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**CULTURAL RESOURCES
ASSESSMENT SURVEY
Volume I**

Florida Department of Transportation
Florida's Turnpike Enterprise
Florida's Turnpike (SR 91) Widening
Project Development & Environment (PD&E) Study
From South of I-595 to Wiles Road
Broward County, Florida
Financial Project ID Number: 442212-1-22-01
ETDM Number: 14350
Date: March 2023

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Executive Summary

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) conducted a cultural resources assessment survey (CRAS) for the Florida's Turnpike (SR 91) Widening Project Development & Environment (PD&E) Study from south of I-595 to Wiles Road in Broward County, Florida (Financial Project ID [FPID] No. 442212-1-22-01). The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effect (APE) and to assess these resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources (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*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E 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 FR 44716, as amended and annotated). Principal Investigators also meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Large portions of the project APE established for the current CRAS located along the Florida's Turnpike (SR 91) and I-595 (SR 862), fall within areas previously surveyed for cultural resources during the following previous survey efforts (State Historic Preservation Officer (SHPO) concurrence letters for these surveys are attached for reference in **Appendix A**):

- *Cultural Resource Assessment Survey (CRAS) of the Widening of Florida's Turnpike Mainline, From North of Sunrise Boulevard to Atlantic Boulevard, Broward County, Florida* (Janus Research 2003a; Florida Master Site File [FMSF] Manuscript No. 8757)
- *CRAS of the Widening of Florida's Turnpike Mainline PD&E Study From Griffin Road to Sunrise Boulevard, Broward County* (Janus Research 2003b; FMSF Manuscript No. 9518)
- *CRAS of the Turnpike Widening South of Atlantic Boulevard to North of the Sawgrass Expressway PD&E Study, Broward County, Florida* (Janus Research 2005b; FMSF Manuscript No. 12005)
- *CRAS, I-595 (SR 862) PD&E Study from the I-75 Interchange West of 136 Avenue to the I-95 Interchange Broward County, Florida* (Janus Research 2005a; FMSF Manuscript No. 12945)
- *CRAS of the SR 91 Florida's Turnpike Widening - Griffin Road to HEFT (SR 821) and Atlantic Boulevard to West Hillsboro Boulevard Broward County, Florida* (Janus Research 2006; FMSF Manuscript No. 13095)

- *CRAS, PD&E Study, Sunrise Boulevard Interchange Modification Turnpike Mainline and Sunrise Boulevard, Broward County, Florida* (Archaeological Consultants, Inc. [ACI] 2008; FMSF Manuscript No. 15990)
- *CRAS Reevaluation of SR 862 (I-595) PD&E Study from the I-75 Interchange to the I-95 Interchange, Broward County, Florida* (Janus Research 2013; FMSF Manuscript No. 21126)
- *CRAS Reevaluation for the Turnpike Widening from Atlantic Boulevard to Wiles Road (MM 66–70), Broward County, Florida* (Janus Research 2017; FMSF Manuscript No. 24183)

A pedestrian survey of the archaeological APE was conducted to document any cultural material encountered within the APE, identify any potential areas of increased archaeological site potential, document current conditions within the APE, and determine where subsurface testing was feasible. Due to the results of the current pedestrian survey, the level of previous survey work that occurred during the aforementioned survey efforts, and the previous coordination of those survey efforts with the FDHR/SHPO, subsurface testing for the current survey focused primarily on areas of newly proposed right of way (ROW). Historic resources survey efforts focused on the entire historic resources APE due to the potential for resources to have become newly historic since the previous survey work occurred.

The majority of the archaeological APE is located within areas of existing road right of way (ROW) that have been surveyed for archaeological resources during eight previous cultural resources survey efforts. Most of the archaeological APE is also within areas of existing ROW that have been disturbed during the construction, modification, and maintenance of the Florida's Turnpike (SR 91), I-595, W. Sunrise Boulevard, W. Oakland Park Boulevard, NW 55th Avenue, W. Commercial Boulevard, W. Cypress Creek Road, W. Atlantic Boulevard, and W. Sample Road. These areas have also been modified during the installation of collocated underground utility corridors, drainage facilities, retention ponds, and drainage features.

No archaeological sites were recorded within or adjacent to the current APE during the aforementioned archaeological survey efforts, and no archaeological sites or archaeological occurrences were newly identified within the current APE during the current survey.

While subsurface testing was not feasible within segments of the APE due to hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 34 shovel tests were excavated within the archaeological APE where feasible. Based on the results of the current survey, as well as the results of the pedestrian surveys and subsurface testing conducted within the APE during the previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

The historic resources field survey and research resulted in the identification of 149 historic resources within the APE, consisting of 21 previously recorded resources and 128 newly recorded resources. Of the 149 total resources, there is one linear resource (8BD3226), one cemetery (8BD8423), two bridges, 18 resource groups, and 127 structures. Two of the newly-identified resources are recommended eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the Turnpike Toll Plaza/8BD8542. The Plantation Village Shopping Center/8BD8428 is an example of a Colonial Revival Style commercial structure with

excellent integrity. The structure is recommended individually eligible for the National Register under Criterion C for Architecture. The Turnpike Toll Plaza/8BD8542 is the last remaining original toll booth constructed by the Florida Turnpike Authority when the Sunshine State Parkway was constructed through the project area in the 1950s. It is recommended individually eligible under Criterion A in the area of Transportation for its association with the development of the state in the Post World War II era.

The remaining 147 historic resources have been determined ineligible or are considered ineligible for listing on the National Register. Historical research and field survey did not reveal any significant associations with the resources. Several of the resources also are examples of typical architecture found in South Florida and have significant alterations. There were multiple types of resource groups recorded within the APE. These include condominium/apartment complexes, golf courses, a hospital, and mobile home parks. Historical research, field survey, and reconnaissance survey of the surrounding areas outside of the APE did not reveal any potential historic districts. Florida Master Site File (FMSF) forms for newly recorded and select previously recorded historic resources are included in **Volume II**.

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1.0 Project Summary

1.1 Project Description

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE), is evaluating alternatives to widen the Florida's Turnpike Mainline from south of I-595 (milepost [mp] 53) to Wiles Road (MP 70), approximately 17 miles. The project is located in Broward County, Florida and is contained within the following eleven municipalities: Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, Pompano Beach and Tamarac. **Figure 1-1** shows the limits of the Project Development & Environment (PD&E) Study.



Figure 1-1 Project Location Map

Currently, the Turnpike Mainline is typically eight to ten lanes (four lanes plus an auxiliary lane in each direction) from south of I-595 to south of Atlantic Boulevard and six lanes (three lanes in each direction) from south of Atlantic Boulevard to Wiles Road. The study consists of evaluating the widening of the Turnpike Mainline to ten lanes plus an auxiliary lane from south of I-595 (MP 53) to south of Atlantic Boulevard (MP 66) and widening to ten lanes from Atlantic Boulevard (MP 66) to Wiles Road (MP 70).

Land use adjacent to the Turnpike Mainline within the project limits is predominately residential with areas of commercial and industrial land uses toward the northern end of the project.

The improvements being evaluated also include milling and resurfacing, bridge construction and existing interchange improvements. The existing interchanges within the limits of the study include I-595, Sunrise Boulevard, Commercial Boulevard, Atlantic Boulevard, Coconut Creek Parkway and Sample Road. The evaluation for two potential new reliever interchanges, one at Cypress Creek Road/McNab Road and one at Oakland Park Boulevard, is also part of the PD&E Study.

1.2 Purpose & Need

The purpose of this project is to evaluate increasing capacity of Florida's Turnpike Mainline to accommodate future traffic volumes generated by anticipated growth and development in Broward County, Florida.

Population and employment projections referenced in the Broward Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP), Commitment 2045, indicate that the population of Broward County is expected to grow from 1.9 million to 2.2 million (15.7% increase) between 2018 and 2045. Employment is projected to grow by 25% through 2045. Furthermore, the Southeast Florida region, made up of Broward County, Miami-Dade County, and Palm Beach County, collectively has a population of 5.85+ million people and is expected to reach nearly 7.5 million over the next 25 years, making it the fourth most populous urbanized area in the nation.

Widening of Florida's Turnpike Mainline is needed to accommodate Year 2045 travel demands, to enhance the safety of the corridor and the mobility in the area. The potential new interchanges would relieve existing interchanges, improving current and future traffic operations, improve regional connectivity and enhance emergency response and evacuation.

1.2.1 Enhance Safety

There is recurring congestion along the project limits, particularly in the vicinity of I-595 and Sunrise Boulevard Interchange, and between Coconut Creek Interchange and the Sawgrass Interchange in both the northbound and southbound directions. The traffic congestion is most predominant in the PM peak time and is categorized as moderate to severe. Increased congestion leads to an increase in crashes. The area between the I-595 Interchange and the Sunrise Blvd. interchange is the project segment with the highest crash history.

Improvements to Florida's Turnpike are needed to enhance safety. Between 2012 and 2016, there were almost 3,000 crashes within the project limits equating to an economic cost of \$339 million. Widening Turnpike's Mainline to increase capacity is needed to accommodate the future travel demand, otherwise the increase in travel demand will result in increased congestion and will lead to an increase in crashes.

1.2.2 Accommodate Travel Demands

With the regional population forecasted to be just over 7.5 million people by the year 2045, travel demands on the transportation network will increase as the population grows.

The traffic evaluation analysis identified the need for ten lanes by 2025 from south of I-595 (MP 53) to south of Atlantic Boulevard (MP 66) and ten lanes plus continuous auxiliary lanes are needed by 2040. From south of Atlantic Boulevard (MP 66) to Wiles Road (MP 70), 8 lanes are needed now and ten lanes are needed by 2040.

These travel demands must be met to provide a safe travel environment for all road users.

1.2.3 Improve Travel Time Reliability

Improvements to Florida's Turnpike are needed to improve travel time reliability. As aforementioned, there is moderate to severe congestion during the morning and afternoon rush hours along the Turnpike and at interchange ramps. Although Florida's Turnpike did experience a drop in congestion during the height of the COVID-19 pandemic, 2022 traffic evaluation shows congestion is returning to nearly pre-pandemic levels. Without an increase in capacity more stop and go traffic, more crashes, and longer delays would be expected in the future.

1.2.4 Improve Regional Connectivity

The project is located within a segment of the roadway network vital to the south Florida region. The corridor improvements are needed to enhance and maintain south Florida's economic and employment viability. Without Turnpike widening, severe congestion will impact the movement of people and goods throughout south Florida.

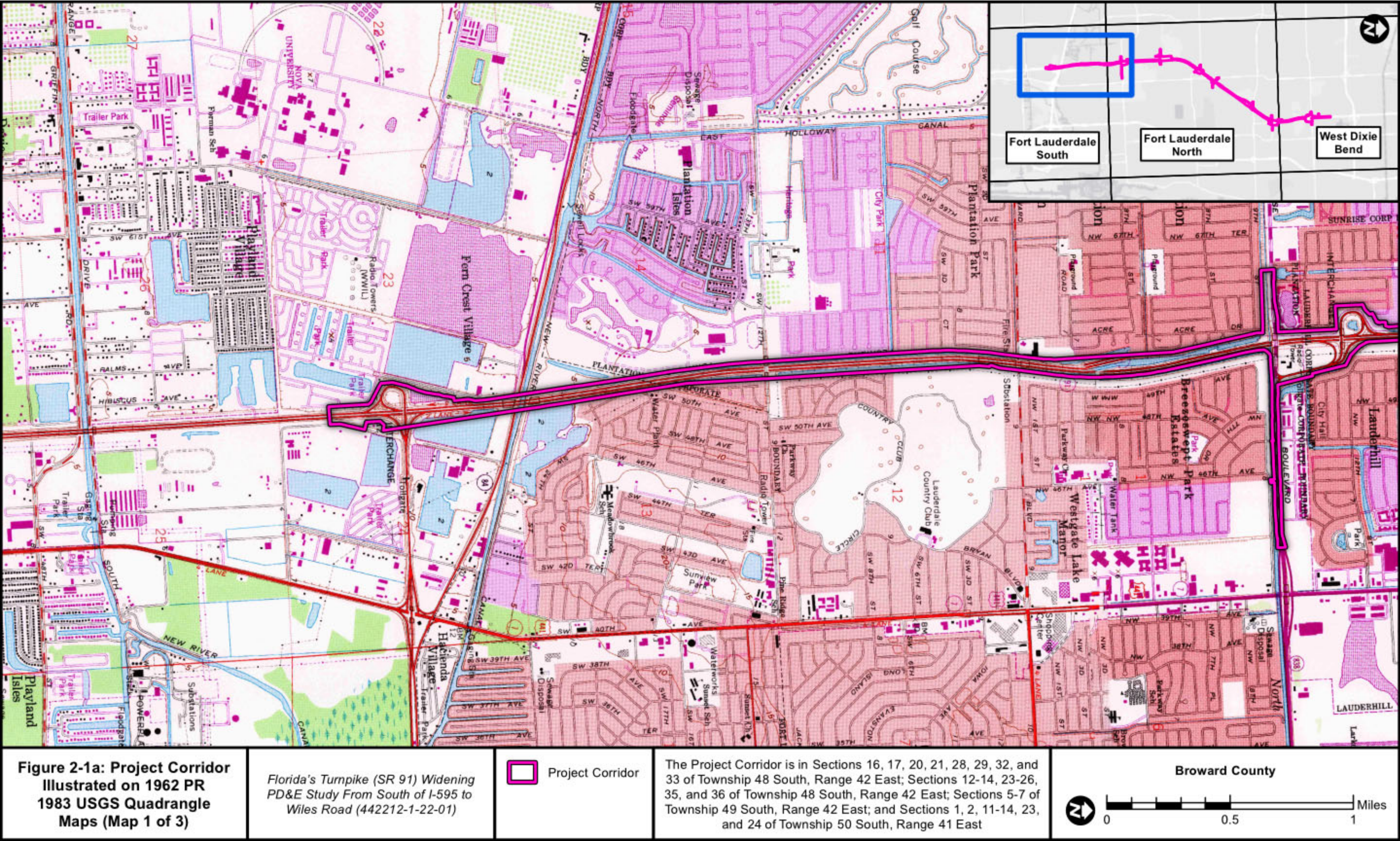
1.2.5 Enhance Emergency Response and Evacuation

