOT commits to constructing noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.
- FDOT commits that the managed lanes will open and remain without tolling until performance and operations fall below acceptable levels. When the introduction of tolling could improve the declining performance levels, at such time the FDOT will notify the public and solicit feedback for any tolling that is proposed in the future.
- FDOT commits that any future tolling of the managed lanes will be electronic tolling that does not require vehicles to stop and pay a toll.


2 AREA OF POTENTIAL EFFECT

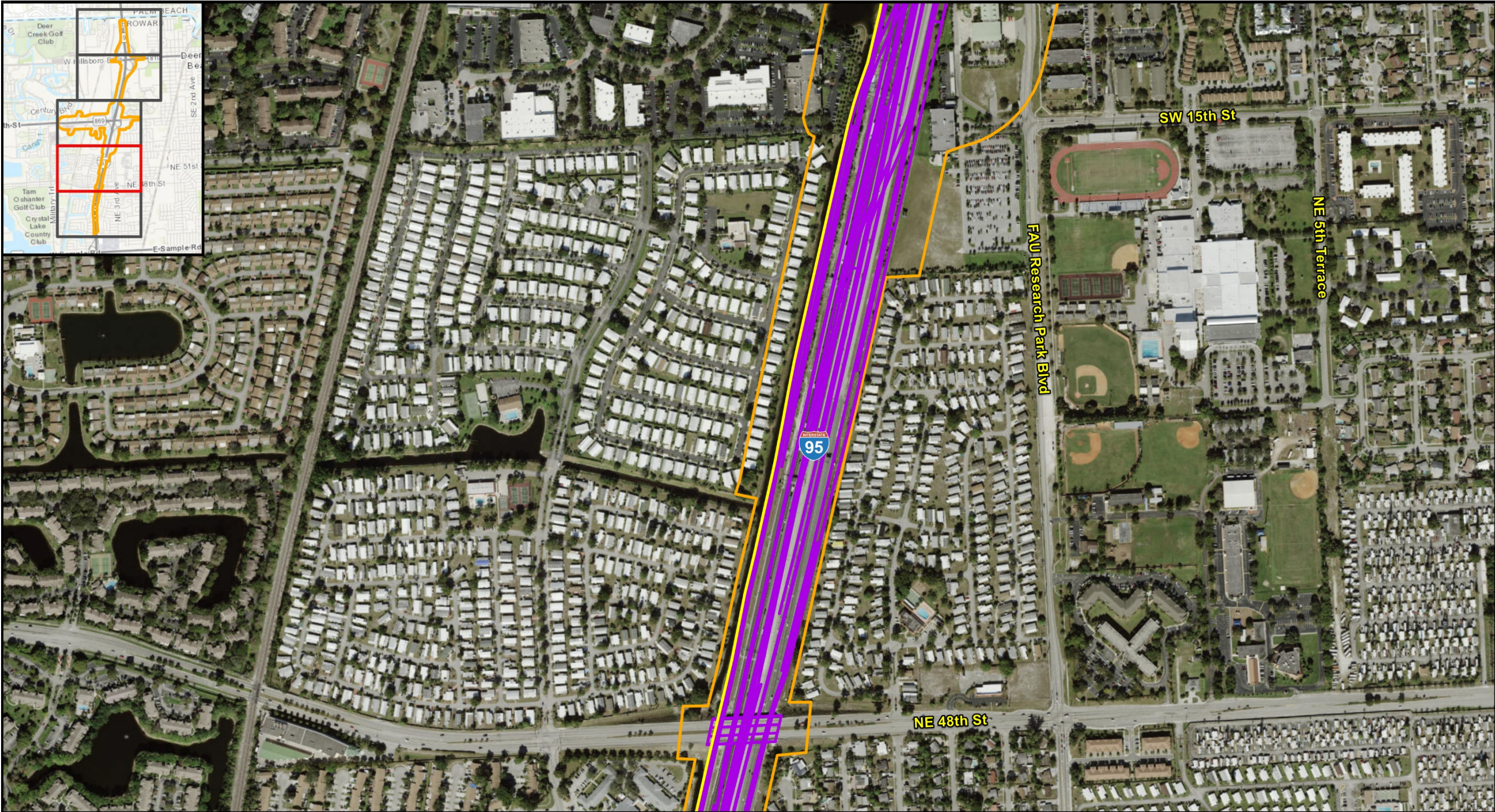
According to 36 CFR 800.16(d), the area of potential effect (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if such properties exist. The APE is influenced by the scale and nature of the undertaking 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, however, are often impacted by those activities as well as alterations to setting, access and appearance.


The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed improvements and its associated ground disturbing activities within the proposed (ROW). The archaeological APE, therefore, is confined to the footprint of the proposed project improvements and proposed ROW (**Figures 2-1a – 2-1e**).

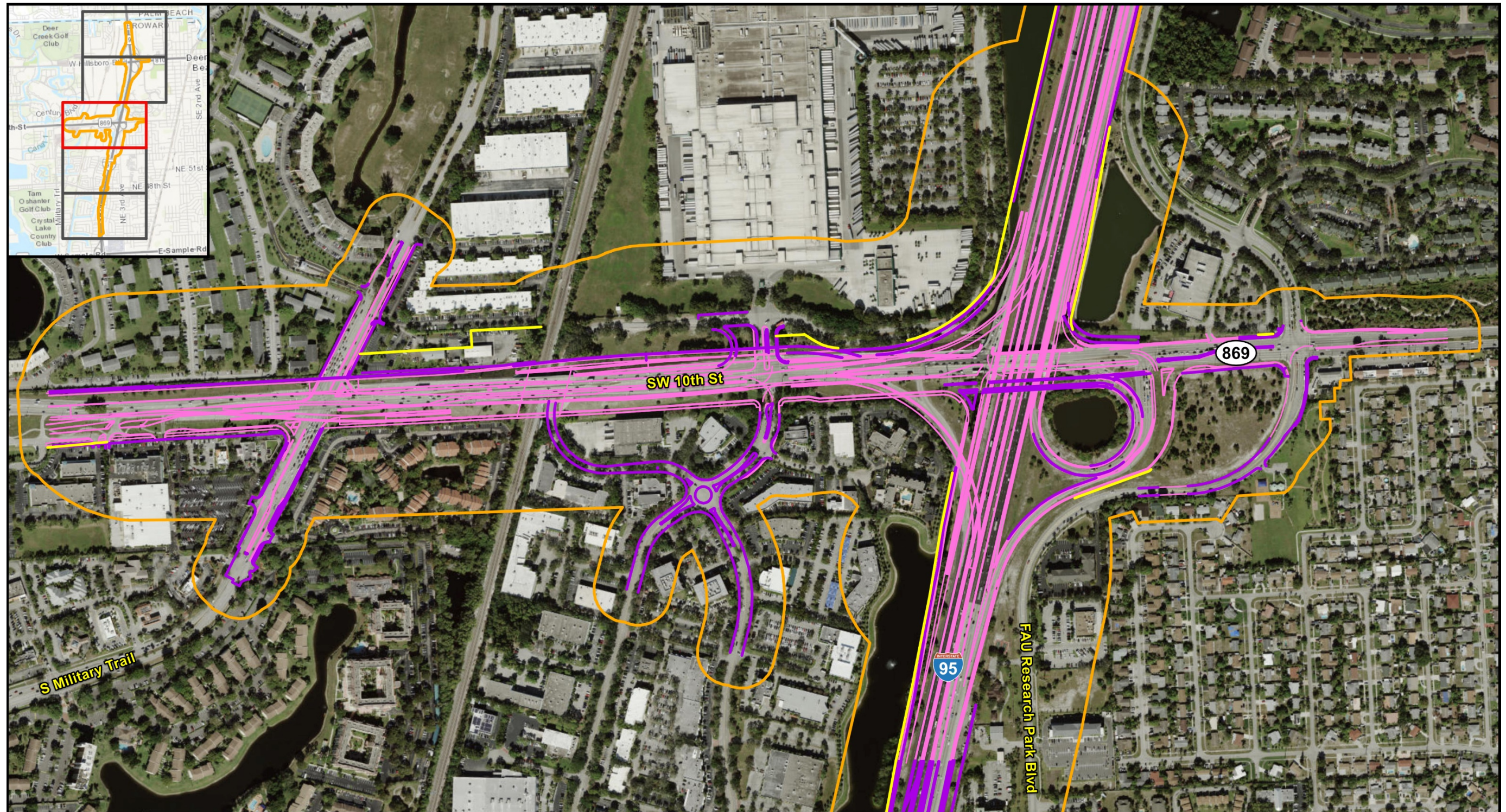
The APE for historic resources took into consideration the scope of the proposed work and the developed urban nature of the project area. The historic resources APE for the current survey focused on the areas where changes to the design of the project improvements have occurred since the completion of the 2018 CRAS, including the extension of the project limits to the south and additional ROW needs along SW 10th Street. Therefore, the historic resources APE for at-grade improvements consists of the footprint of the proposed improvements added since the 2018 CRAS and adjacent parcels up to a distance of 150 feet from the footprint. The historic resources APE for areas with high-level elevated improvements consists of the footprint of proposed improvements added since the 2018 CRAS and extending out 500 feet from that footprint (**Figures 2-1a – 2-1e**).






<p>Figure 2-1a: Project APE (Map 1 of 5)</p>	<p><i>I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)</i></p>	<ul style="list-style-type: none"> — Project Improvements — Project Improvements Outside 2018 CRAS APE — Proposed ROW — Historic Resources APE 	<p>Note: Archaeological APE consists of Project Improvements outside the APE of the 2018 CRAS and areas of proposed ROW.</p>	<p style="text-align: center;">Broward County</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>0 250 Feet</p> </div> <div style="text-align: center;"> <p>0 50 100 Meters</p> </div> </div>
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<p>Figure 2-1b: Project APE (Map 2 of 5)</p>	<p><i>I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)</i></p>	<ul style="list-style-type: none"> — Project Improvements — Project Improvements Outside 2018 CRAS APE — Proposed ROW — Historic Resources APE 	<p>Note: Archaeological APE consists of Project Improvements outside the APE of the 2018 CRAS and areas of proposed ROW.</p>	<p style="text-align: center;">Broward County</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>0 250 Feet</p> </div> <div style="text-align: center;"> <p>0 50 100 Meters</p> </div> </div>
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<p>Figure 2-1c: Project APE (Map 3 of 5)</p>	<p><i>I-95 from SW 10th Street to Hillsboro Boulevard</i> (FM No. 436964-1)</p>	<ul style="list-style-type: none"> — Project Improvements — Project Improvements Outside 2018 CRAS APE — Proposed ROW Historic Resources APE 	<p>Note: Archaeological APE consists of Project Improvements outside the APE of the 2018 CRAS and areas of proposed ROW.</p>	<p style="text-align: center;">Broward County</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  <p>0 250 Feet</p> </div> <div style="text-align: center;">  <p>0 50 100 Meters</p> </div> </div>
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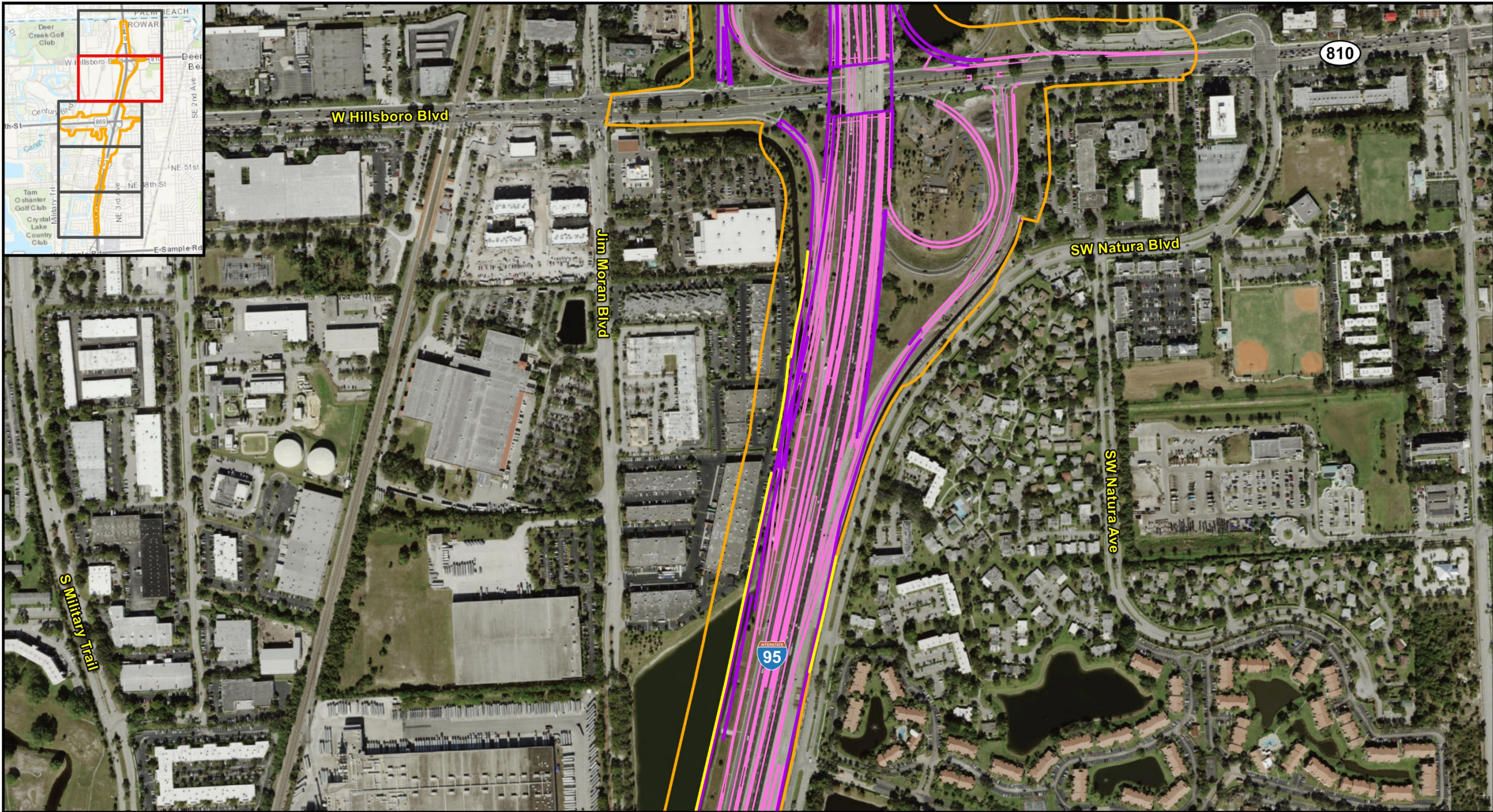



Figure 2-1d: Project APE
(Map 4 of 5)


I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)

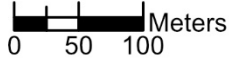
- Project Improvements
- Project Improvements Outside 2018 CRAS APE
- Proposed ROW
- Historic Resources APE

Note: Archaeological APE consists of Project Improvements outside the APE of the 2018 CRAS and areas of proposed ROW.

Broward County







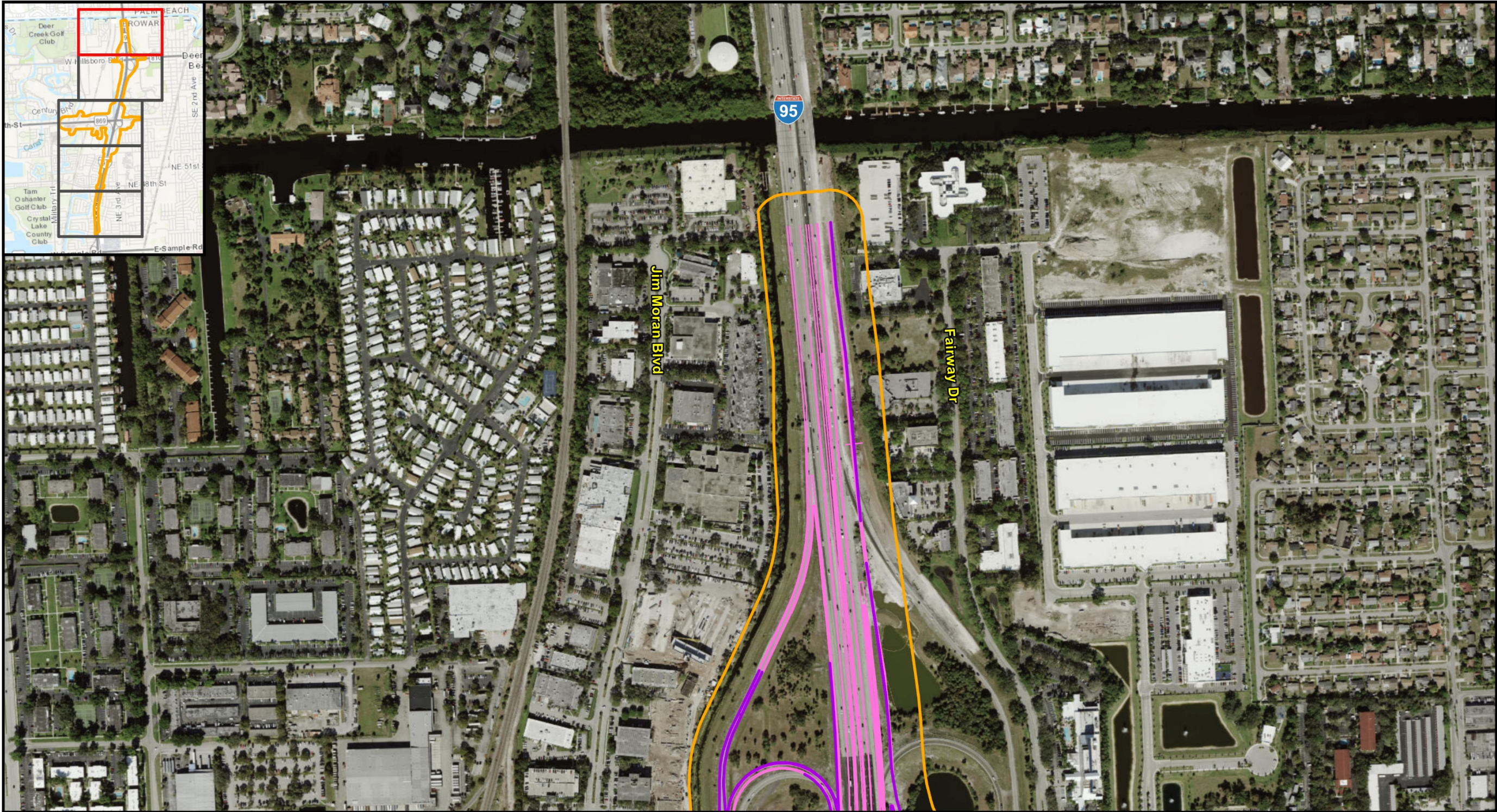



Figure 2-1e: Project APE
(Map 5 of 5)


I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)

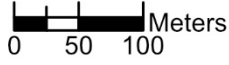
- Project Improvements
- Project Improvements Outside 2018 CRAS APE
- Proposed ROW
- Historic Resources APE

Note: Archaeological APE consists of Project Improvements outside the APE of the 2018 CRAS and areas of proposed ROW.

Broward County







3 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

A detailed review of the FMSF and previously conducted surveys within the project area can be found in the 2018 CRAS (Janus Research 2018; FMSF Manuscript No. 25586). A search of the FMSF did not identify any cultural resource surveys conducted within the current project APE since the completion of the 2018 CRAS.

3.1 Previously Recorded Archaeological Sites

A search of the FMSF identified no previously recorded archaeological sites within one mile of the archaeological APE. The project area is not located near any Broward County Archaeologically Sensitive Zones.

3.2 Previously Recorded Historic Resources

The FMSF and local inventory search identified one previously recorded historic resource within the project APE: the Seaboard Air Line (CSX) Railroad (8BD4649). The segment within the APE was determined eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development during the 2018 CRAS.

3.3 Potential Historic Resources

The Broward County Property Appraiser and GIS information was utilized to identify unrecorded parcels within the current historic APE with actual year built (AYRB) dates of 1973 or prior. Four historic parcels with an AYRB date of 1973 or prior were identified within the historic resources APE that may contain historic structures. One of the parcels within the APE was a portion of a golf course associated with a large adult condominium complex, Century Village East, located at 3501 West Drive Deerfield Beach. Upon field review, the portion of the parcel within the APE was discovered to be currently under construction and the former golf course and associated features within the APE had been removed. The property consisting of the former golf course was replatted for residential development in 2019. As a result, it was not recorded as a part of this addendum. The three remaining parcels were subject to field review and necessary FMSF were completed for all identified historic resources.

A review of aerial photographs from 1947, 1957, 1968, 1971, and 1973 (University of Florida 1996-2016; FDOT 1996-2019) was conducted to examine land use and to identify any additional unrecorded historic resources located within the historic resources APE. No additional historic buildings, bridges, cemeteries, railroads, canals, or potentially unrecorded historic linear resources or resource groups were identified within the historic resources APE as a result of the aerial analysis.

4 PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

An archaeological site potential analysis provides information regarding which areas of a project have the highest probability of containing archaeological sites. In addition to the locations of previously recorded sites, four environmental variables are typically used to predict site potential: distance to fresh water, distance to hardwood hammocks, topography and relative elevation, and soil drainage.

Fresh water is an important resource, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Before modern drainage, water would have been available from the wetlands and sloughs near the project area.

A review of the General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1846, 1870a) and surveyor's field notes (FDEP 1845a, 1845b, and 1870b) was conducted to establish predevelopment environmental conditions within the project corridor, as well as to look for evidence of homesteads or other early settlement. The project area was described as pine in the surveyor's notes. No hammocks were described in the surveyor's notes or illustrated on the plat maps.

A review of aerial photographs from 1947, 1953, 1957, and 1968 was conducted to examine the vicinity of the project APE during the mid-1900s (University of Florida, George A. Smathers Libraries 2018). Aerial photos show that the project area was primarily open pineland with some areas of scrub and glades. No hammock vegetation is visible on the aerial photographs near the project area.

The project area is relatively flat at an elevation between 10 and 20 feet above sea level. Soil drainage within the project area is mostly poorly drained soils associated with sloughs, broad flats, and low ridges (USDA 1984). Some better drained soils are found to the east of I-95. These better drained soils are associated with low knolls and ridges.

Background research indicates that the archaeological APE has low archaeological site potential. Before modern drainage, most of the area was low pine flatwoods. No hammocks or areas of higher ground were identified during the background research.

The project APE also has low probability for intact historic archaeological sites.

5 METHODS

5.1 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. 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 pavement, berms, ditches, and buried utilities. Archaeological testing is not conducted near buried utilities as the area has been disturbed by the excavation of trenches for the utilities, there is concern for the safety of archaeological field teams, and potential for substantial fines if a utility is damaged. Current conditions were marked on field aerial maps of the project APE (**Appendix B**).

5.2 Historic Resources Field Methods

A historic resource assessment survey was conducted within the historic resources APE. The historic resource survey used standard field methods to identify and record historic structures. All buildings within the historic APE received a preliminary visual reconnaissance. Any resource with features indicative of 1973 or earlier construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS quadrangle map.

For each historic resource identified in the preliminary assessment, a FMSF form was completed with field data, including notes from site observations and informant interviews. The estimated date of construction, distinctive features, and architectural style were noted. All buildings, structures, and objects were photographed using a high-resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph.

Each historic resource's individual significance was evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Property tax records and historic aerial photography was consulted to assist in the research for known significant historical associations. Concentrations of historic resources within the APE were noted in terms of their potential for inclusion in a historic district. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility.

5.3 Local Informants and Certified Local Government Coordination

In accordance with Chapter 1A-46, attempts were made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. The City of Deerfield Beach is not listed on the September 30, 2020 list of Certified Local Governments (CLG) posted on the FDHR website (FDHR 2020). Mr. Rick Ferrer, Historic Preservation Officer of Broward County, was contacted on March 22, 2021 via email regarding input on the proposed project and

information on potential locally significant cultural resources within the project APE. As of the submittal date of this document, a response has not been received.

6 RESULTS

6.1 Archaeological Results

No previously recorded or newly recorded archaeological sites were identified within the archaeological APE. Background research and a pedestrian survey indicated that there is a low probability of finding intact archaeological sites within the archaeological APE. Subsurface archaeological testing was not feasible within the archaeological APE due to the existence of pavement, sidewalks, berms, ditches, buried utilities, landscaping, and residential and commercial frontage (**Appendix B**). Representative photographs of the archaeological APE are included below (**Figures 6-1 to 6-5**).



Figure 6-1 Buried Utilities and Ditch along I-95 at South End of Project Area, facing North



Figure 6-2 Buried Utilities along I-95 at 40th Street, facing South



Figure 6-3 SW 10th Street East of I-95, facing West



Figure 6-4 SW 10th Street at SW 12th Avenue, facing West



Figure 6-5 Buried Utilities, Sidewalk, and Landscaping along Military Trail, facing North

6.2 Historic Resources Survey Results

Four historic resources were identified within the project APE: a previously recorded segment of the Seaboard Air Line (CSX) Railroad (8BD4649) and three newly recorded historic buildings (8BD7743-8BD7745). The approximately 1,225-foot segment of the Seaboard Air Line (CSX) Railroad (8BD4649) was recorded during the 2018 CRAS and determined National Register-eligible by the SHPO on December 3, 2018. The FMSF form was not updated during this addendum report as no changes were observed to the historic linear resource and it is still considered eligible for listing in the National Register.

FMSF forms were completed for the three newly identified historic buildings (8BD7743-8BD7745) and are included in **Appendix C**. All three buildings exhibit a common style found in South Florida, exhibit non-historic alterations or additions which diminish architectural integrity, and lack known historical associations. Therefore, they are considered ineligible for listing in the National Register under Criteria A, B, C or D individually or as part of a historic district. **Figure 6-6** depicts the locations of the identified historic resources within the historic resources APE and narrative descriptions of the resources are included below.

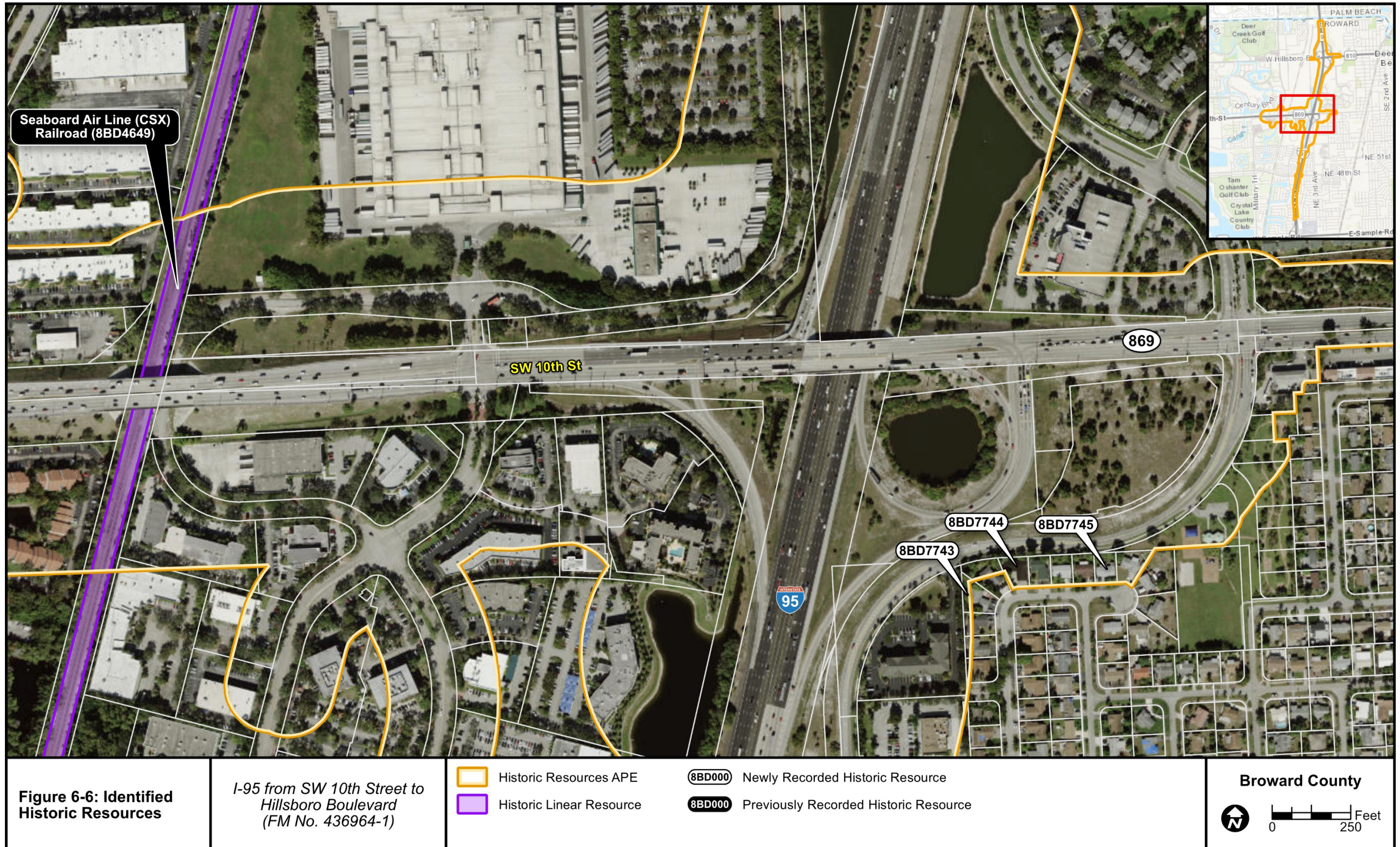




Figure 6-7 1201 SW 11th Avenue (8BD7743), c. 1973, considered National Register-ineligible, facing West

8BD7743 1201 SW 11th Avenue

The circa 1973 Masonry Vernacular style duplex located at 1201 SW 11th Avenue is in Section 12 of Township 48 South, Range 42 East of the Boca Raton (1986) USGS quadrangle map in the city of Deerfield Beach, Broward County, Florida (**Figure 6-7**). The building is an irregularly shaped concrete block structure with intersecting gable roofs of composition shingle material. A circa 2004 addition located on the northwest corner of the building features a flat roof of built up material. The property is fenced, with the yard enclosed by a vinyl privacy fence, which obscures the entrances to the building as well as a majority of the windows. Windows observed on the structure include replaced vinyl single-hung-sash one-over-one with eight-light inserts. Decorative elements observed on the exterior of the structure include faux swirled column details framing the windows on the east façade and stucco decorative elements on the east façade including decorative windowsills and panels above the windows. A large, paved asphalt parking area is located on the east façade of the building.