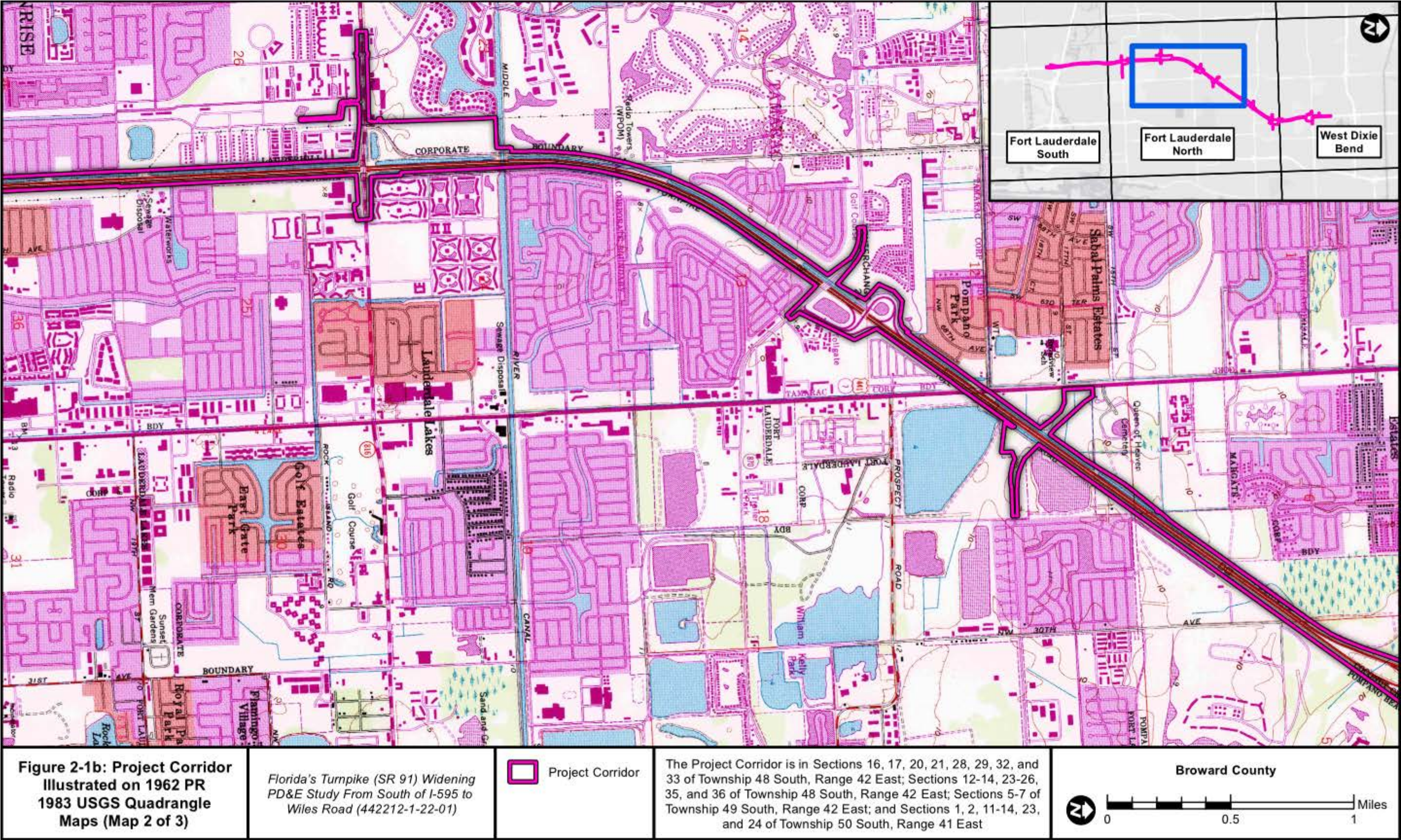
The South Florida region is susceptible to hurricanes every year. Florida's Turnpike is a designated hurricane evacuation route, critical in facilitating traffic movement during emergency evacuation periods. With the population increase forecasted for the region, widening Florida's Turnpike Mainline would provide greater capacity to efficiently process large volumes of traffic during emergency evacuation events.

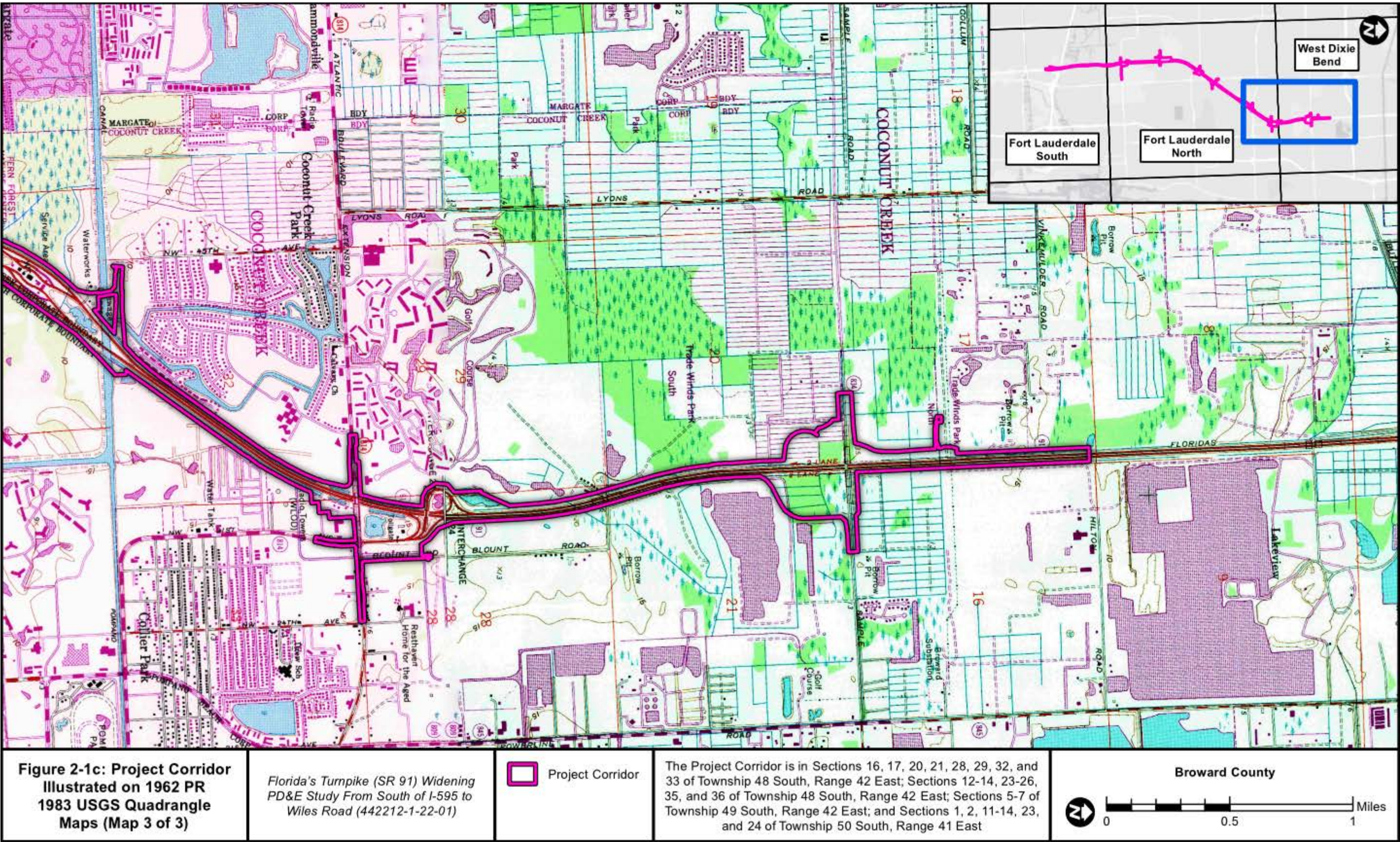
2.0 Cultural Resources Approach And Applicable Legislation

The FTE conducted a cultural resource assessment survey (CRAS) for the Florida's Turnpike (SR 91) Widening PD&E Study from south of I-595 to Wiles Road in Broward County, Florida (Financial Project ID [FPID] No. 442212-1-22-01). The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project APE and to assess these resources in terms of their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. The location of the project corridor is illustrated on United States Geological Survey (USGS) quadrangle maps in **Figure 2-1a through 2-1c**.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources (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*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E 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 FR 44716, as amended and annotated). Principal Investigators also meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.