The structure at 1201 SW 11th Avenue exhibits a common architectural style found in South Florida, one addition which has altered the historic plan of the structure, and non-historic alterations including replaced exterior material and windows. Therefore, it is considered ineligible for listing in the National Register, individually or as part of a historic district.



Figure 6-8 1071 SW 11th Court (8BD7744), c. 1966, considered National Register-ineligible, facing North

8BD7744 1071 SW 11th Court

The circa 1966 Masonry Vernacular style duplex located at 1071 SW 11th Court is in Section 12 of Township 48 South, Range 42 East of the Boca Raton (1986) USGS quadrangle map in the city of Deerfield Beach, Broward County, Florida (**Figure 6-8**). The building was constructed as a single-family residence and converted to a duplex circa 1990. The duplex is an L-shaped concrete block structure with intersecting gable roofs of composition shingle material. Windows observed on the structure include replaced vinyl single-hung-sash one-over-one with eight-light inserts. The entrances are located in the southwest corner of the parcel and include a replaced metal panel door on the south façade and a wood panel door on the west façade, both beneath the overhang of the gable roof. Decorative elements observed on the exterior of the structure include molded stucco in a stone pattern on the south façade, stucco quoin elements, and stucco window surrounds. A large, paved asphalt parking area is located on the south façade of the building.

The structure at 1071 SW 11th Court exhibits a common architectural style found in South Florida, non-historic alterations including replaced exterior material, doors, and windows, and was converted from a single-family residence to its current use as a duplex. Therefore, it is considered ineligible for listing in the National Register, individually or as part of a historic district.



Figure 6-9 1031 SW 11th Court (8BD7745), c. 1973, considered National Register-ineligible, facing North

8BD7745 1031 SW 11th Court

The circa 1973 Masonry Vernacular style residence located at 1031 SW 11th Court is in Section 12 of Township 48 South, Range 42 East of the Boca Raton (1986) USGS quadrangle map in the city of Deerfield Beach, Broward County, Florida (**Figure 6-9**). The building is a rectangular concrete block structure with a gable roof of composition shingle material. Windows observed on the structure include replaced vinyl single-hung-sash six-over-six windows, although many of the windows are obscured by metal hurricane shutters. The main entrance is located on the south facade and features a metal panel door with an inset fixed nine-light window, accessed via a small concrete pad entry porch beneath a shed extension from the roof. Decorative elements observed on the exterior of the structure include molded stucco in a stone pattern on the south façade. A large, paved asphalt driveway is located on the south façade of the building. One outbuilding, a concrete block structure with a flat roof, was observed northeast of the building.

The structure at 1031 SW 11th Court exhibits a common architectural style found in South Florida and non-historic alterations including replaced exterior material, doors, and windows. Therefore, it is considered ineligible for listing in the National Register, individually or as part of a historic district.

7 CONCLUSIONS

The objective of the CRAS Addendum for I-95 from SW 10th Street to Hillsboro Boulevard, Broward County, Florida was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. This CRAS also addresses ETDM agency comments requiring a comprehensive survey of the project area that was not covered in the 2012 CRAS documenting all cultural resources and assessing their National Register eligibility.

No newly or previously recorded archaeological sites were identified within the archaeological APE. No subsurface testing could be conducted within the current archaeological APE due to the presence of existing pavement, berms, and buried utilities.

The historic resources survey resulted in the identification of four historic resources within the project APE: a previously recorded segment of the Seaboard Air Line (CSX) Railroad (8BD4649) and three newly recorded historic buildings (8BD7743-8BD7745). The segment of the Seaboard Air Line (CSX) Railroad (8BD4649) within the APE was determined eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development during the 2018 CRAS. The segment of railroad was not recorded during this addendum report as no changes were observed to the resource. The survey also identified three newly recorded buildings (8BD7743-8BD7745). All three buildings exhibit common architectural styles found in south Florida and feature alterations or additions which compromise historic integrity. Therefore, they are considered ineligible for listing in the National Register.

7.1 Unanticipated Finds

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 has 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.

7.2 Curation

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

8 REFERENCES

Broward County Property Appraiser

2021 Property Search. Electronic database: <https://web.bcpa.net/BcpaClient/#/Record-Search>, accessed March 19, 2021.

Florida Department of Environmental Protection (FDEP)

1845a Surveyor's Notes for Township 47 South, Range 42 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed February 23, 2017.

1845b Surveyor's Notes for Township 48 South, Range 42 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed February 23, 2017.

1846 Plat Map for Township 47 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm accessed February 17, 2017.

1870a Plat Map for Township 48 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed February 17, 2017.

1870b Surveyor's Notes for Township 48 South, Range 42 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed February 23, 2017.

Florida Division of Historical Resources (FDHR).

2020 Florida Certified Local Governments (As of September 30, 2020). Electronic document, <https://dos.myflorida.com/historical/preservation/certified-local-governments/>, accessed March 19, 2021.

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1996-2019 Aerial Photography Archive. Electronic documents, <https://fdotewp1.dot.state.fl.us/AerialPhotoLookupSystem/>, accessed March 18, 2021.

Janus Research, Inc.

2018 *Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

United States Department of Agriculture (USDA)

1984 *Soil Survey of Broward County: Eastern Part, Florida*. United States Department of Agriculture/Natural Resources Conservation Service.

University of Florida, George A. Smathers Libraries

1996-2016 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials/>, accessed March 18, 2021.

APPENDIX A

2018 SHPO Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

November 13, 2018

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

2018 NOV 19 P 3:29
STATE HISTORIC PRESERVATION DIVISION

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Management #: 436964-1-22-01
Broward County, Florida

Attention: Adrienne Daggett

Dear Ms. Daggett;

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives for improvements to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard in Broward County, Florida. The limits of the project include I-95 from just south of SW 10th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. In addition, the project proposes improvements along both SW 10th Street and Hillsboro Boulevard near I-95. This project will evaluate the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, consider the replacement of the existing SW 10th Street bridge over I-95 and the provision of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard.

No newly or previously recorded archaeological sites were identified within the archaeological area of potential effect (APE). Two shovel tests were excavated within the archaeological APE. No cultural material was recovered. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, berms, and buried utilities.

The historic resources survey resulted in the identification of one linear resource within the project APE, the Seaboard Air Line (CSX) Railroad (8BD4649). While the current segment within the APE has not been previously recorded, a segment to the north, at Hillsboro Boulevard, was determined eligible by the SHPO. This segment was determined National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development. The segment within the current APE,

*Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1*

spanning approximately 1,225 feet and extending both to the north and south from SW 10th Street, is consistent with nearby segments, and accordingly, is considered eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development.

No impacts to the CSX Railroad are anticipated to result from proposed improvements. The rail line will continue to operate in its current alignment. Therefore, the District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination.

If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,

A handwritten signature in blue ink that reads "Ann Broadwell". The signature is written in a cursive style with a large initial "A".


Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015-4758C.

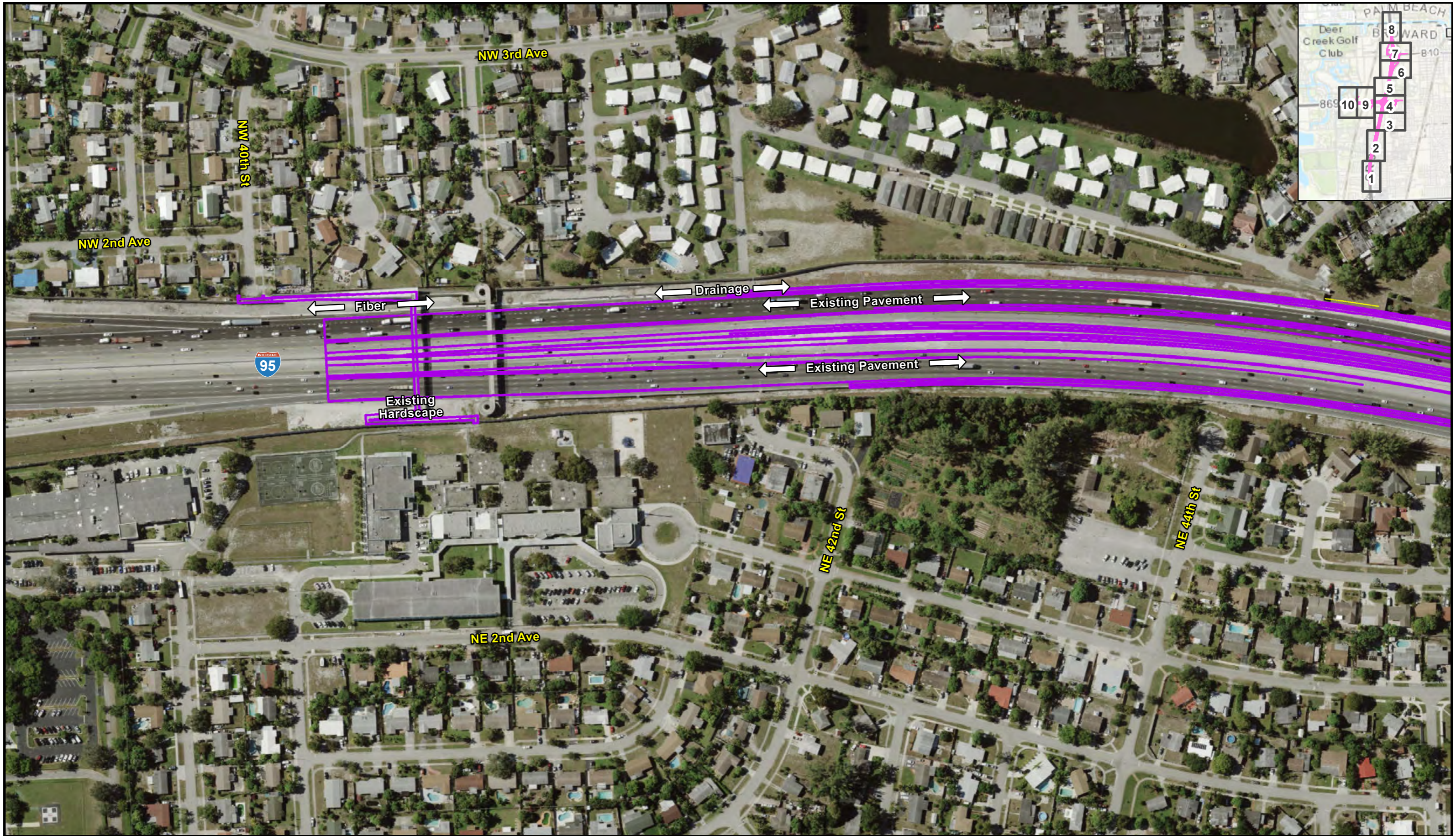
SHPO Comments:

For  Deputy SHPO
Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

12/3/18
Date

APPENDIX B

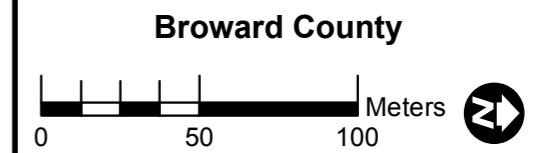
Current Field Conditions



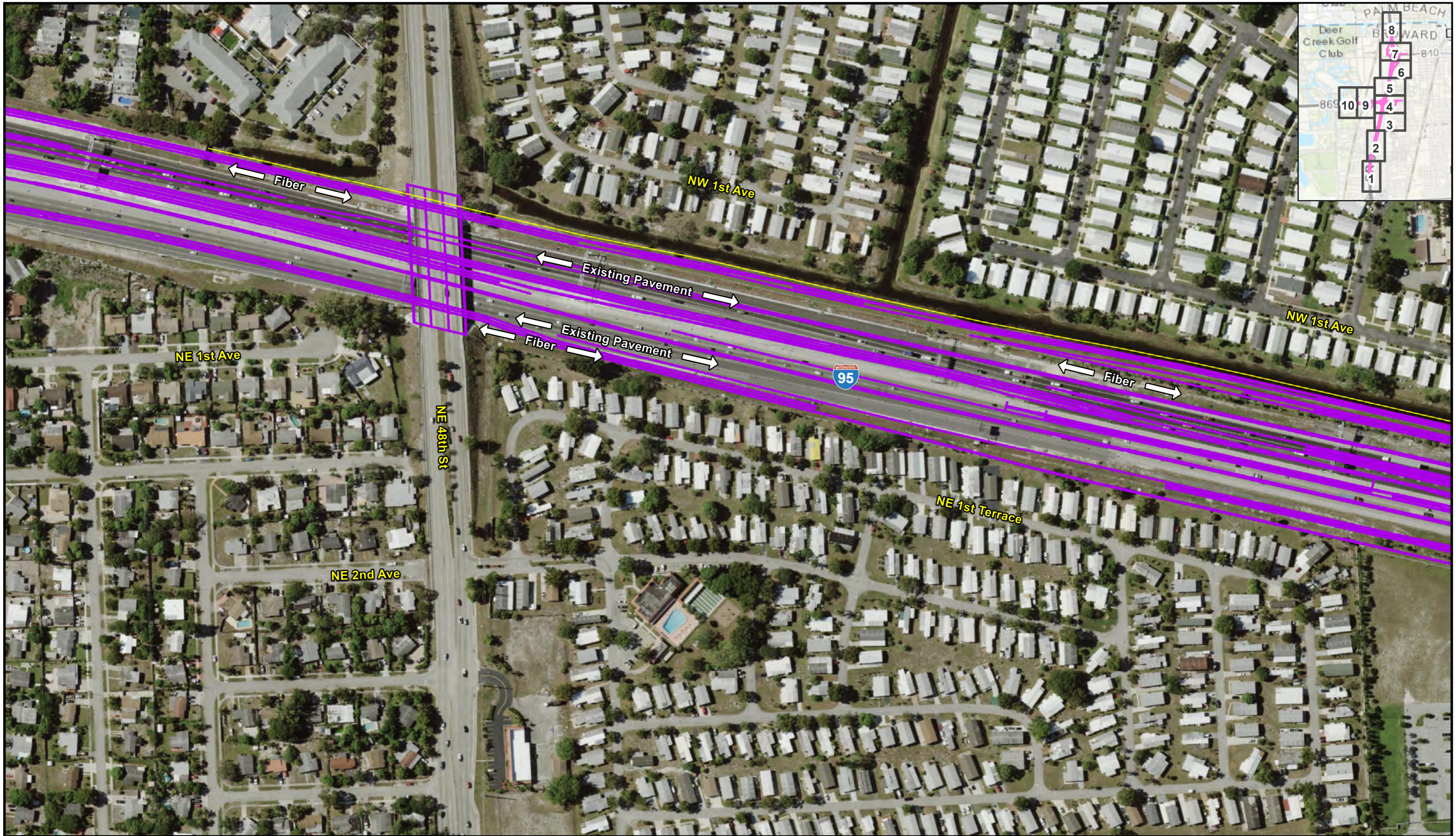
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



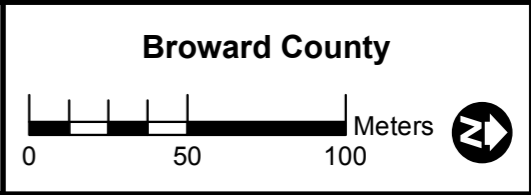
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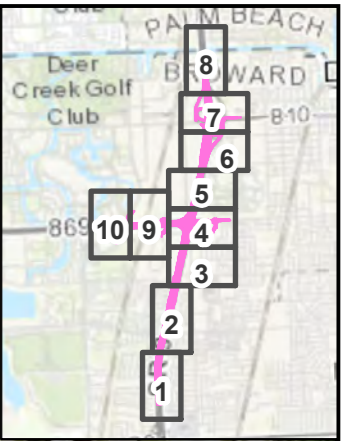
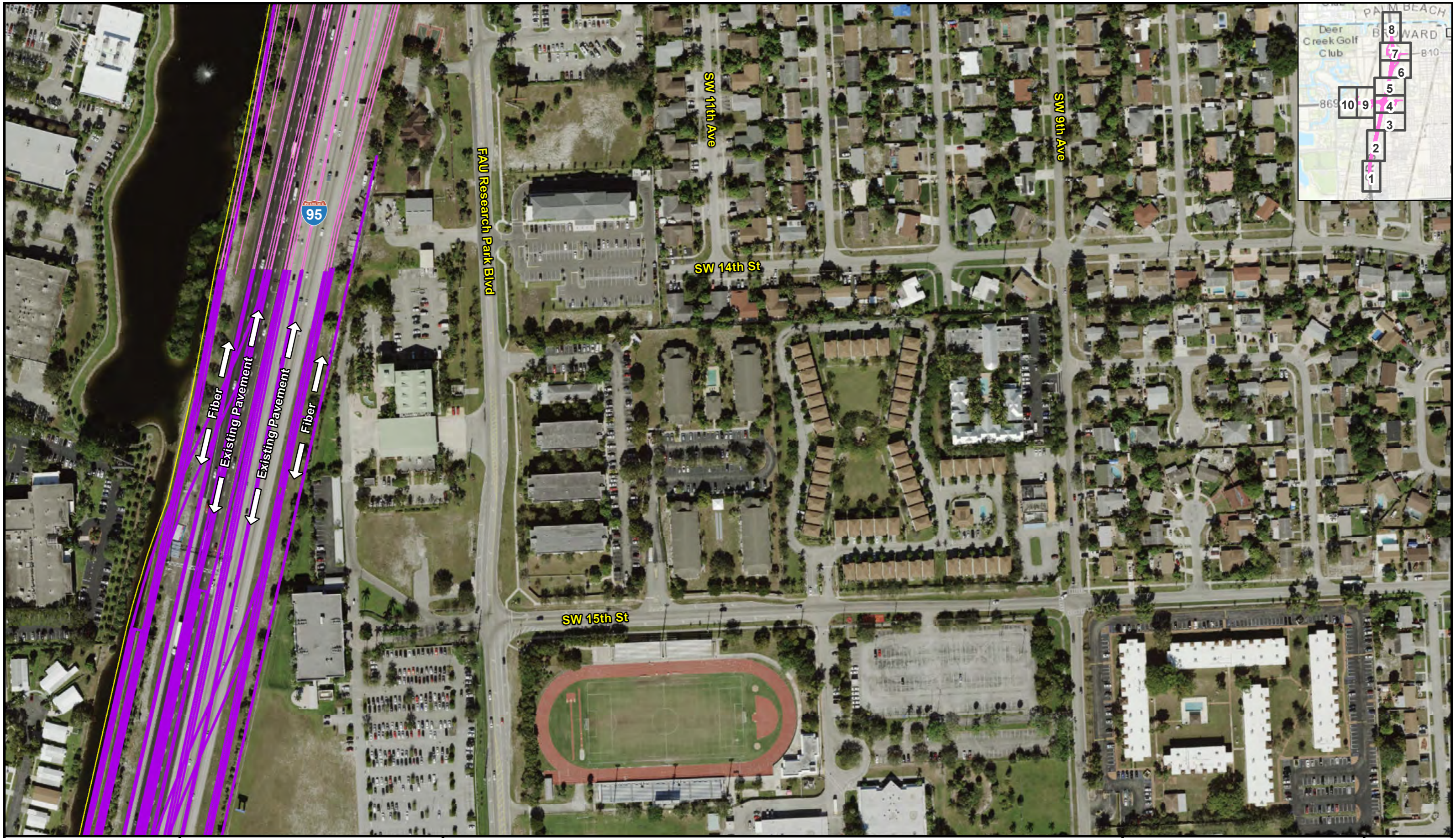
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



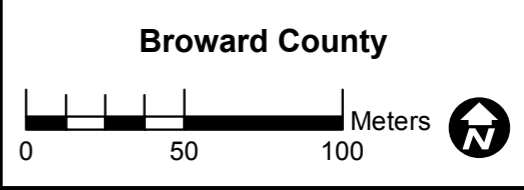
**Map
2**



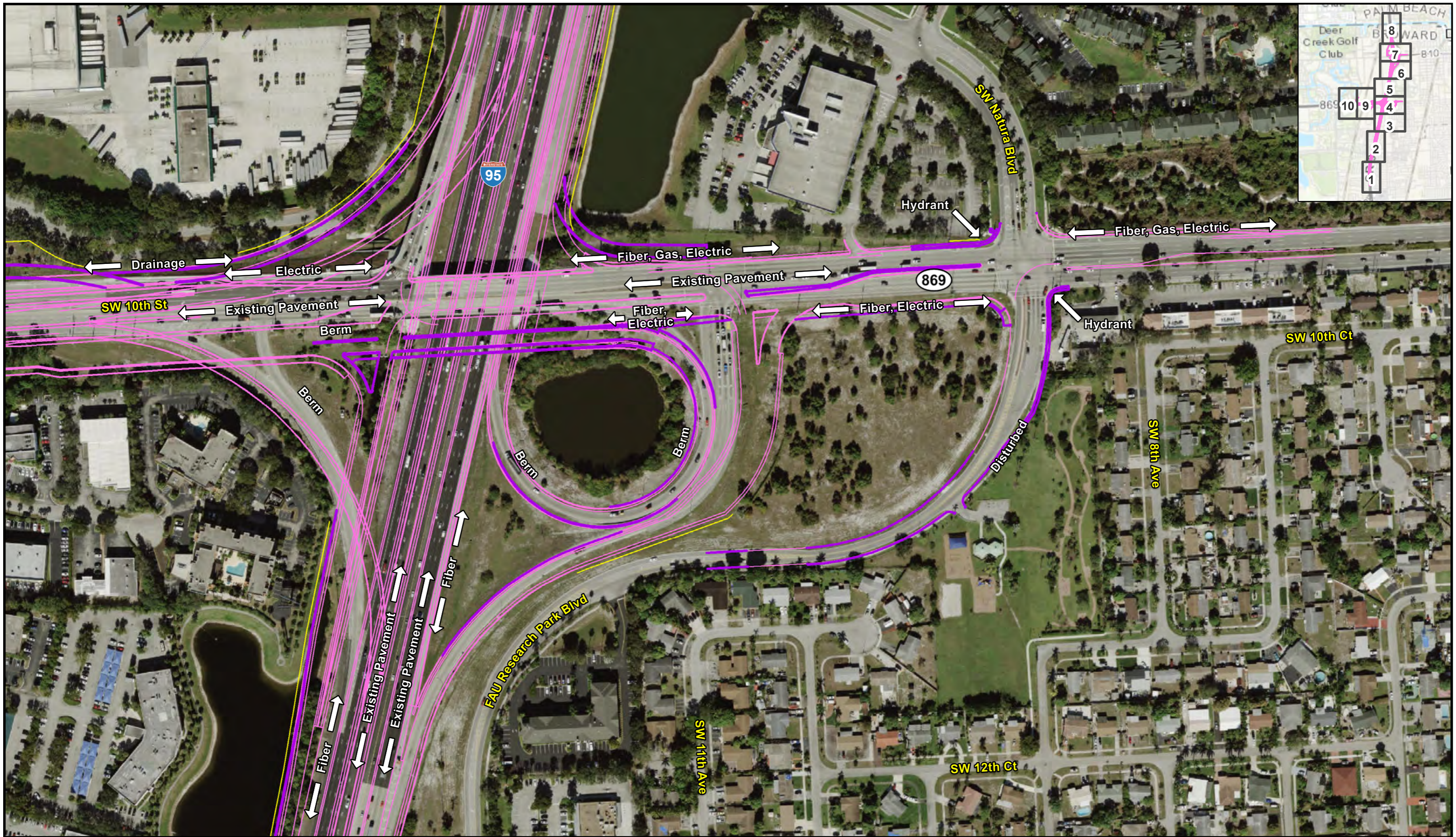
Current Field Conditions

I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



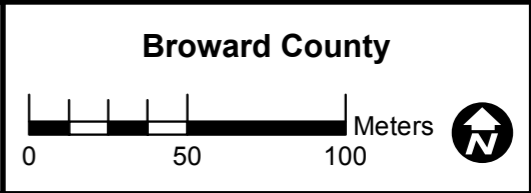
Map 3



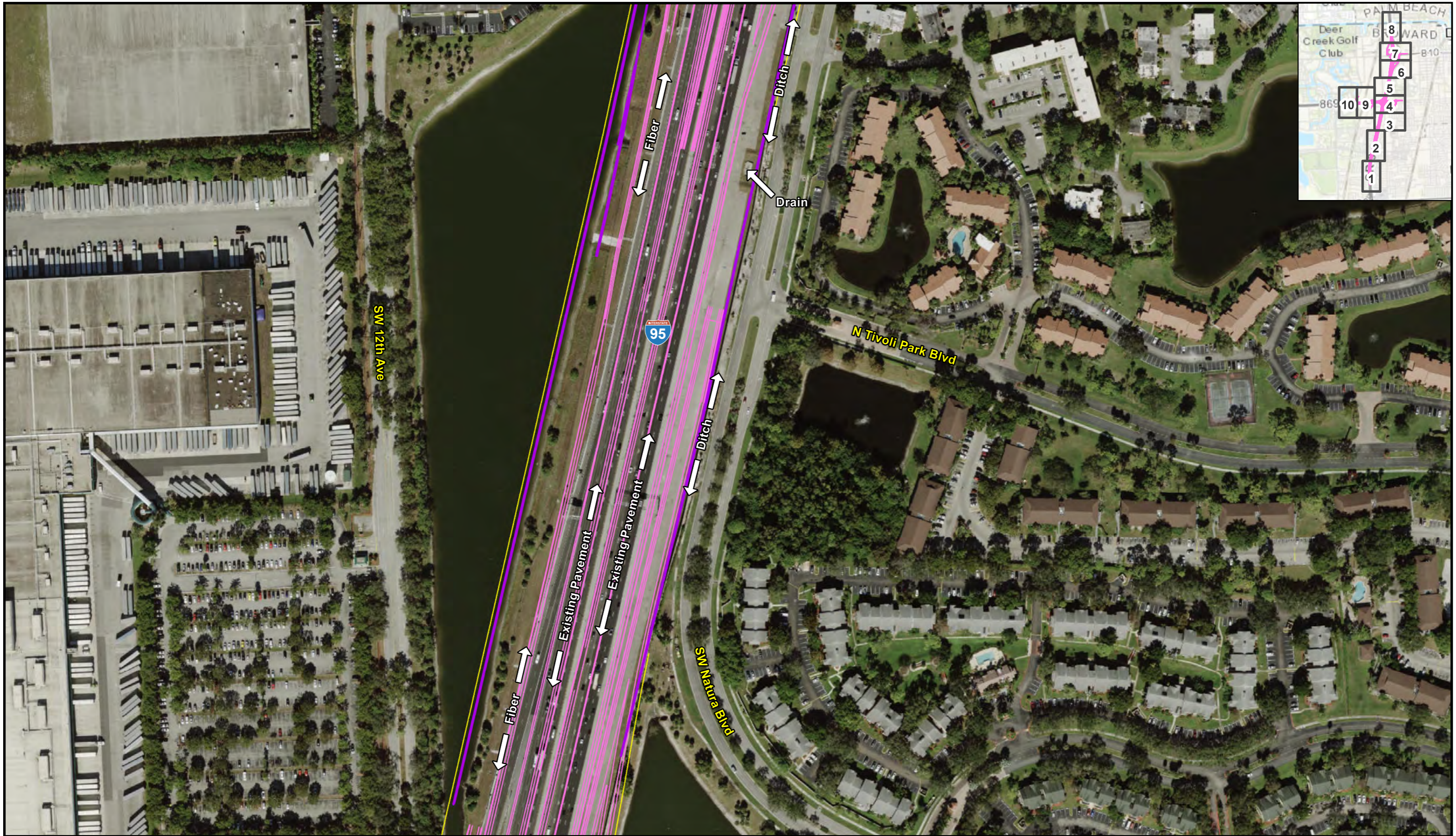
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