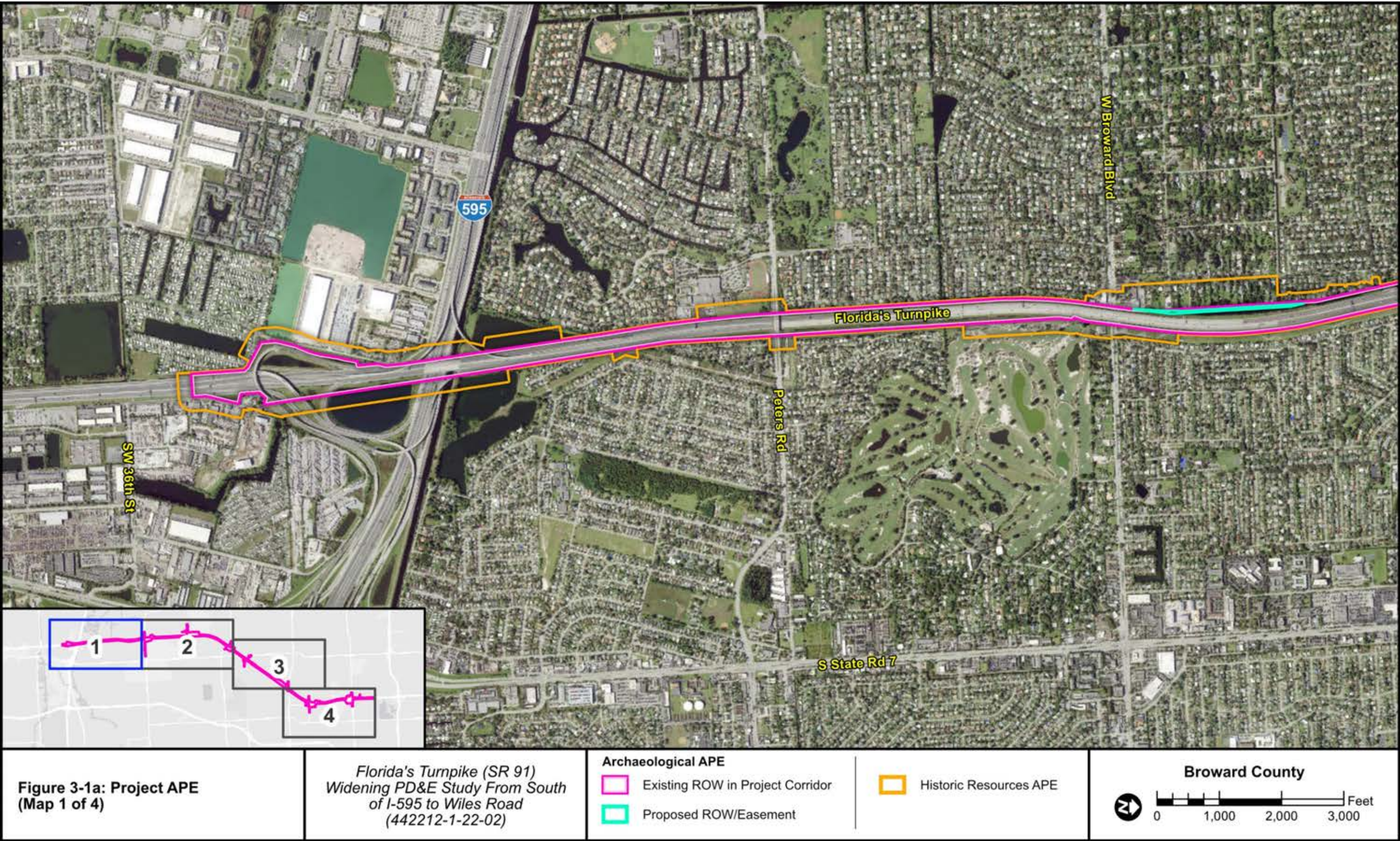


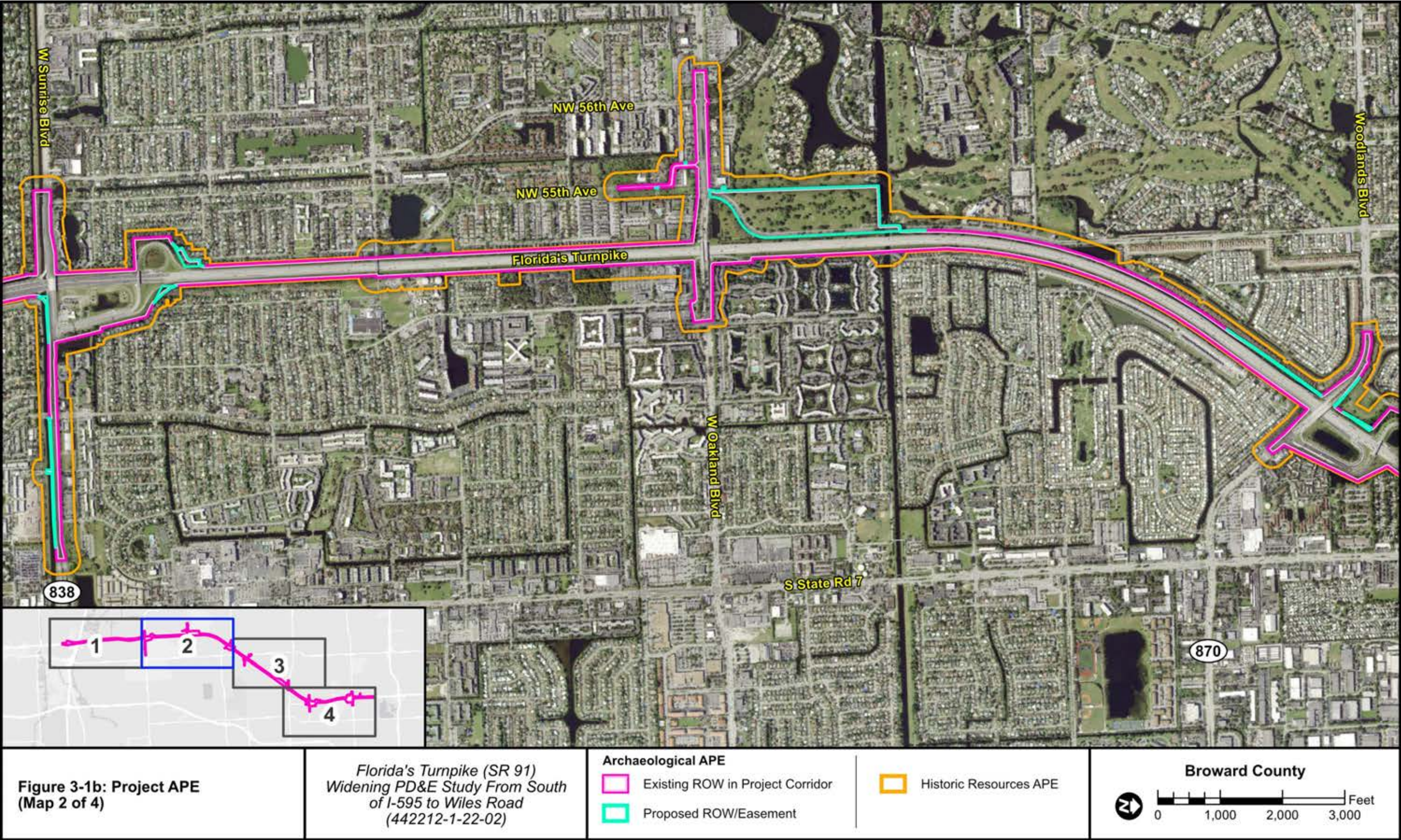
3.0 Project Area of Potential Effect

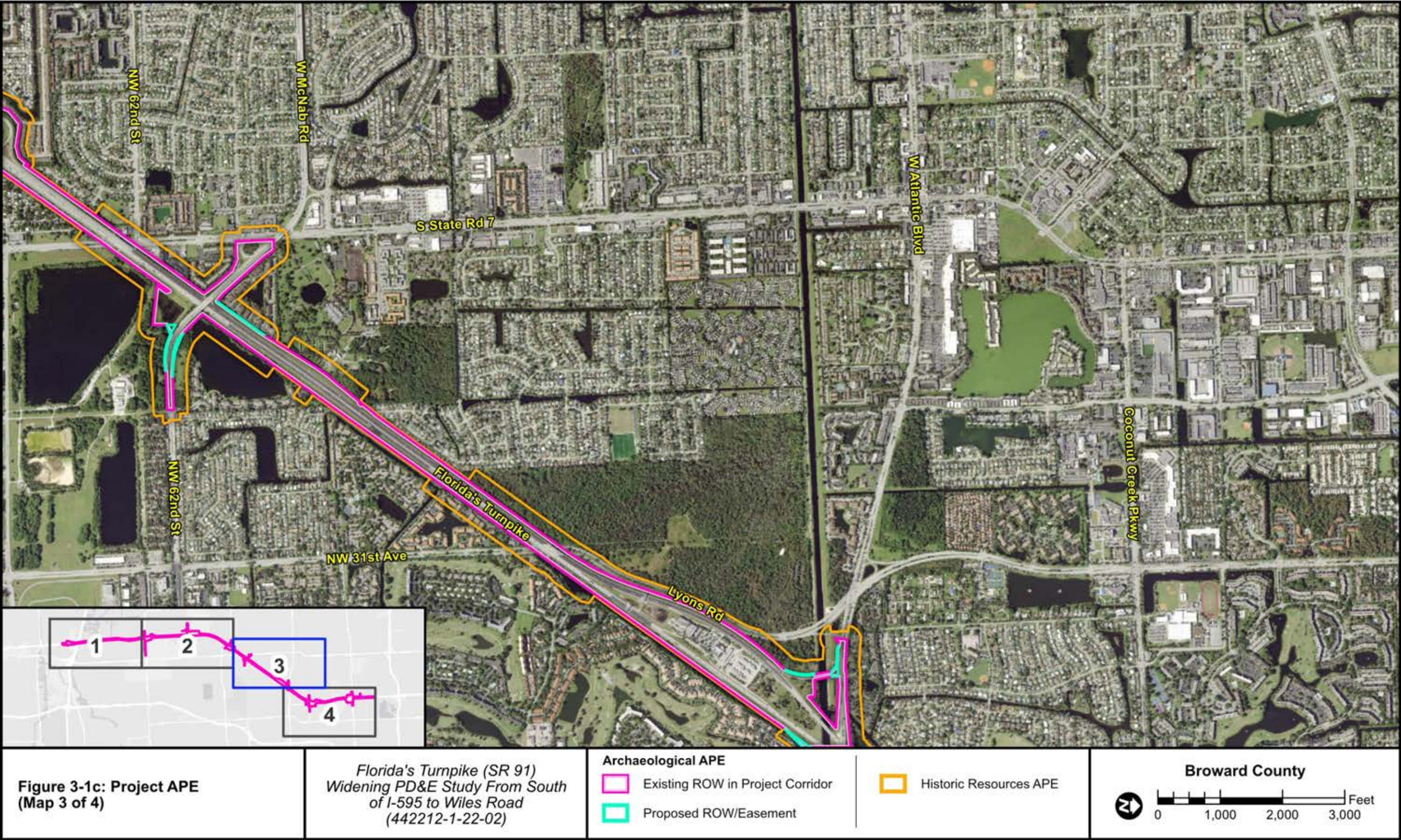
According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources.

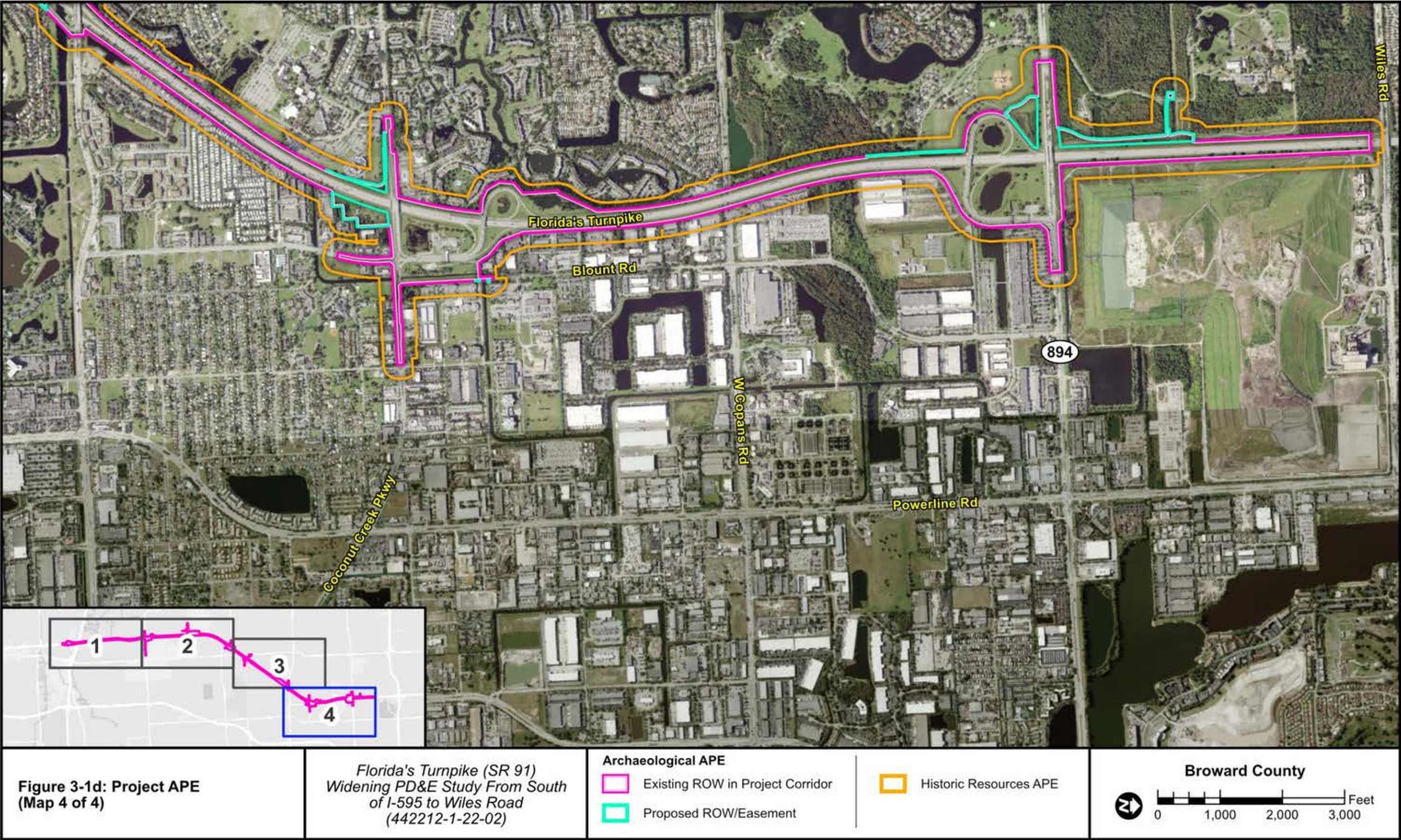
The survey for archaeological sites typically focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities, as well as areas where ownership will be transferred. The development of the archaeological APE also considered the modified character of the area containing the majority of the project corridor as well as the nature of the improvements planned within the existing ROW and proposed ROW/easement. Therefore, the archaeological APE for this survey consisted of the footprint of the existing ROW containing the proposed improvements, as well as the footprint of newly proposed areas of ROW and easement (**Figures 3-1a–3-1d**).

The development of the historic resources APE also considered the nature of the improvements and the current conditions within and surrounding the project corridor. The historic resources APE consisted of the footprint of all existing and proposed ROW and easements containing the improvements. It also included all adjacent parcels/resources for a distance of up to 200 feet from the existing and proposed ROW and easements, unless the improvements were contained within existing ROW with extant noise walls located near the edge of the ROW (that would not be moved as a result of the current work). In areas with extant noise walls that would not be moved, the historic resources APE did not expand outside of the existing ROW for at-grade improvements. The historic resources APE also consisted of a 250-foot buffer off newly elevated improvements or existing elevated improvements that will be widened, regardless of their proximity to existing noise walls. Due to the widening of the Turnpike facility into the existing canal, on the west side of the Turnpike facility the APE was expanded along East Acre Drive, from W. Broward Boulevard to Palm Tree Road, to include those residential resources. The project improvements do not include any changes to three previously recorded historic canals that pass beneath the Turnpike. Therefore, these canals have been excluded from the APE. The project improvements do include changes to one previously recorded historic canal, which is included in the APE and is discussed in **Section 7.3**. The historic resources APE is illustrated on aerial mapping in **Figures 3-1a–3-1d**.