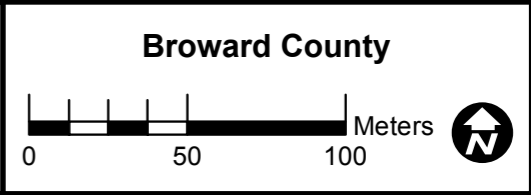
**Map
4**



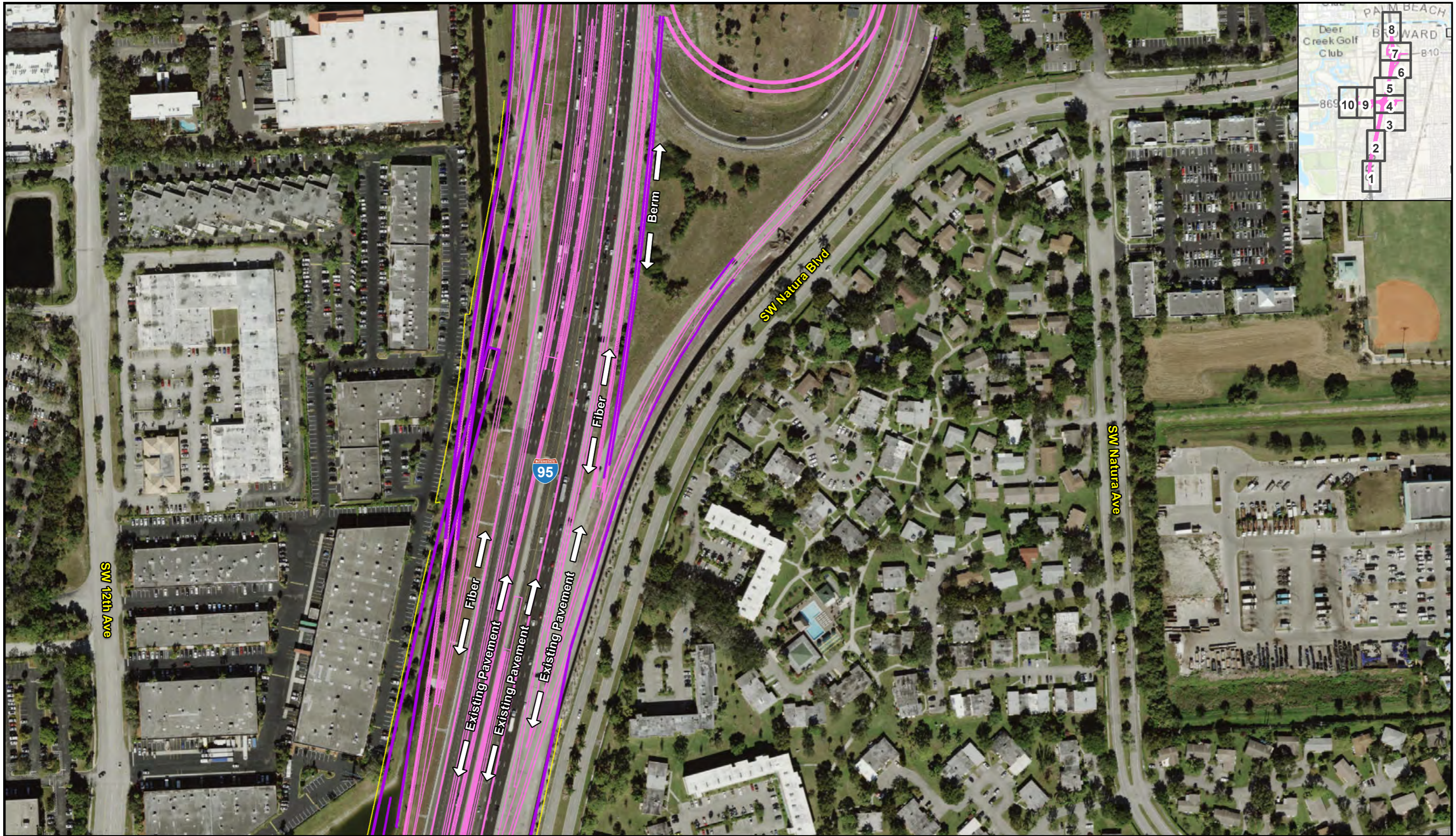
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



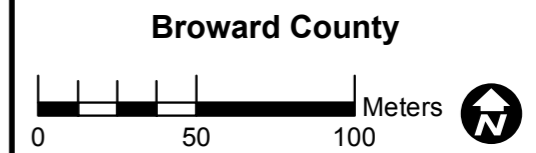
**Map
5**



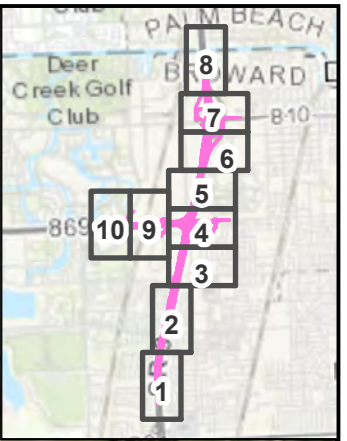
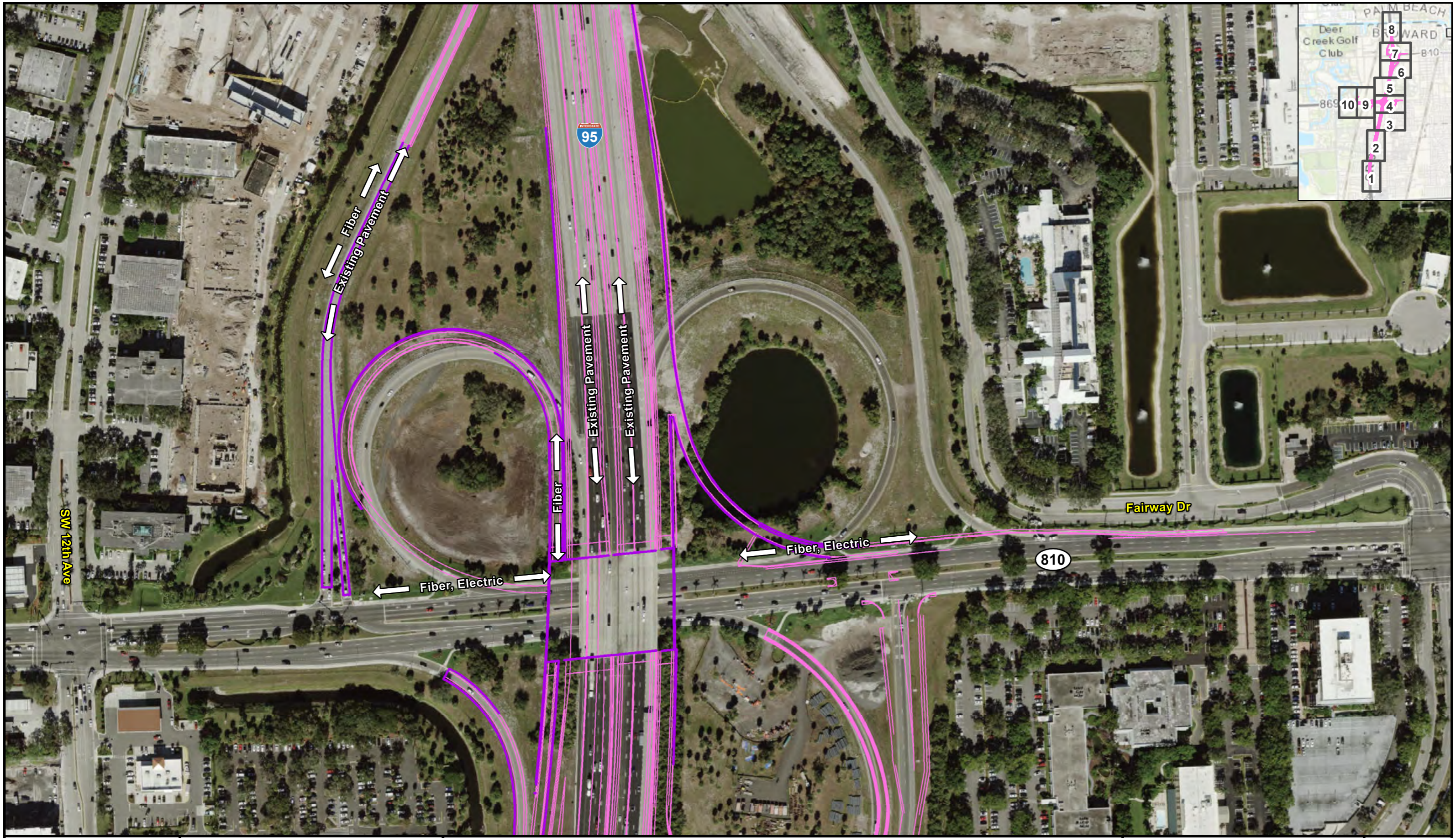
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