4.0 Environmental Setting

Environmental and ecological factors influenced the choice of areas used and occupied by precontact and historic period populations. These factors change over time and are used to reconstruct past conditions that influenced early human occupation of the project corridor.

4.1 Paleo-Environment

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,550 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in hunting/foraging strategies and seasonal migration patterns. In the archaeological record, these changes can be seen in different settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

Although Florida was not glaciated, the glacial conditions associated with the Laurentide ice sheet to the north affected the paleoclimates of Florida. During the late Pleistocene, sea levels were more than 70 m lower than they are today, and the coastline extended many miles beyond its current location (Hines et al. 2017:475). During the Pleistocene-Holocene transition, sea levels rose dramatically as the continental ice sheets retreated and melted. The vegetational community in western Florida mostly consisted of oak, hickory, and southern pine forests, with mixed hardwood forests along major drainages from the Appalachian highlands toward the Gulf of Mexico. By the early Holocene, (approximately 11,550 BC) the climate became warmer and wetter as sea levels rose, and precipitation increased, contributing to rising groundwater tables and the filling of shallow lakes (Hines et al. 2017:457, 477).

The Holocene Climatic Optimum (also referred to as the Hypsithermal Interval), a time of warmer and drier environmental conditions, occurred during the Archaic period (Deevey and Flint 1957; Anderson et al. 1996:3-7). Pine species replaced oak as the dominant forest element (Watts 1975; Delcourt and Delcourt 1981, 1983, 1985, 1987). This implies that the availability of acorns and the animals that fed on those acorns would have been more restricted. Water was more plentiful, but only in rivers and springs fed by the Floridan Aquifer or at sinkholes. By Late Archaic times, sea levels had risen to within a few meters of their current levels (Griffin 1988). Increased rainfall resulted in the formation of Lake Okeechobee, the Everglades, and other modern ecosystems (Watts and Stuiver 1980; Brooks 1984:38; Gleason et al. 1984:311). Around 750 BC, some modern beach ridges in southern Florida, like Cape Sable, began to form. Increased precipitation in the interior made cypress common in many areas, including the Big Cypress Swamp, and made droughts in the Everglades less common (Griffin 1988). The southern rim of Lake Okeechobee reached its maximum height about this time (Brooks 1984:38). Vegetation reached its present distributional patterning and estuaries were fully formed and supplied by enough freshwater drainage to become highly productive (Widmer 1988; Griffin 1988).

4.2 Regional Environment

The project APE is located within the Everglades and Atlantic Coastal Ridge physiographic regions. The southern and central thirds of the corridor are located on the border of the two physiographic regions, while the northern third of the project corridor is located within the Atlantic Coastal Ridge region. The Everglades region is characterized by low, poorly drained flatland that represents the shallow, flat bottoms of Pleistocene seas. Peat and organic-rich soils that have accumulated on a bedrock floor that consists of Miami Oolite cover this region. Miami Oolite, a Pleistocene era deposit, consists of a soft, white to yellow limestone that varies from a sandy limestone to calcium carbonate. This bedrock floor rises to the east and west where it lies very near the surface and where elevations tend to be somewhat higher. The Miami Oolite gradually thickens to the east where it eventually forms the Atlantic Coastal Ridge. Modern attempts to drain, ditch, or divert water have severely altered much of the Everglades. Elevations range from sea level along Florida Bay to approximately 10 feet (3 meters) above mean sea level (AMSL) in the northern end of the Everglades. Elevations higher than 3 meters (10 feet) within this physiographic region are generally the result of the construction of bridges and berms for existing transportation facilities. The Atlantic Coastal Ridge is characterized by low, poorly drained flatlands that represent the shallow, flat bottoms of ancient seas. Several linear sand ridges that parallel the coast are present within the region, which are remnants of ancient shorelines, dunes, or offshore bars (White 1970). Elevation along the Atlantic Coastal Ridge averages approximately 10–15 feet (3–4.5 meters).

Western and central portions of Broward County consist of level, generally treeless sawgrass plains overlying limestone with water standing on the surface for months (USDA 1984:4). The eastern portion of Broward County is an area of rapid, dense urban development with numerous water-control ditches and canals. The areas not associated with filled areas of former sawgrass marsh typically consisted of low, sandy, flatwoods ridges with pine, palmetto, and native grasses (USDA 1984:4). These areas have also largely been developed after requiring drainage and fill (USDA 1984:4). The Everglades make up a larger portion of Western and Central Broward County and the major rivers and streams include the North and South Fork of the Middle River and the New River tidal estuary. However, much of the drainage within the County moves from west to east into the Atlantic Ocean via the Hillsboro Canal, Pompano Canal, Midriver Canal, North New River Canal and C-9 Canal.

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

Limestone and dolostone dominate the sediments of Broward County. Outcrops of silicified limestone, or chert, which were sought out as raw material sources for the manufacture of stone tools, do not occur in this area (Lane et al. 1980). The closest known outcrops lie to the north along the Peace River in the central part of the state (Scott 1978; Upchurch et al. 1982).

4.3 Physical Environment of the Project Corridor

Modern drainage and development have drastically changed the drainage patterns and overall environment of the project APE during the past century. A summary of the review of available General Land Office records, aerial photographs, County soil data, and elevation data is provided in the following pages to provide a representation of the expected predevelopment environmental conditions within the project corridor. Descriptions of the larger context of the corridor are presented generally while available specific detailed environmental characteristics were presented moving along the project corridor from south to north.

4.3.1 General Land Office Records

A review of the General Land Office (GLO) historic plat map and surveyor's notes (Florida Department of Environmental Protection [FDEP] 1870a, 1870b, 1870c, 1870d, 1912a, 1912b) was conducted to help determine the environmental conditions within the project corridor prior to development. The archaeological APE is depicted on available historic plat maps in **Figures 4-1a–4-1b**. No environmental conditions are illustrated on the 1912 plat map for Township 50 South, Range 41 East and minimal environmental features were noted on the 1912 plat map for Township 49 South, Range 41 East (FDEP 1912a, 1912b). No surveyors' notes are available for the portions of the APE located within these townships and ranges. The 1912 map for Township 49 South, Range 41 East (FDEP 1912b) notes the border of the 'Cypress Everglades'. This reaffirms that the southern portion of the APE was formerly within the Everglades, and that the central portion of the APE was on and near the border of the Everglades and the flatwoods. Within Township 49 South, Range 42 East (FDEP 1870b, 1870d), the surveyor's notes also reflect this border, as the APE is described within a mixture of 'all swamp' to the west and areas of 'low pine and swamp' to the east. A few large ponds which are no longer extant are also visible in the vicinity.

As the northern extent of the project corridor extends farther north and east into Township 48 South, Range 42 East (FDEP 1870a, 1870c), similar conditions exist, with intermittent areas of swamp, cypress swamp, and pine woods, with intermittent ponds. The majority of the summaries for each section are noted as 'mostly swamp'. A single hammock is illustrated near the APE on the plat maps (and noted in the surveyor's notes) to the east of the intersection at the southwest corner of Section 21 and northwest corner of Section 28. The general location of the hammock was depicted in an area near and to the east of the present-day convergence of Florida's Turnpike (SR 91) and W Copans Road.

4.3.2 Aerial Photographs

Available aerials photographs from 1940, 1947, 1949, 1957, 1968, 1971, 1976, and 1981 (Florida Department of Transportation [FDOT] 1996-2022; University of Florida, George A. Smathers Libraries 2022) were reviewed to facilitate an understanding of the change in environment seen within the APE over time. Three select sets of aerial photographs that depict the entire APE have been included for reference. These include the earliest set of aerial photographs with flight tiles from 1947 and 1949 (see **Figures 4-2a–4-2g**), the first set of aerials depicting the construction of Florida's Turnpike (SR 91) (1957; see **Figures 4-3a–4-3g**), and a set of aerial photographs from 1976 (see **Figures 4-4a–4-4g**) to show conditions near the cutoff date for historic resources (1974).



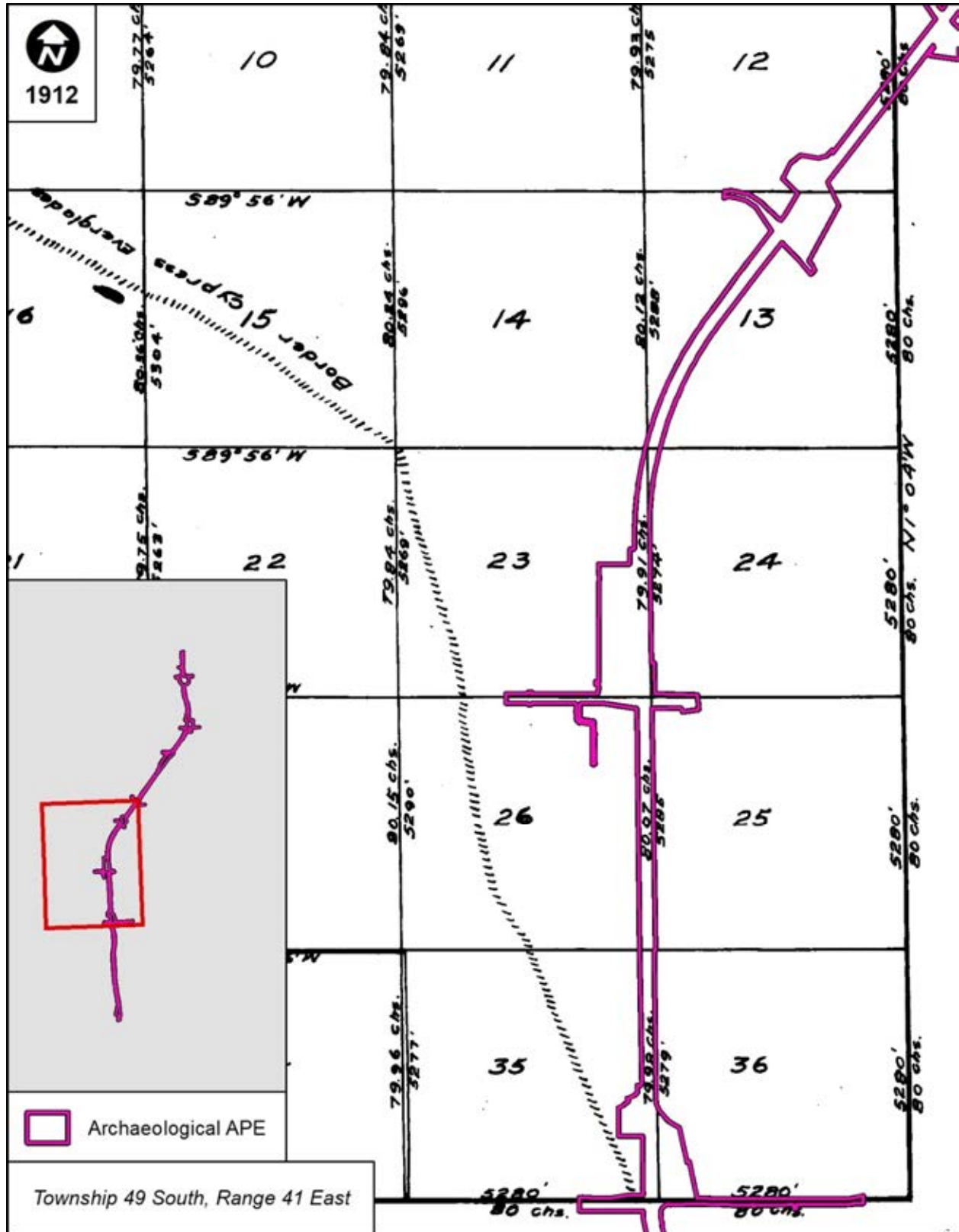


Figure 4-1b Archaeological APE Illustrated on Historic Plat Maps (Map 2 of 4)