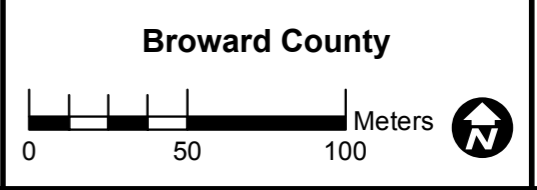
**Map
6**



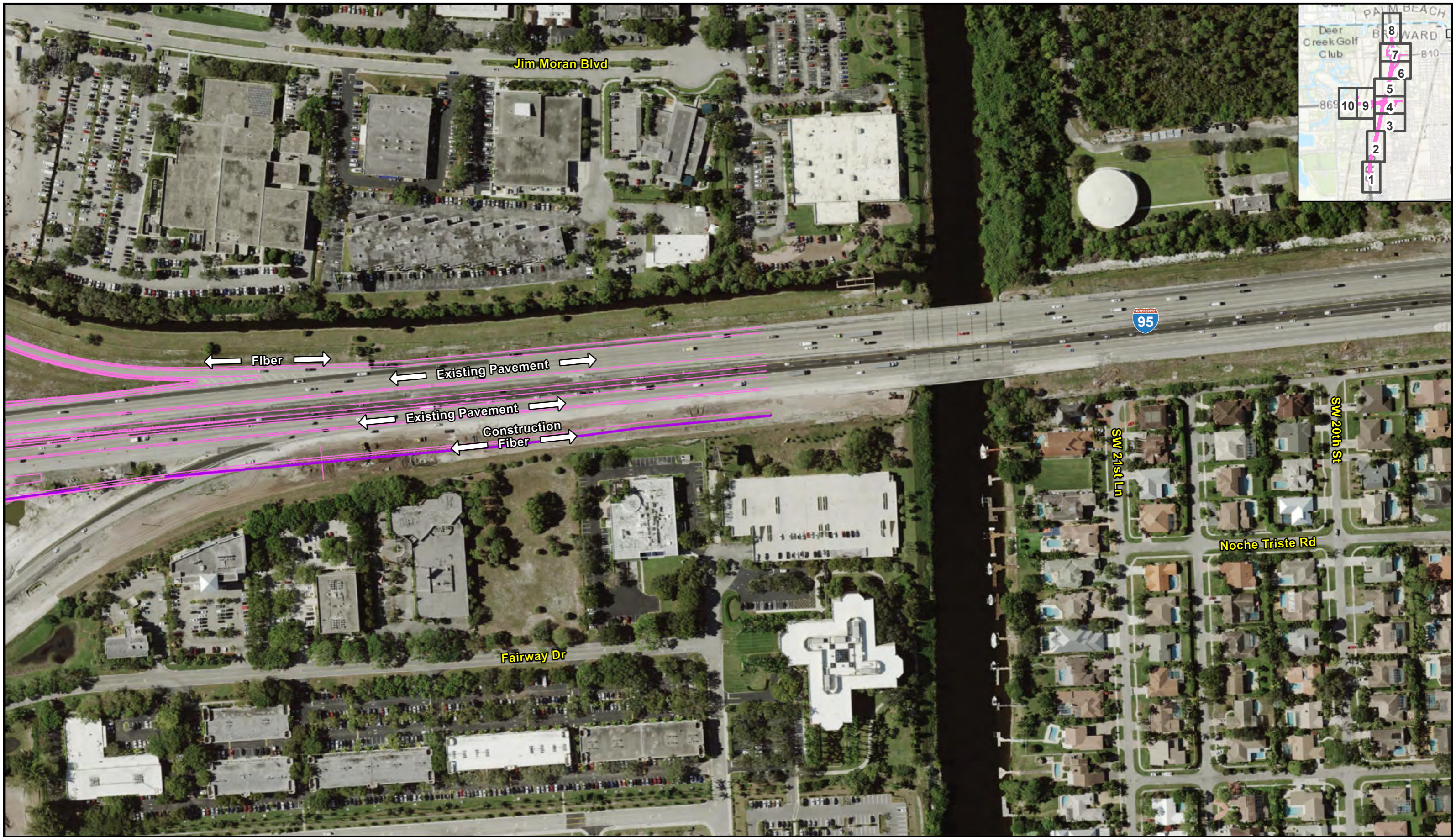
Current Field Conditions

I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



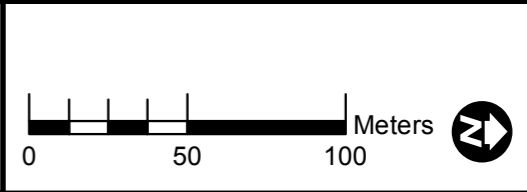
Map 7



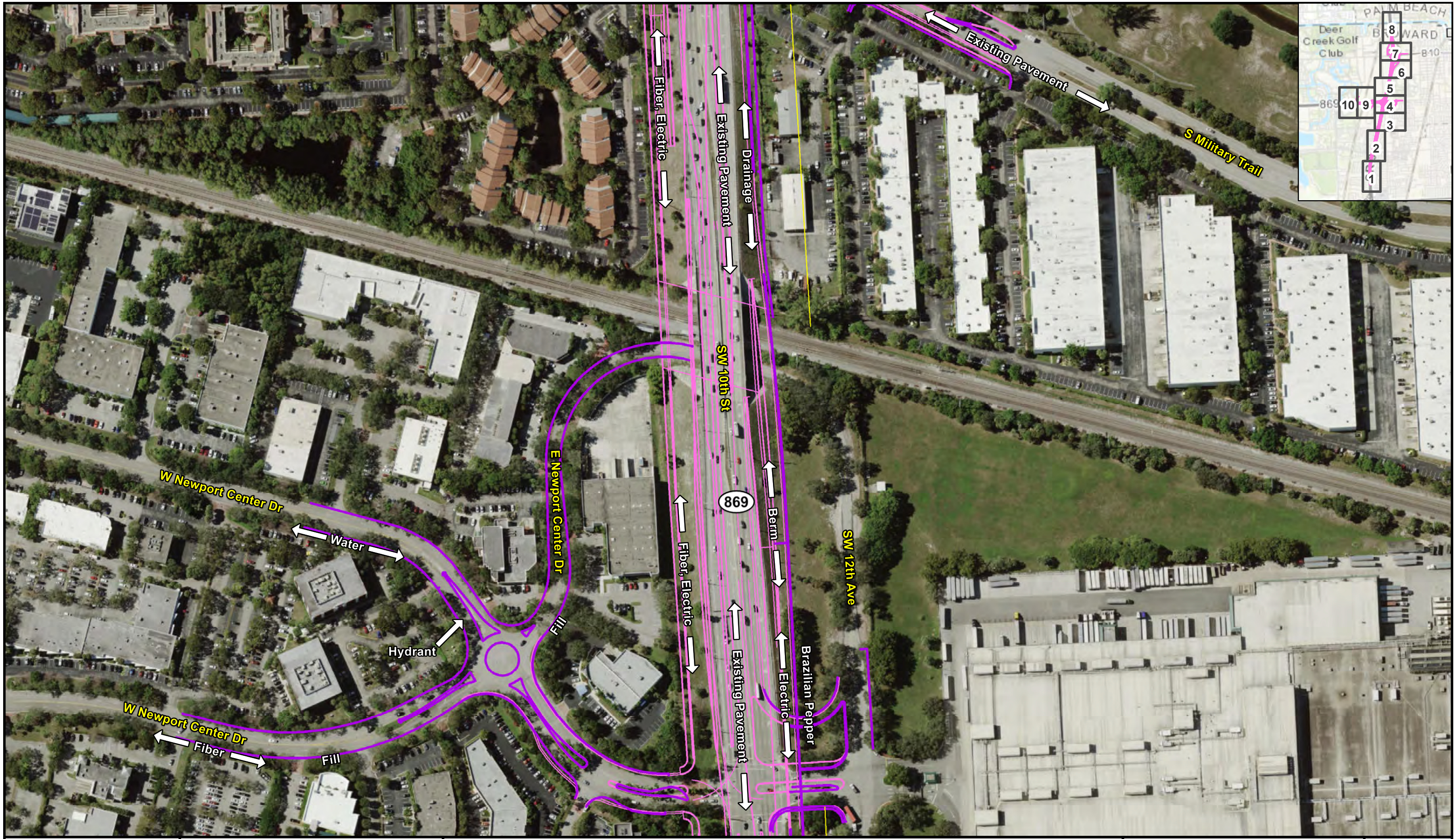
**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Projce Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



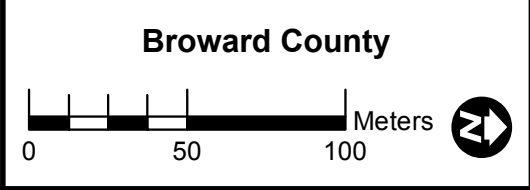
**Map
8**



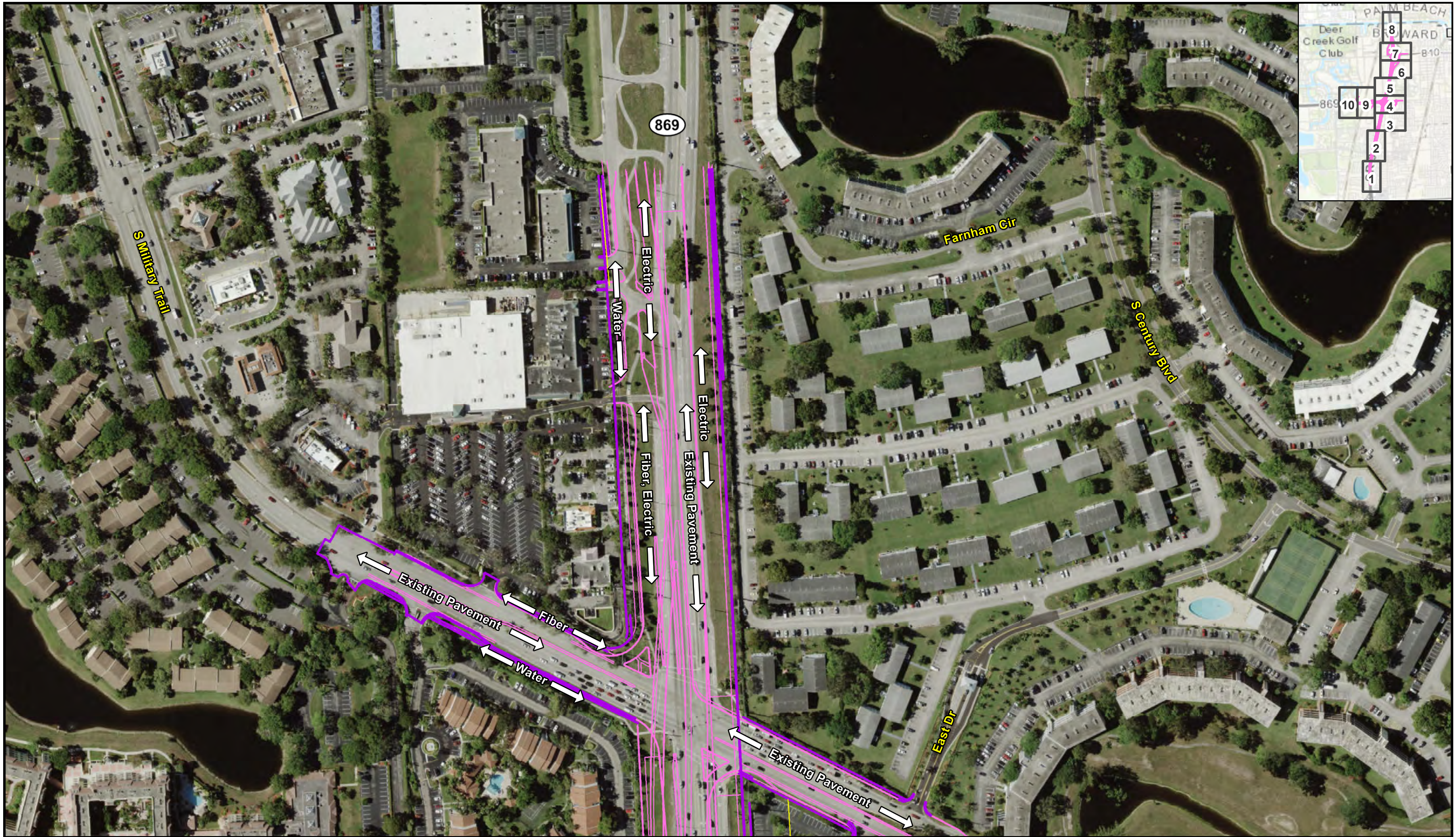
Current Field Conditions

I-95 from SW 10th Street to Hillsboro Boulevard (FM No. 436964-1)

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



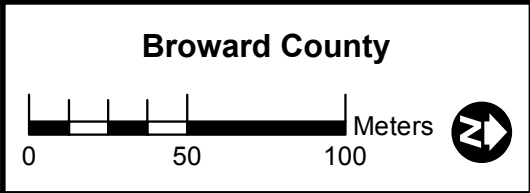
Map 9



**Current
Field Conditions**

*I-95 from SW 10th Street
to Hillsboro Boulevard
(FM No. 436964-1)*

- Project Improvements
- Project Improvements Outside CRAS APE
- Proposed ROW



**Map
10**

APPENDIX C

FMSF Forms



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **BD07743**
Field Date 1-27-2021
Form Date 3-5-2021
Recorder # 1

Original
 Update

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

Site Name(s) (address if none) 1201 SW 11th Avenue Multiple Listing (DHR only) _____
Survey Project Name I-95 at SW 10th Street CRAS Addendum Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1201 Direction SW Street Name 11th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) NW corner SW 11th Avenue and SW 11th Court
USGS 7.5 Map Name BOCA RATON USGS Date 1986 Plat or Other Map _____
City / Town (within 3 miles) Deerfield Beach In City Limits? yes no unknown County Broward
Township 48S Range 42E Section 12 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 484212250140 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 588006 Northing 2909476
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1973 approximately year listed or earlier year listed or later
Original Use Duplex From (year): 1973 To (year): -
Current Use Duplex From (year): - To (year): 2021
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: 1-1-2010 Nature Replaced windows
Additions: yes no unknown Date: 1-1-2004 Nature NW flat roof addition
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

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

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Intersecting gables 2. Flat 3. _____
Roof Material(s) 1. Composition shingles 2. Composition roll 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
Vinyl 1/1 SHS w/ 8/8 inserts, several are obscured from view by fencing

Distinguishing Architectural Features (exterior or interior ornaments)
Stucco ornament, swirled faux column detail

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: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____Structural System(s): 1. Concrete 2. _____ 3. _____Foundation Type(s): 1. Continuous 2. _____Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Obscured by fencing

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

Porch on E facade, obscured by fencing

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource

This Masonry Vernacular residence has replaced windows c. 2010 and a flat roof addition c. 2004. Several details of the house are obscured by fencing. There are no observed outbuildings on the parcel.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial Photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient informationAppears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows. It has one non-historic addition, and exhibits a style commonly found in South Florida. As a result, it is considered National Register-ineligible.