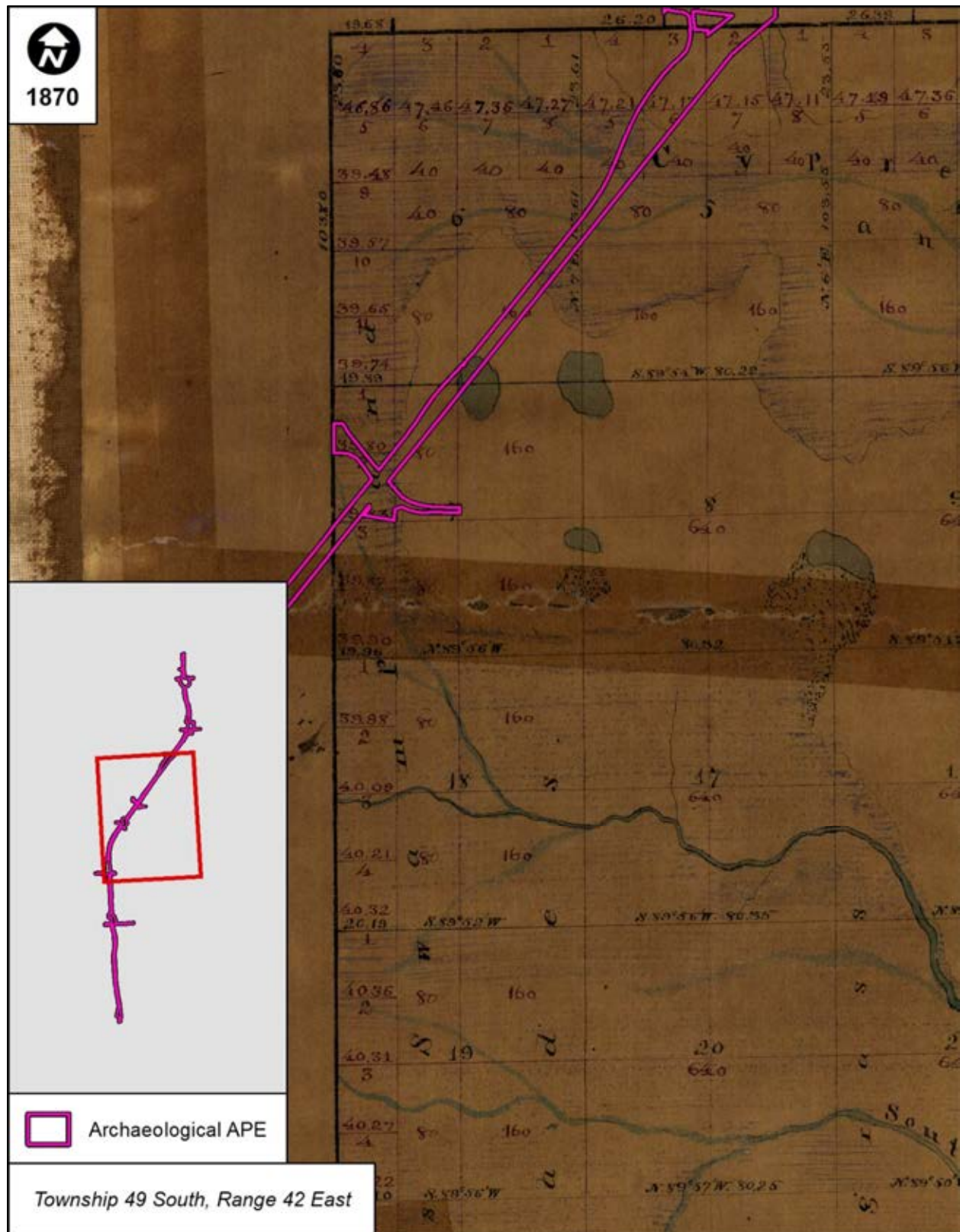


Figure 4-1c Archaeological APE Illustrated on Historic Plat Maps (Map 3 of 4)

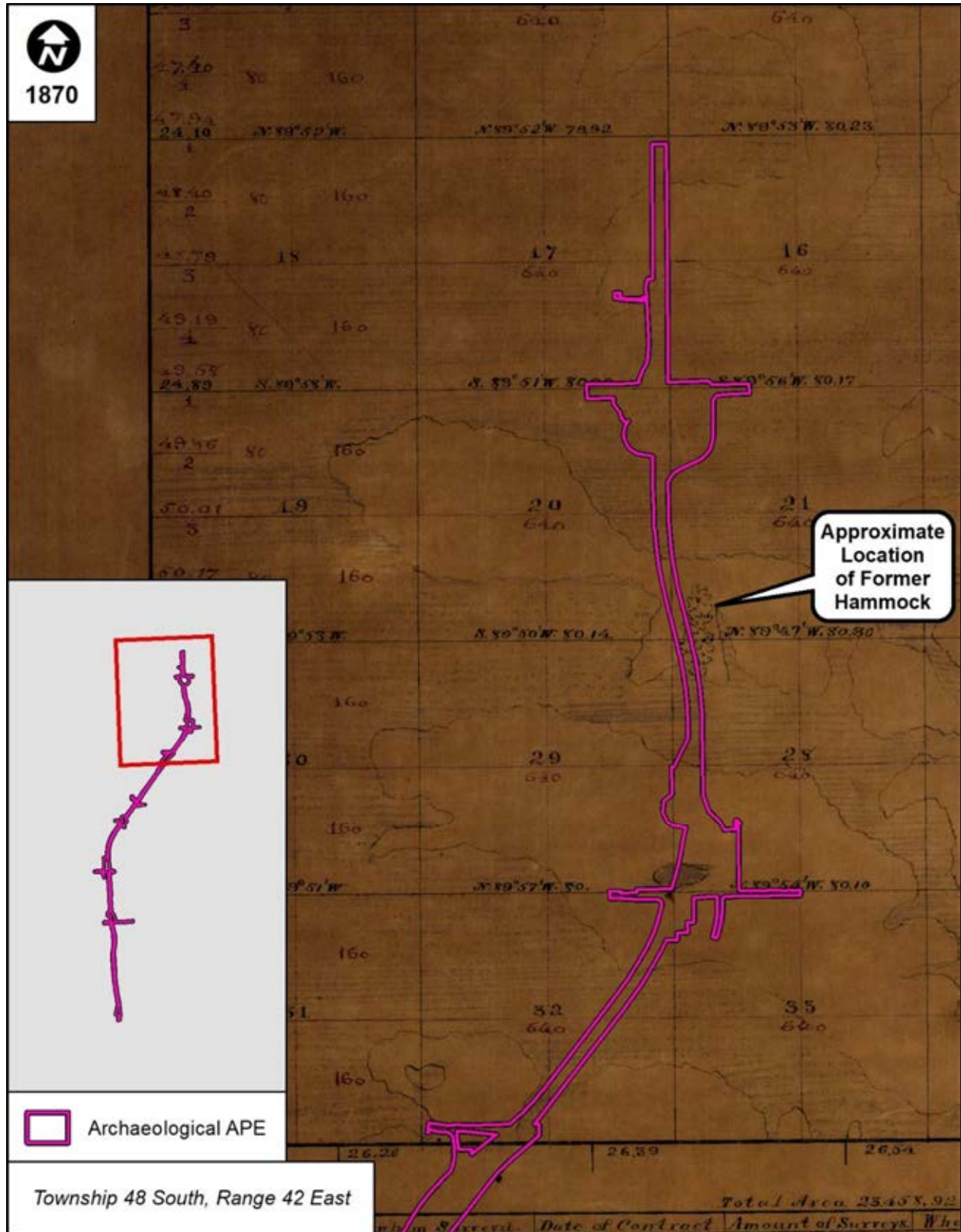