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

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

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

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

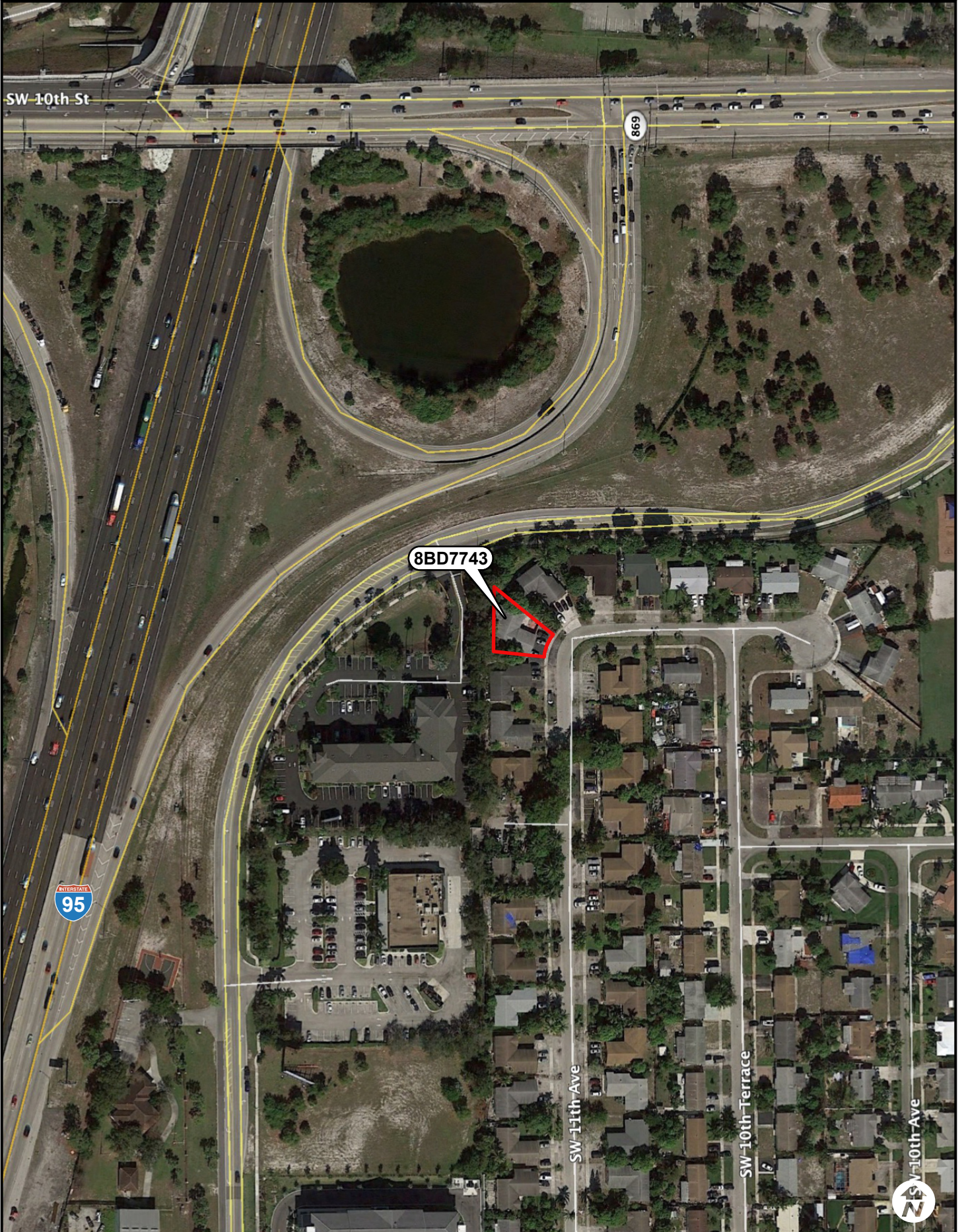
RECORDER INFORMATION

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

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

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



PHOTOGRAPH

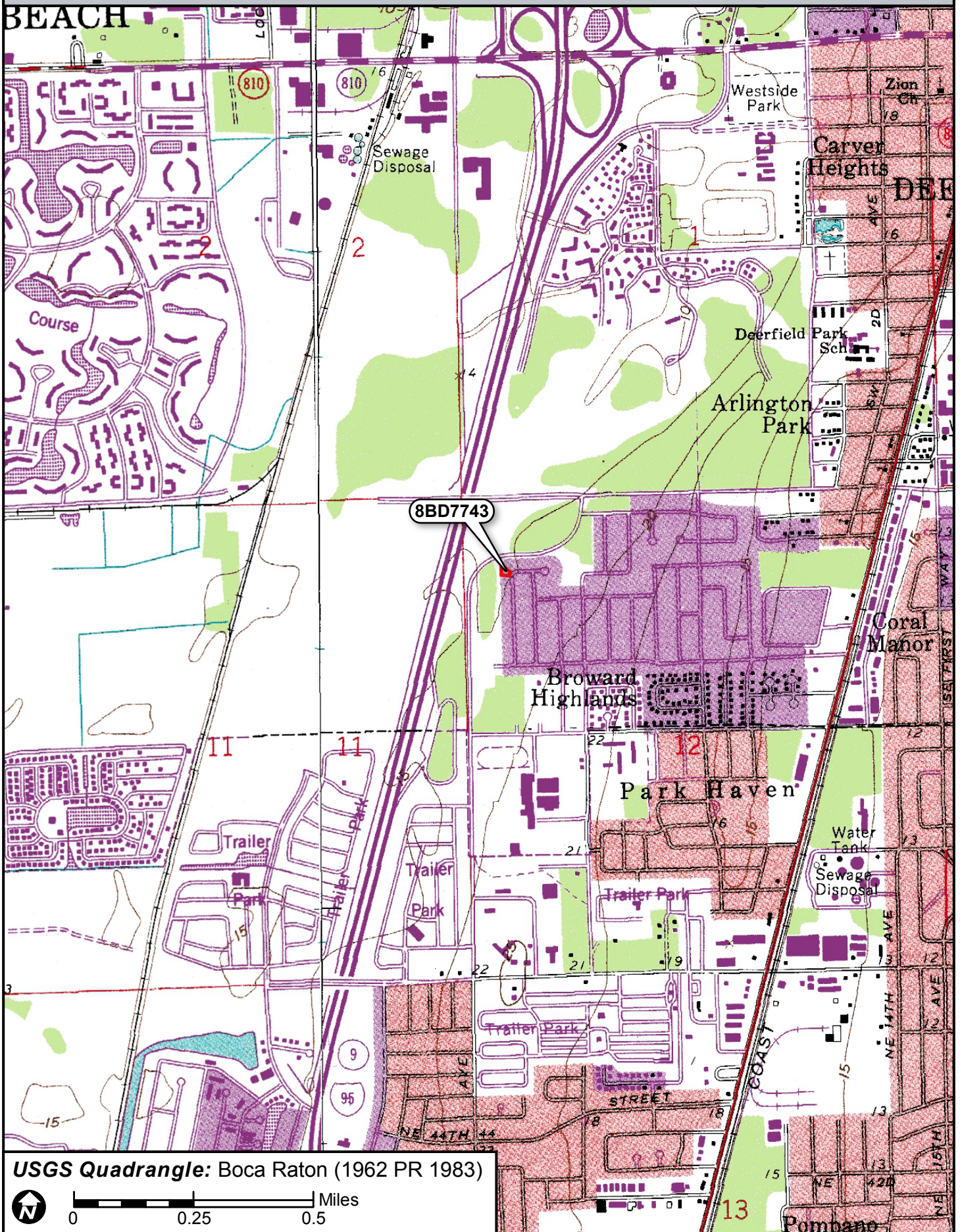
8BD7743



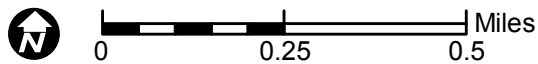
PHOTOGRAPH

8BD7743





USGS Quadrangle: Boca Raton (1962 PR 1983)





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **BD07744**
Field Date 1-27-2021
Form Date 3-5-2021
Recorder # 2

Original
 Update

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

Site Name(s) (address if none) 1071 SW 11th Court Multiple Listing (DHR only) _____
Survey Project Name I-95 at SW 10th Street CRAS Addendum Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1071 Direction SW Street Name 11th Street Type Court Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side SW 11th Court E of SW 11th Ave
USGS 7.5 Map Name BOCA RATON USGS Date 1986 Plat or Other Map _____
City / Town (within 3 miles) Deerfield Beach In City Limits? yes no unknown County Broward
Township 48S Range 42E Section 12 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 484212250121 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 588046 Northing 2909505
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1966 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1966 To (year): 1990
Current Use Duplex From (year): 1990 To (year): 2021
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: 1-1-1990 Nature Replaced windows/doors
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

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

DESCRIPTION

Style Masonry Vernacular Exterior Plan L-shaped Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Intersecting gables 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
Vinyl 1/1 SHS w/ 8/8 inserts
Distinguishing Architectural Features (exterior or interior ornaments)
Molded stucco in stone pattern, stucco quoins
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: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	_____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	_____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. 2.
Structural System(s): 1. Concrete 2. 3.
Foundation Type(s): 1. Continuous 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)

1. Repl metal panel door on S facade under overhang 2. Wood panel door on W facade under overhang

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

Sidewalk around SW side of building leads to both entries

Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous

Narrative Description of Resource

This Masonry Vernacular duplex has replaced windows and doors. It was originally constructed as a single-family home and converted to a duplex c 1990. It has stucco quoin and faux stone detail as well as stucco window surrounds.

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [] yes [x] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [x] no [] insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows and doors. It has been converted from a single family residence to a duplex and exhibits a style commonly found in South Florida. As a result, it is considered National Register-ineligible.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. 2. 3. 4. 5. 6.

DOCUMENTATION

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

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

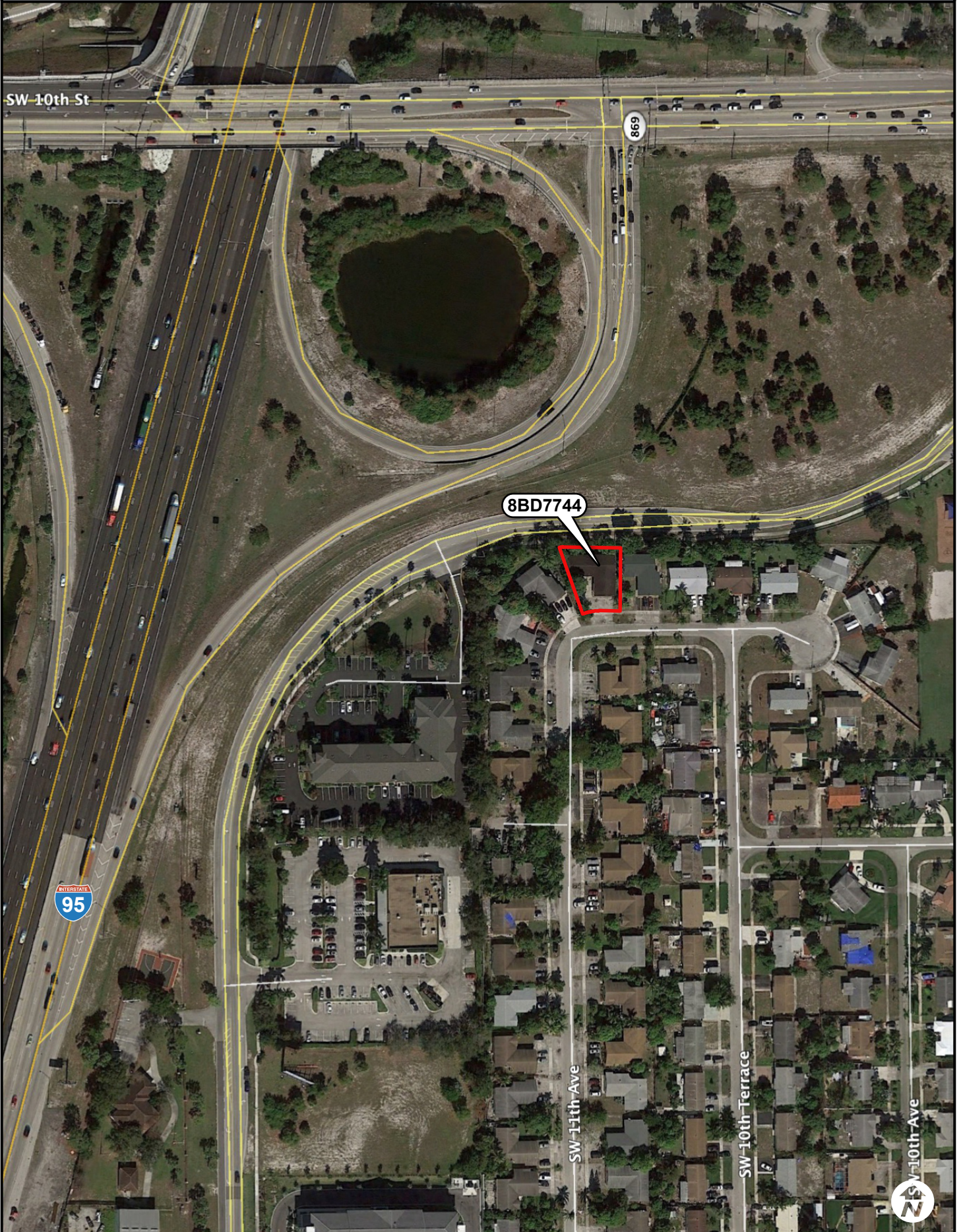
RECORDER INFORMATION

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

Required Attachments

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

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



PHOTOGRAPH

8BD7744

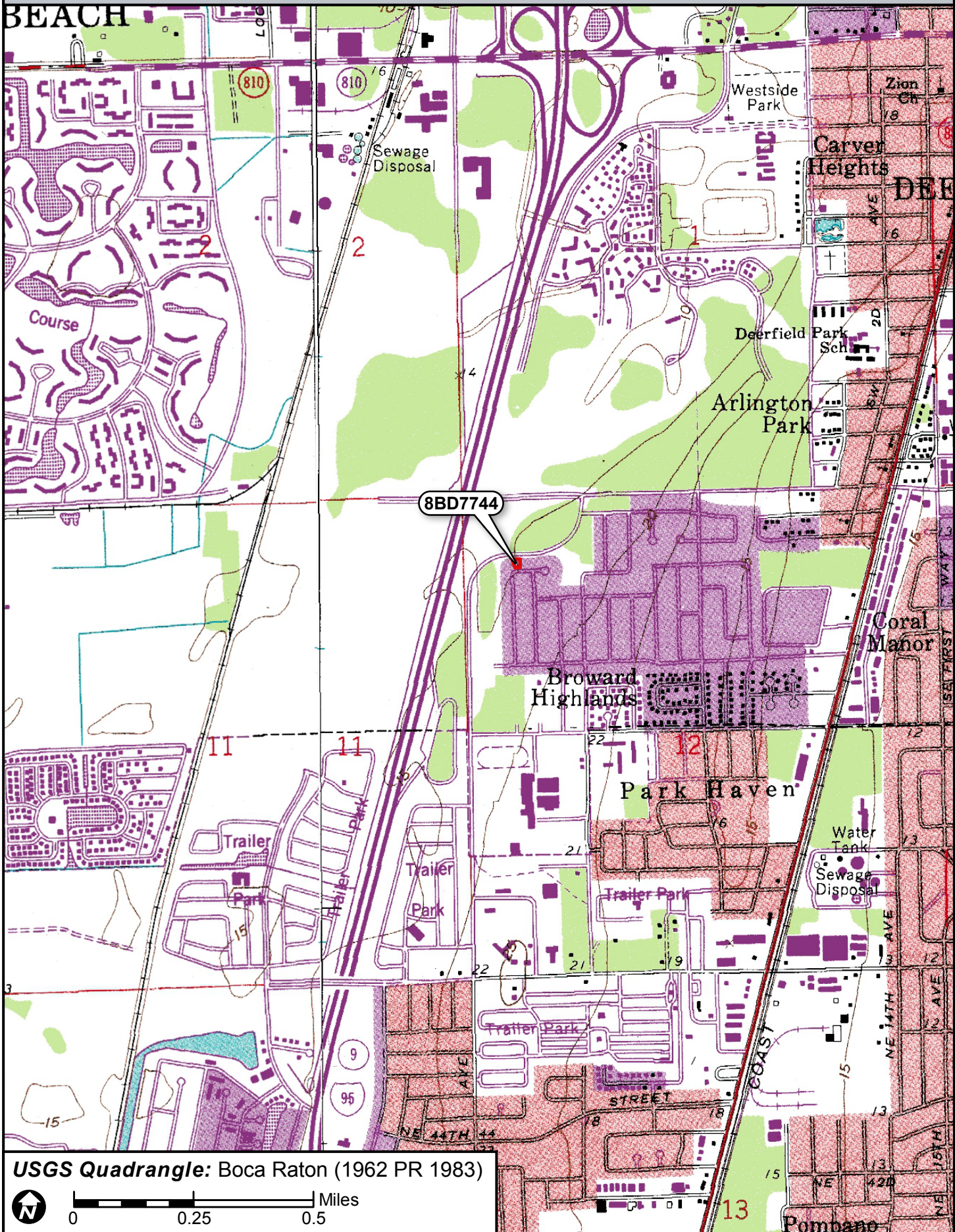


PHOTOGRAPH

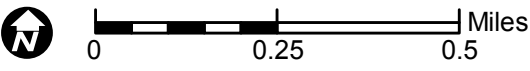
8BD7744



BEACH



USGS Quadrangle: Boca Raton (1962 PR 1983)





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **BD07745**
Field Date 1-27-2021
Form Date 3-5-2021
Recorder # 3

Original
 Update

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

Site Name(s) (address if none) 1031 SW 11th Court Multiple Listing (DHR only) _____
Survey Project Name I-95 at SW 10th Street CRAS Addendum Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 1031 Direction SW Street Name 11th Street Type Court Suffix Direction _____
Address: _____
Cross Streets (nearest / between) N side SW 11th Ct. E of SW 10th Terrace
USGS 7.5 Map Name BOCA RATON USGS Date 1986 Plat or Other Map _____
City / Town (within 3 miles) Deerfield Beach In City Limits? yes no unknown County Broward
Township 48S Range 42E Section 12 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 484212250080 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 588129 Northing 2909499
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1973 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1973 To (year): -
Current Use Residence, private From (year): - To (year): 2021
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: 1-1-2000 Nature Replaced windows/doors
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

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

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Shed extension 2. _____

Windows (types, materials, etc.)
Vinyl 6/6 SHS, most obscured by hurricane shutters

Distinguishing Architectural Features (exterior or interior ornaments)
Molded stucco in stone pattern, Clam shell awnings

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
One CB outbuilding in NE corner with flat roof

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete 2. _____ 3. _____
 Foundation Type(s): 1. Continuous 2. _____
 Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

Metal panel door with fixed 9-light window on S entry

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

Open concrete pad entry porch under shed extension

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource

This Masonry Vernacular residence has replaced windows and doors. It has no observed additions. Several of the windows are obscured by clam shell awnings.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey (CRAS) | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>Aerial Photography</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

This Masonry Vernacular residence has replaced windows and doors. It exhibits a style commonly found in South Florida. As a result, it is considered National Register-ineligible.