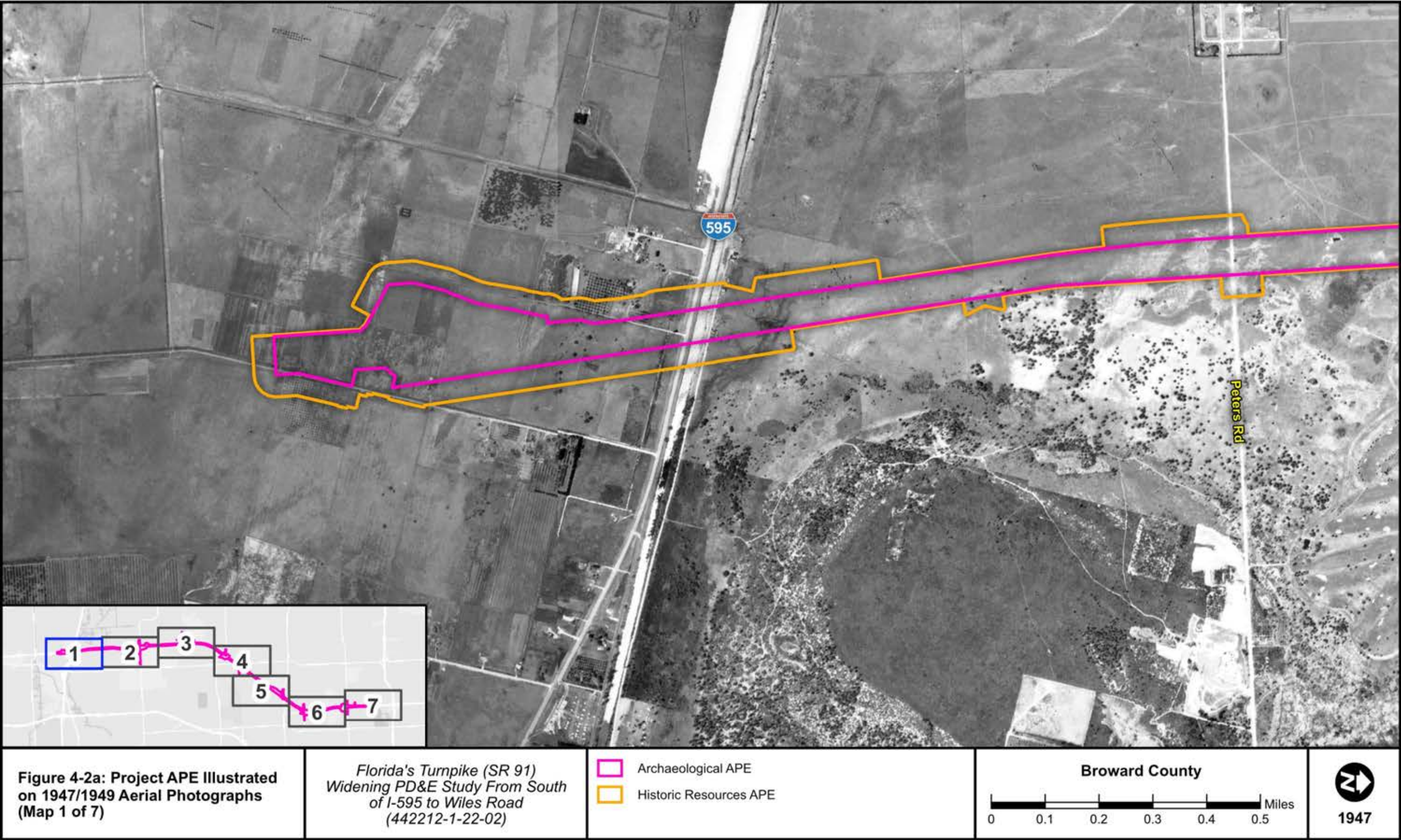
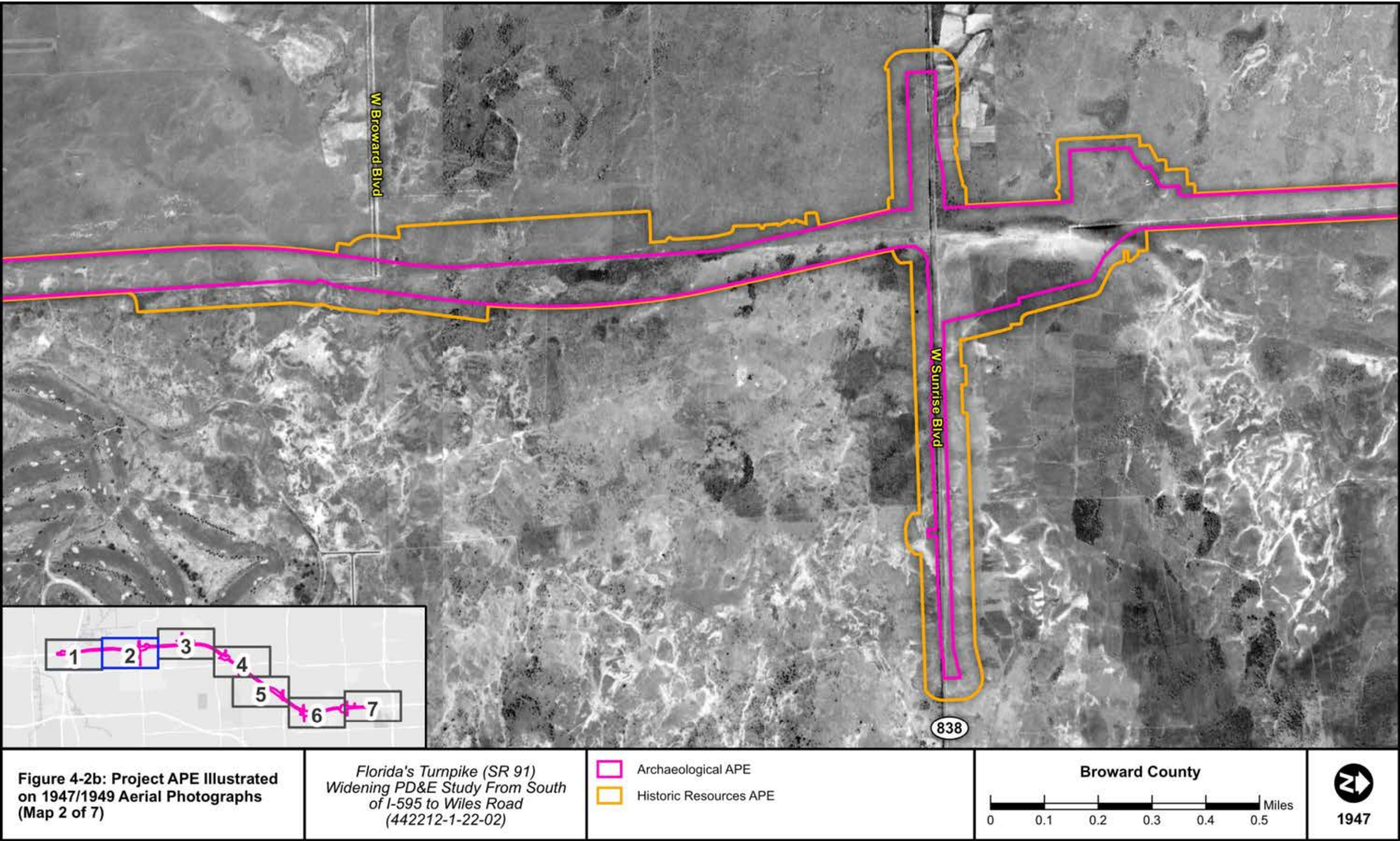
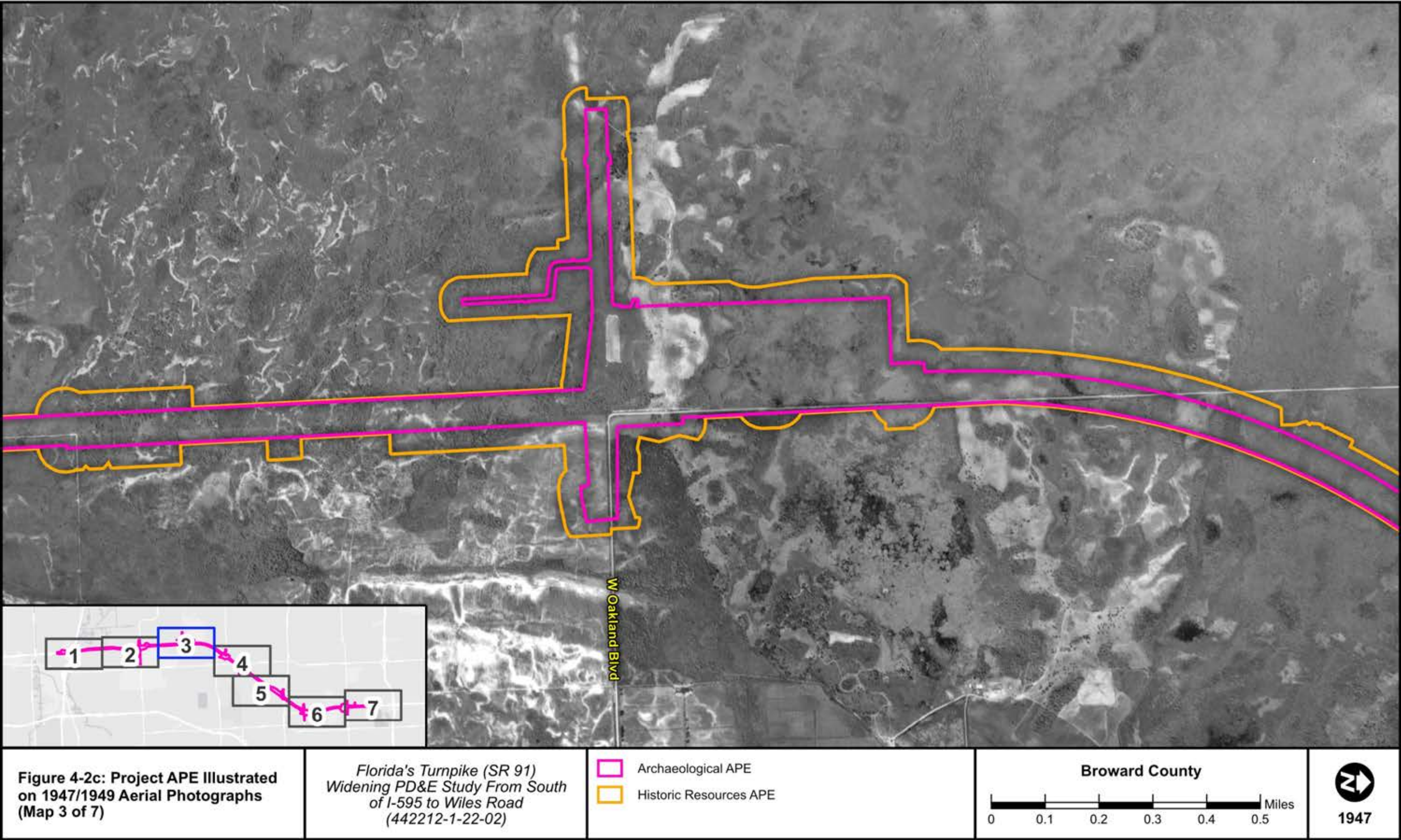
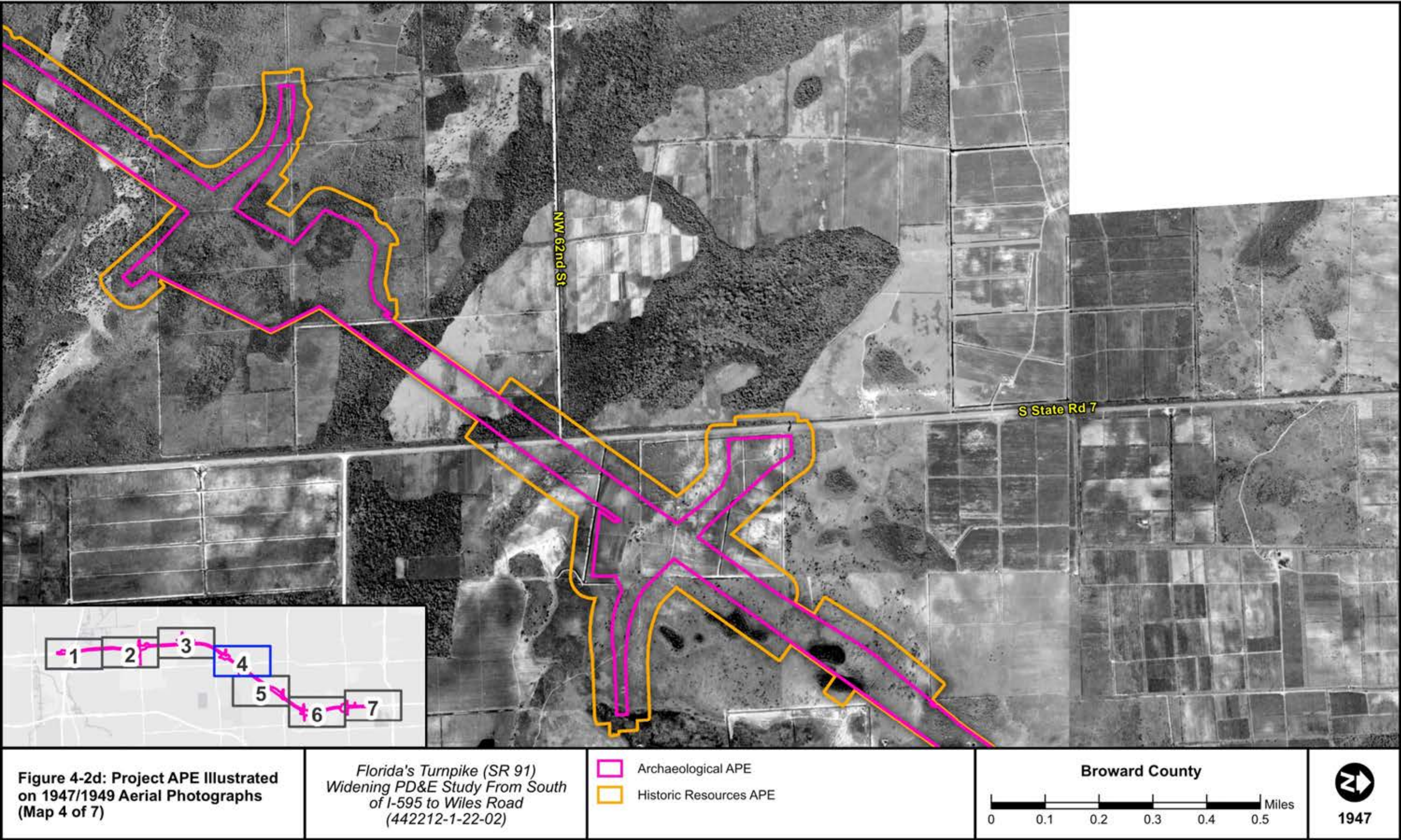