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

1. _____ 3. _____ 5. _____
 2. _____ 4. _____ 6. _____

DOCUMENTATION

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

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

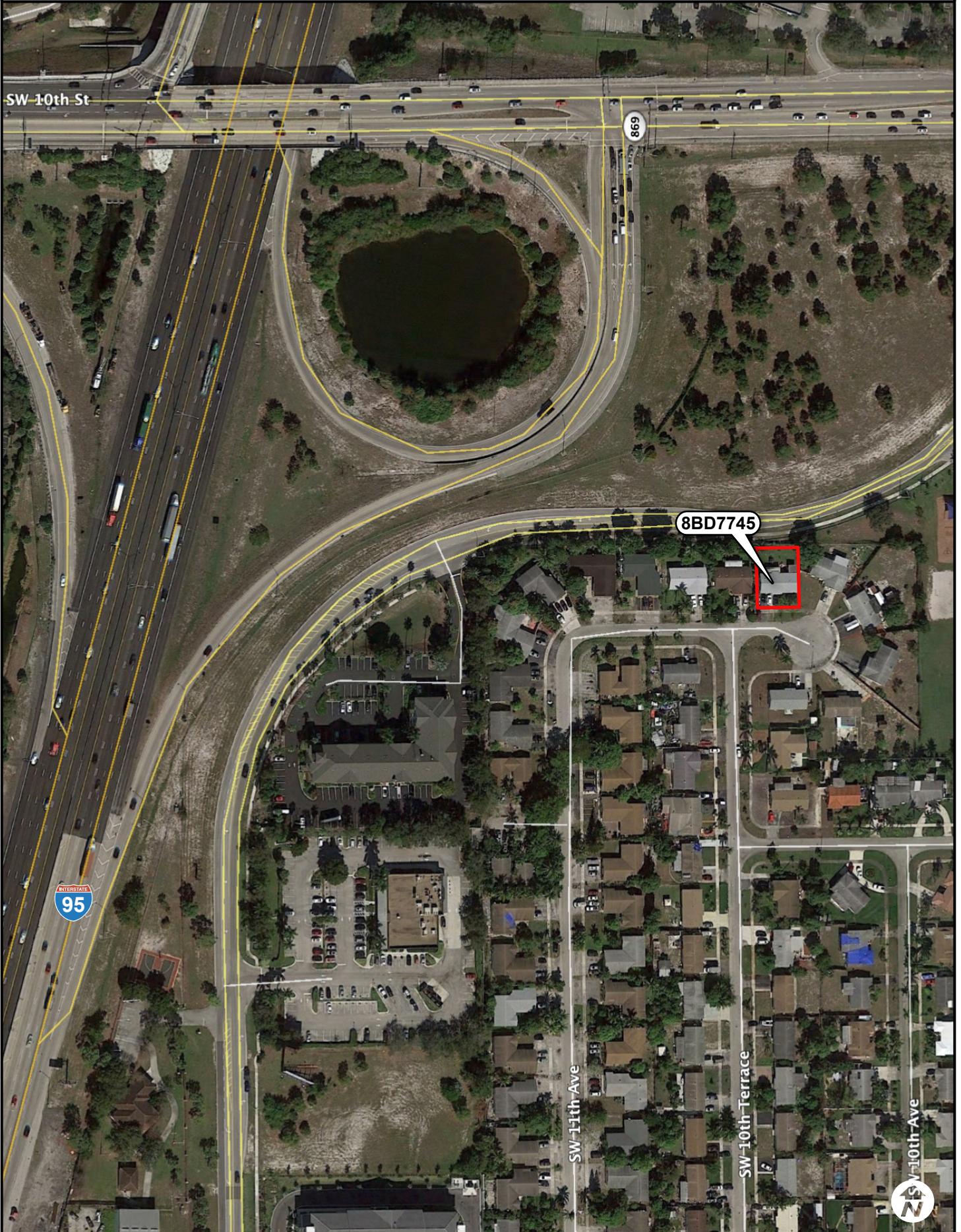
RECORDER INFORMATION

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

Required Attachments

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

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



SW 10th St

869

8BD7745

INTERSTATE
95

SW 11th Ave

SW 10th Terrace

SW 10th Ave



PHOTOGRAPH

8BD7745

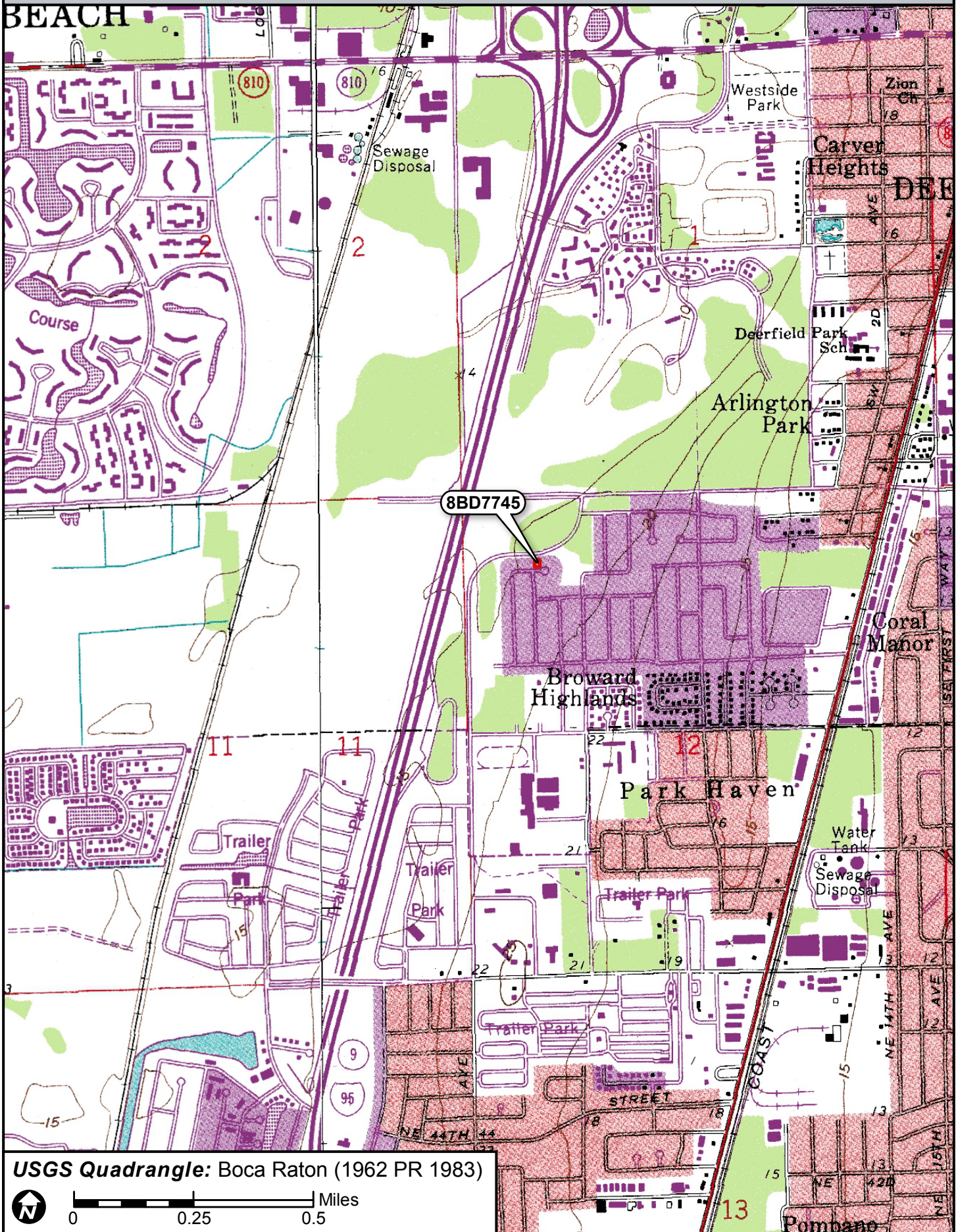


PHOTOGRAPH

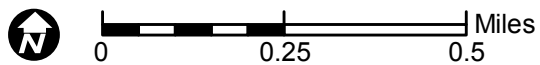
8BD7745



BEACH



USGS Quadrangle: Boca Raton (1962 PR 1983)



APPENDIX D

Survey Log

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)

CRAS I-95 from SW 10th Street to Hillsboro Boulevard

Report Title (exactly as on title page)

Cultural Resource Assessment Survey Addendum I-95 from SW 10th Street to Hillsboro Boulevard

Report Authors (as on title page)

1. Janus Research

3. _____

2. _____

4. _____

Publication Year 2021

Number of Pages in Report (do not include site forms) 38

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

Janus Research, 1107 N. Ward Street, Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Pepe, James P., Streelman, Amy Groover

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. I-95

3. SW 10th Street

5. Military Trail

7. _____

2. SR 9

4. Hillsboro Boulevard

6. SR 869

8. _____

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

Name FDOT District 4

Organization Florida Dept of Transportation - District 4

Address/Phone/E-mail 3400 West Commercial Blvd., Fort Lauderdale, FL 33309

Recorder of Log Sheet Janus Research

Date Log Sheet Completed 4-5-2021

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

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. Broward

3. _____

5. _____

2. _____

4. _____

6. _____

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

1. Name BOCA RATON

Year 1983

4. Name _____

Year _____

2. Name WEST DIXIE BEND

Year 1983

5. Name _____

Year _____

3. Name _____

Year _____

6. Name _____

Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 1-27-2021 End 4-2-2021 Total Area Surveyed (fill in one) _____ hectares 240.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters _____ feet Length: _____ kilometers _____ miles

Research and Field Methods

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

Scope/Intensity/Procedures

Pedestrian survey for archaeology; Visual inspection of the project area of potential effects for historic resources.

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

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

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

[]Check here if NO archaeological methods were used. []surface collection, controlled []shovel test-other screen size []block excavation (at least 2x2 m) []metal detector []surface collection, uncontrolled []water screen []soil resistivity []other remote sensing []shovel test-1/4" screen []posthole tests []magnetometer [X]pedestrian survey []shovel test-1/8" screen []auger tests []side scan sonar []unknown []shovel test 1/16" screen []coring []ground penetrating radar (GPR) []shovel test-unscreened []test excavation (at least 1x2 m) []LIDAR []other (describe): _____

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

[]Check here if NO historical/architectural methods were used. []building permits []demolition permits []neighbor interview []subdivision maps []commercial permits [X]windshield survey []occupant interview [X]tax records []interior documentation [X]local property records []occupation permits []unknown []other (describe): _____

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources _____ Count of Newly Recorded Resources 3

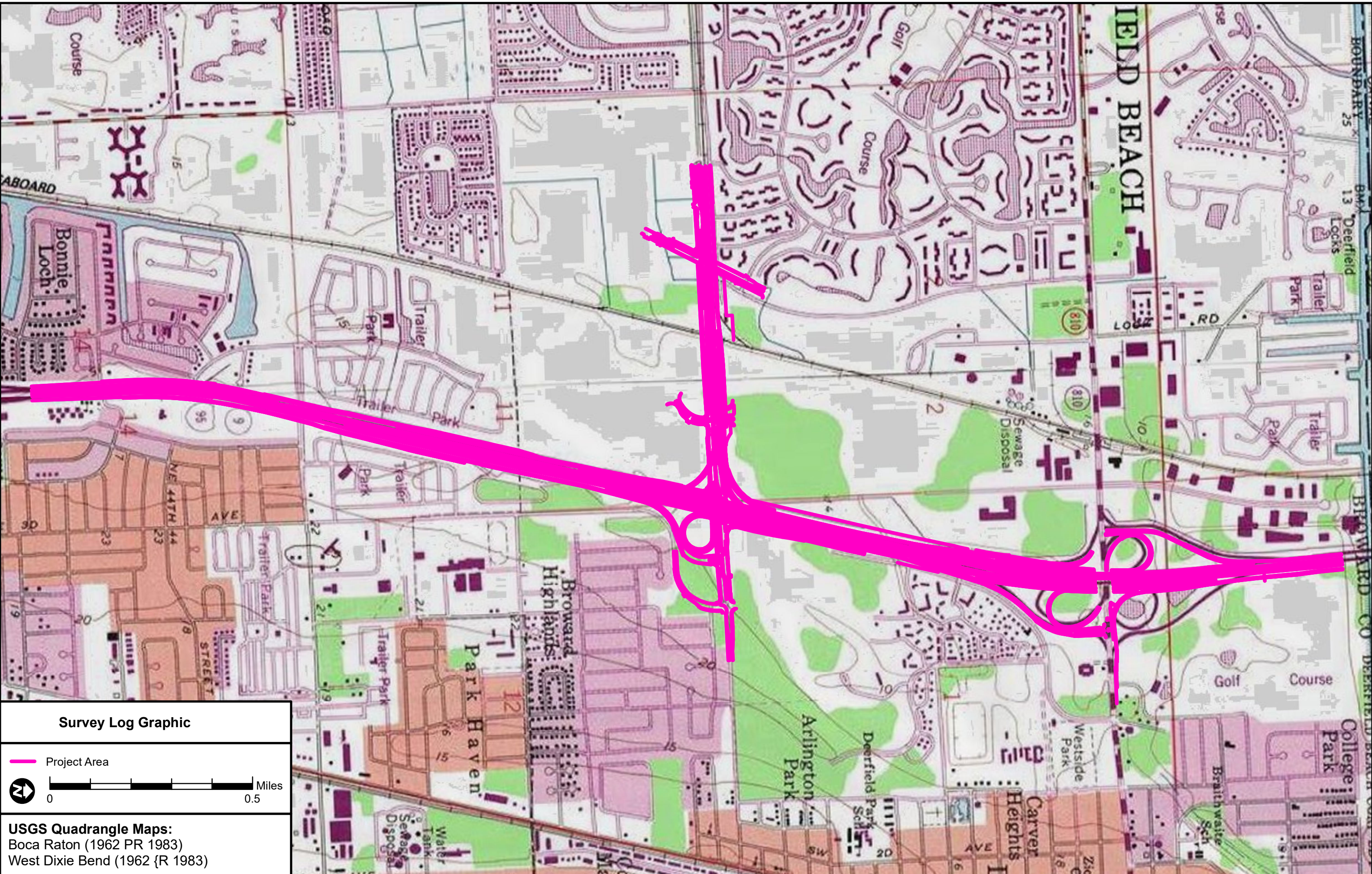
List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

List Newly Recorded Site ID#s (attach additional pages if necessary) 8BD7743, 8BD7744, 8BD7745


Site Forms Used: []Site File Paper Forms [X]Site File PDF Forms



REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY Origin of Report: []872 []Public Lands []UW []1A32 # _____ []Academic []Contract []Avocational []Grant Project # _____ []Compliance Review: CRAT # _____ Type of Document: []Archaeological Survey []Historical/Architectural Survey []Marine Survey []Cell Tower CRAS []Monitoring Report []Overview []Excavation Report []Multi-Site Excavation Report []Structure Detailed Report []Library, Hist. or Archival Doc []Desktop Analysis []MPS []MRA []TG []Other: _____ Document Destination: Plottable Projects Plotability: _____



Survey Log Graphic

 Project Area

  Miles

USGS Quadrangle Maps:
 Boca Raton (1962 PR 1983)
 West Dixie Bend (1962 {R 1983)