Figure 4-1d Archaeological APE Illustrated on Historic Plat Maps (Map 4 of 4)

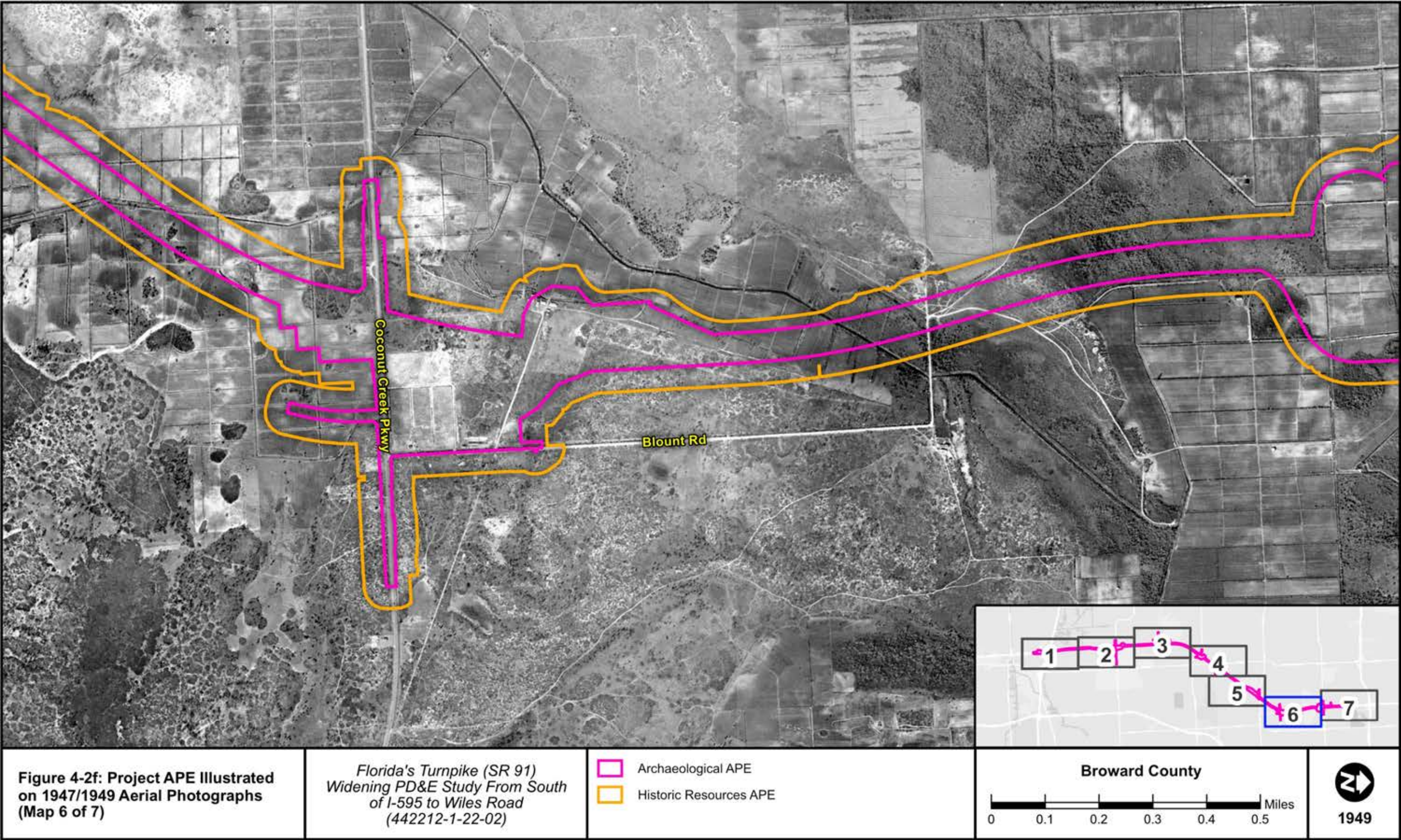


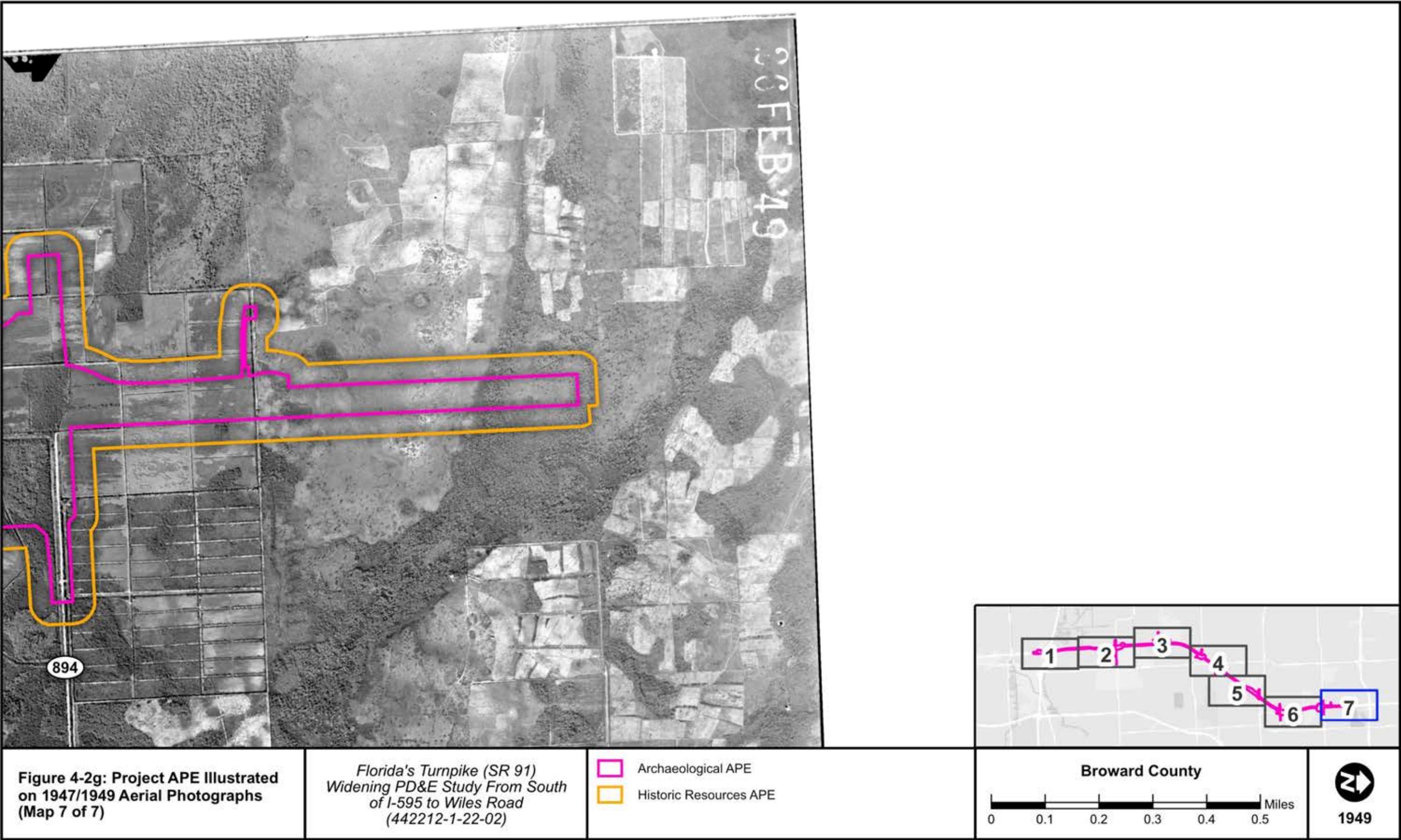


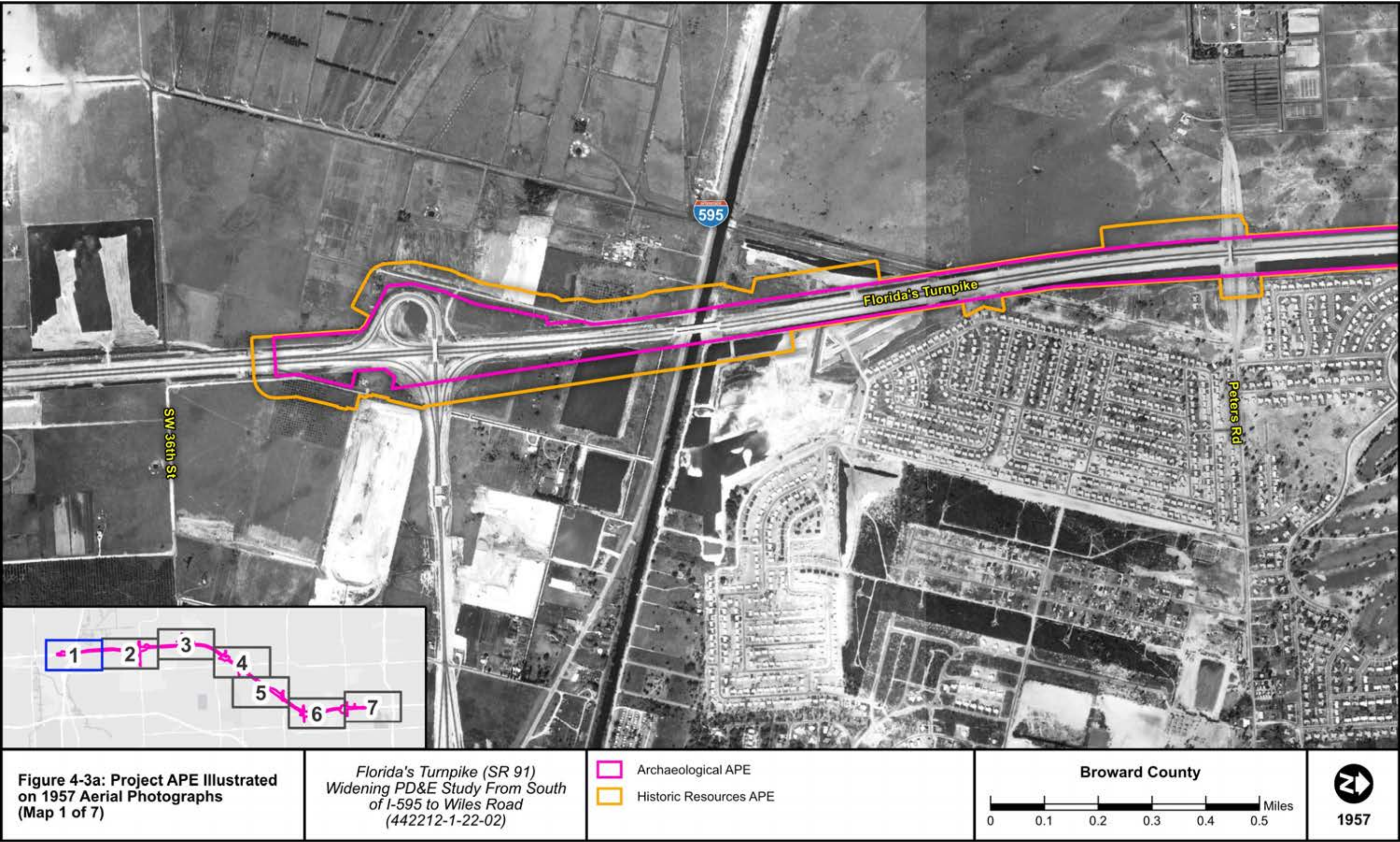


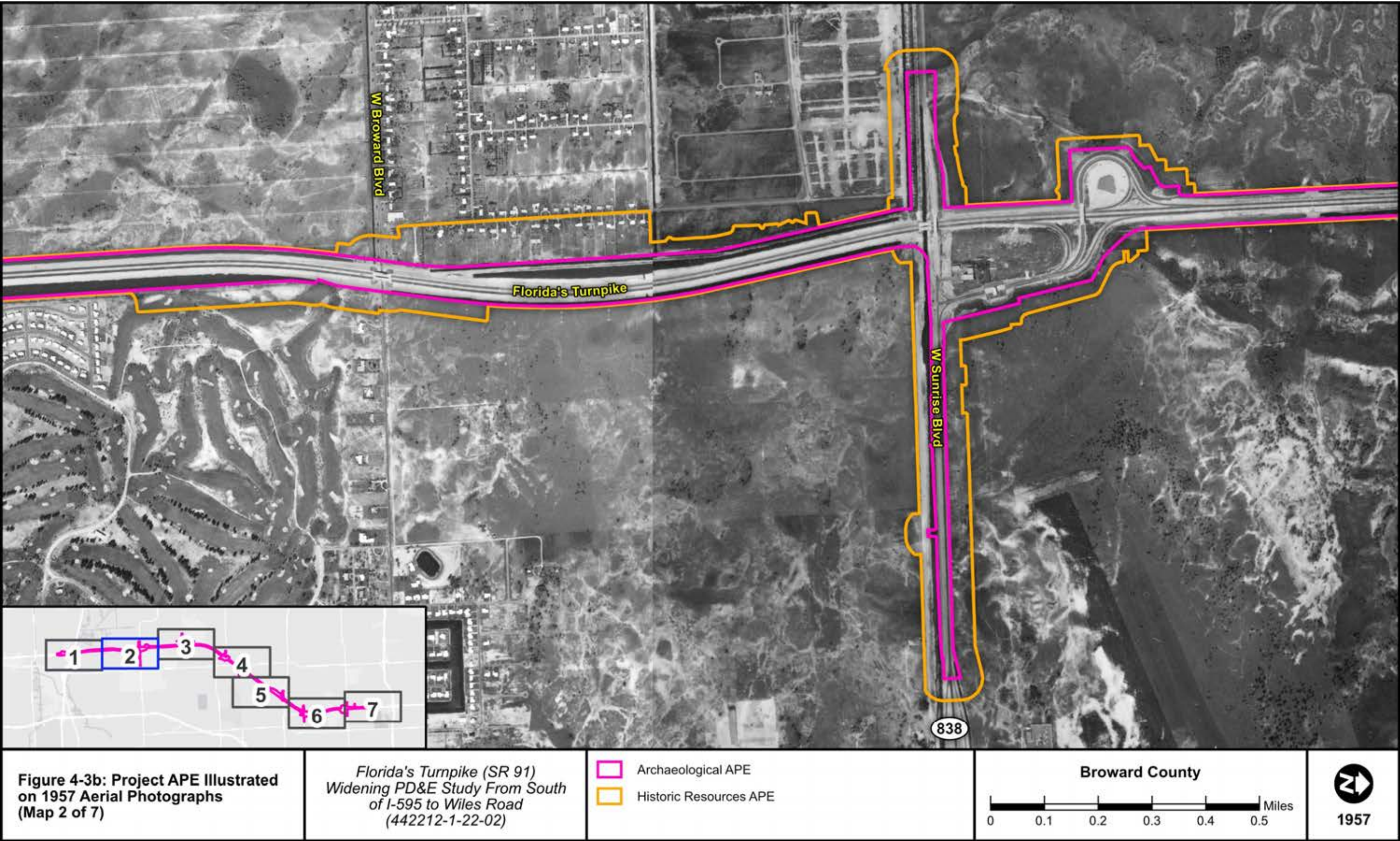


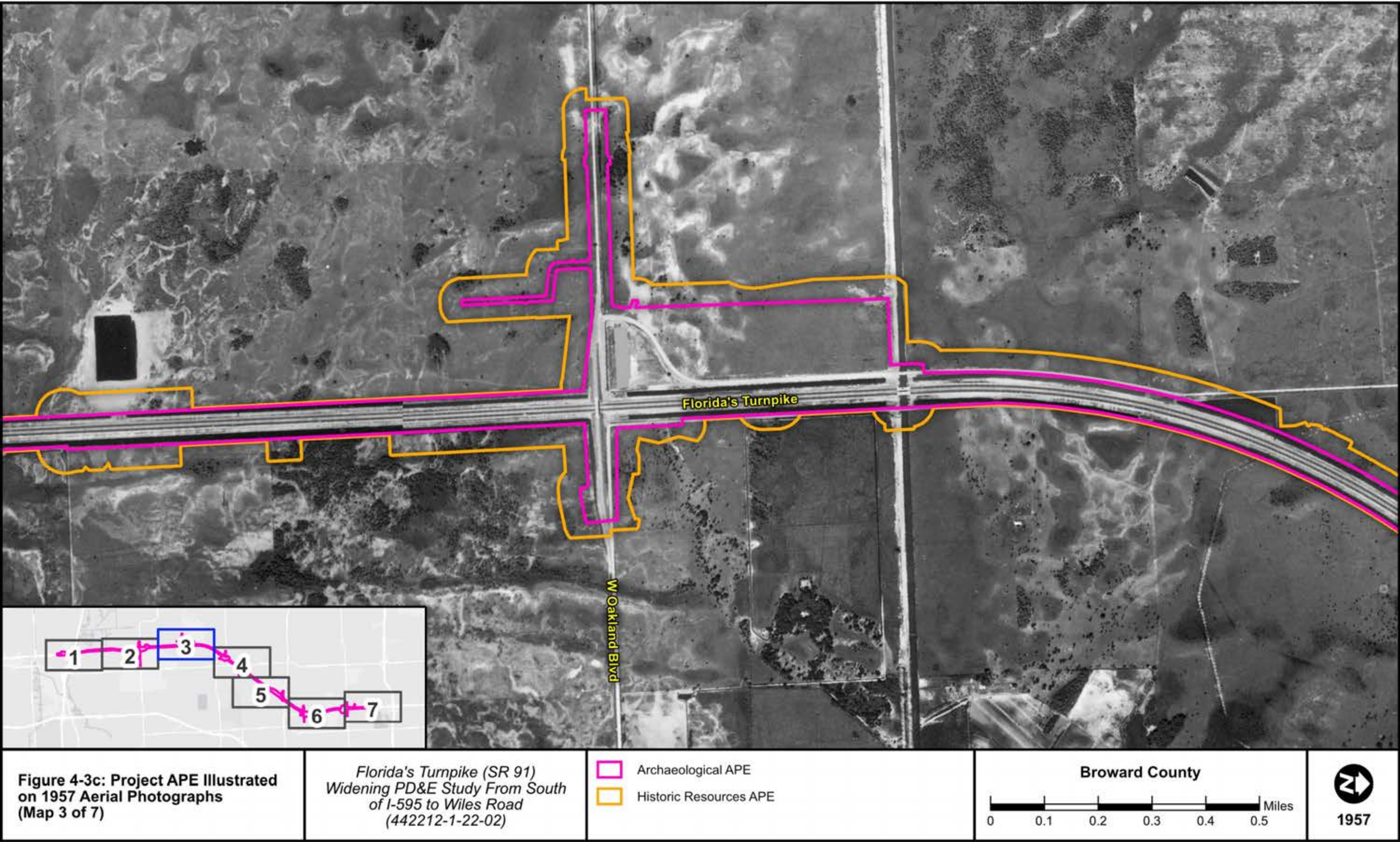


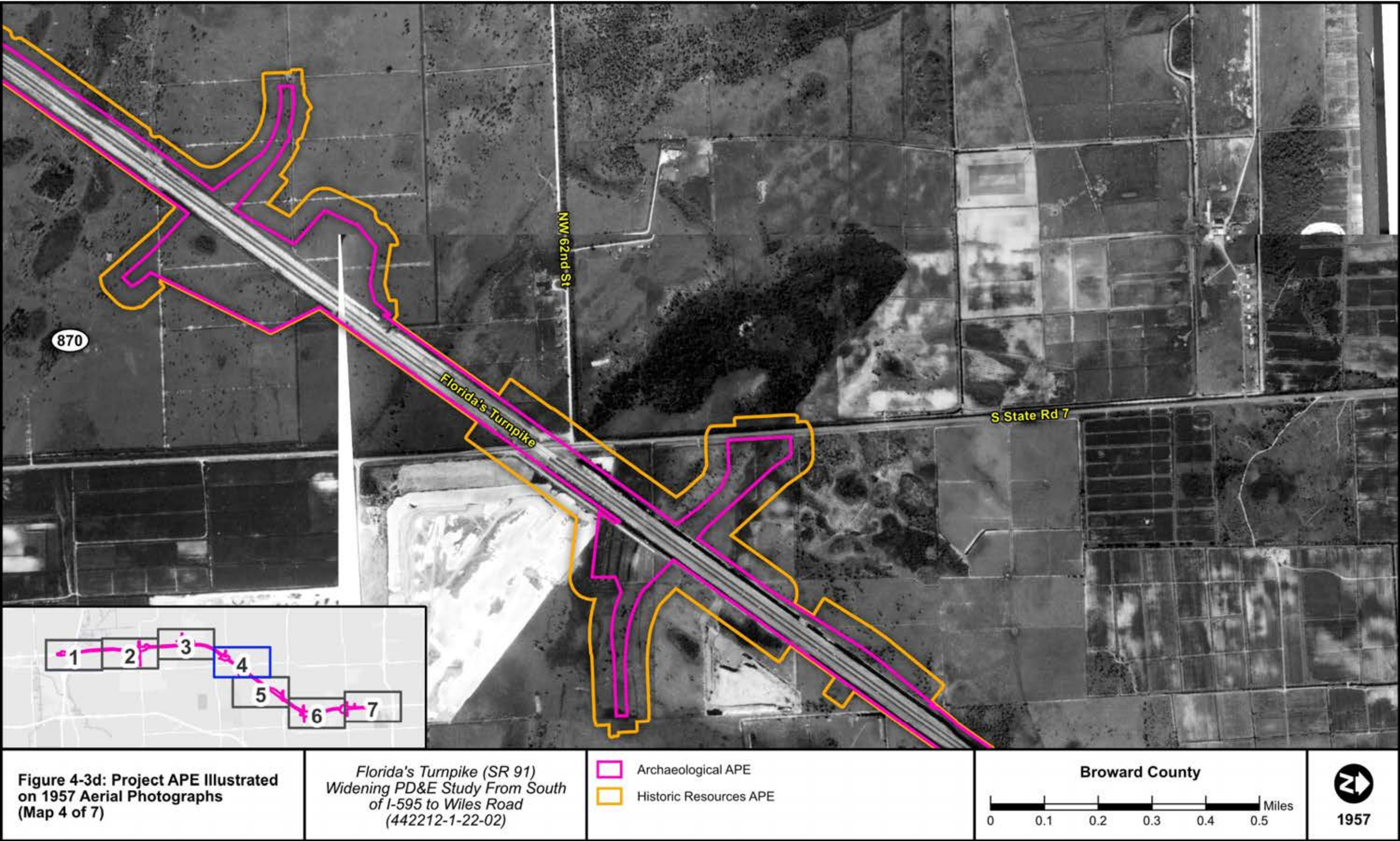


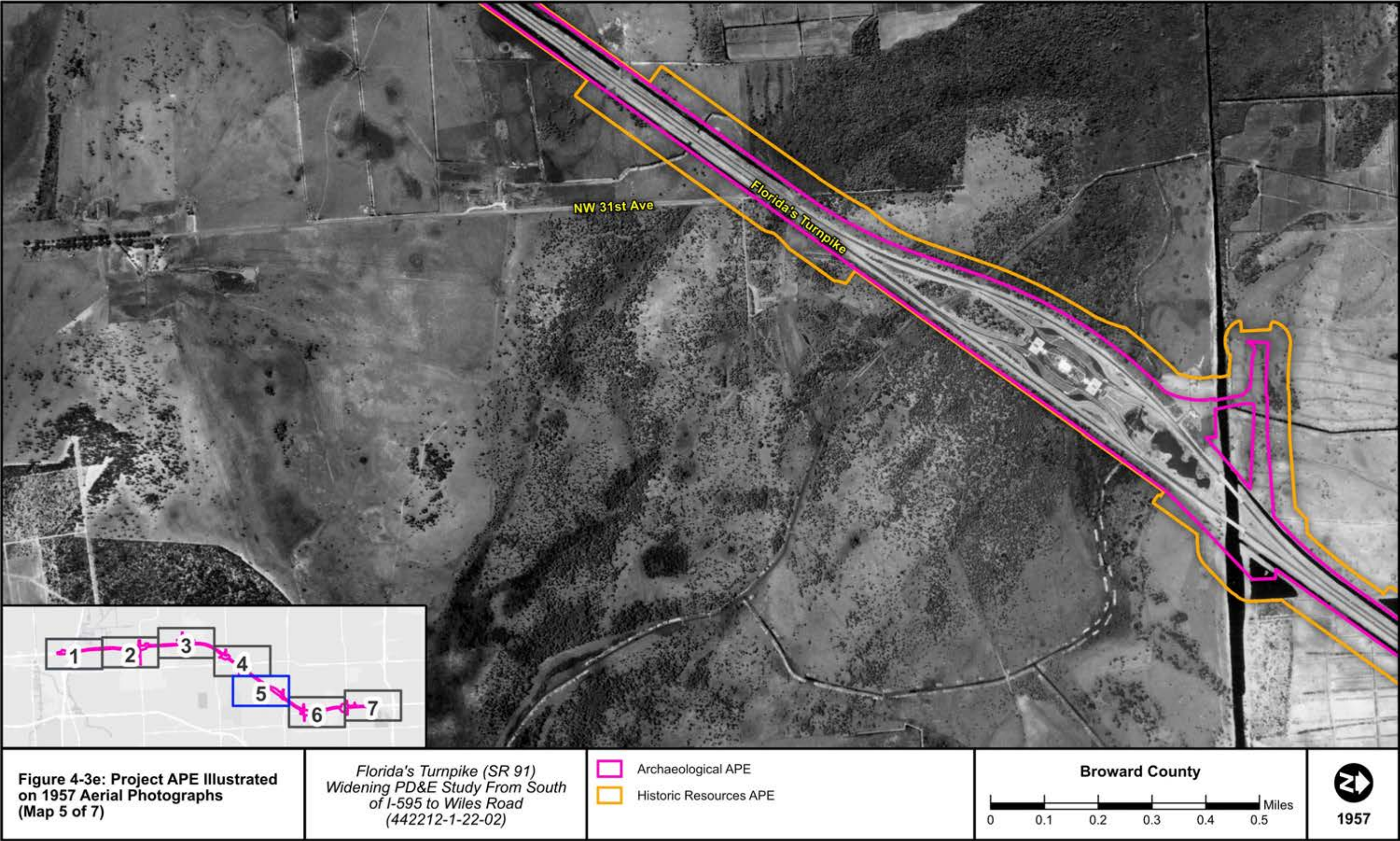


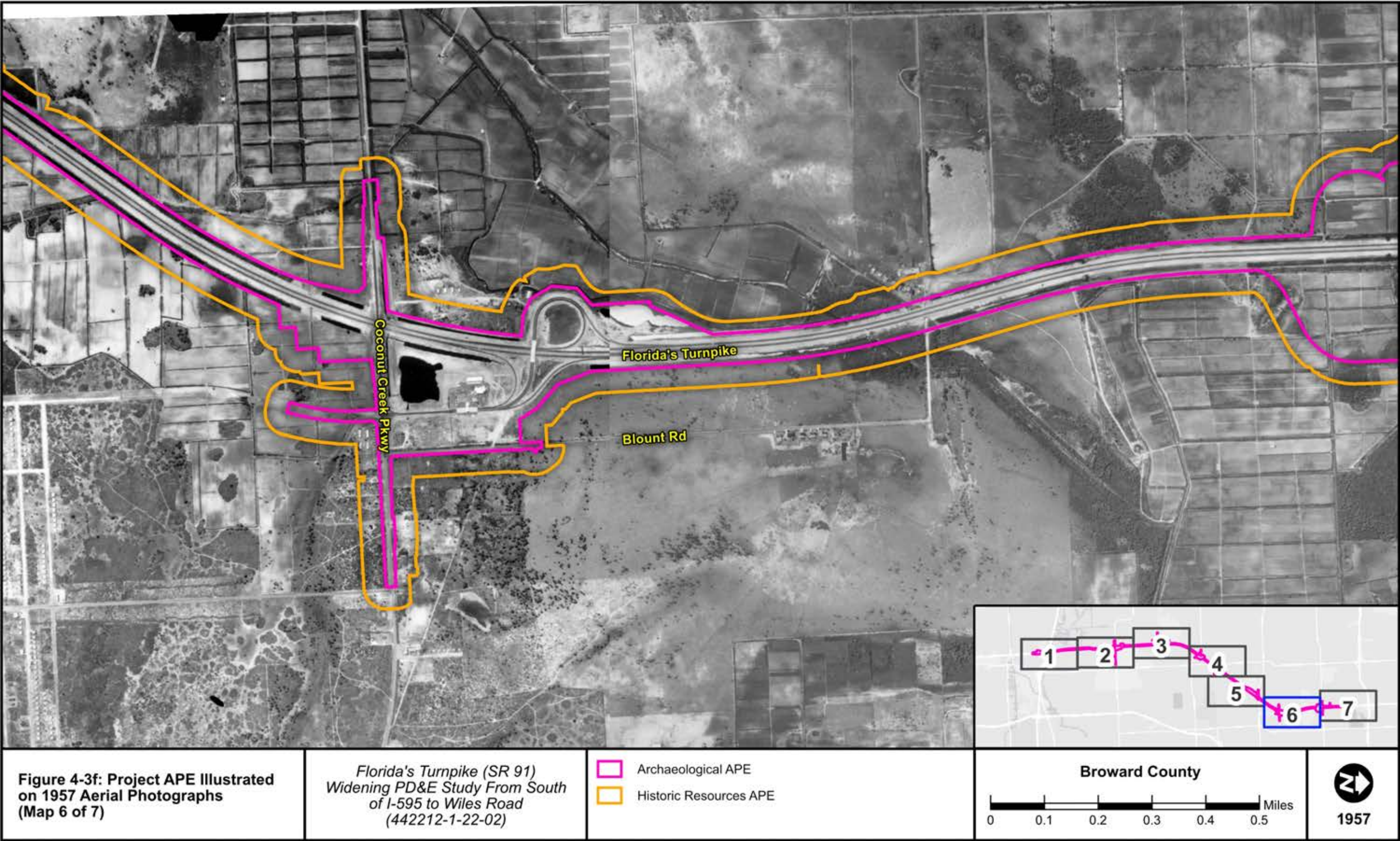




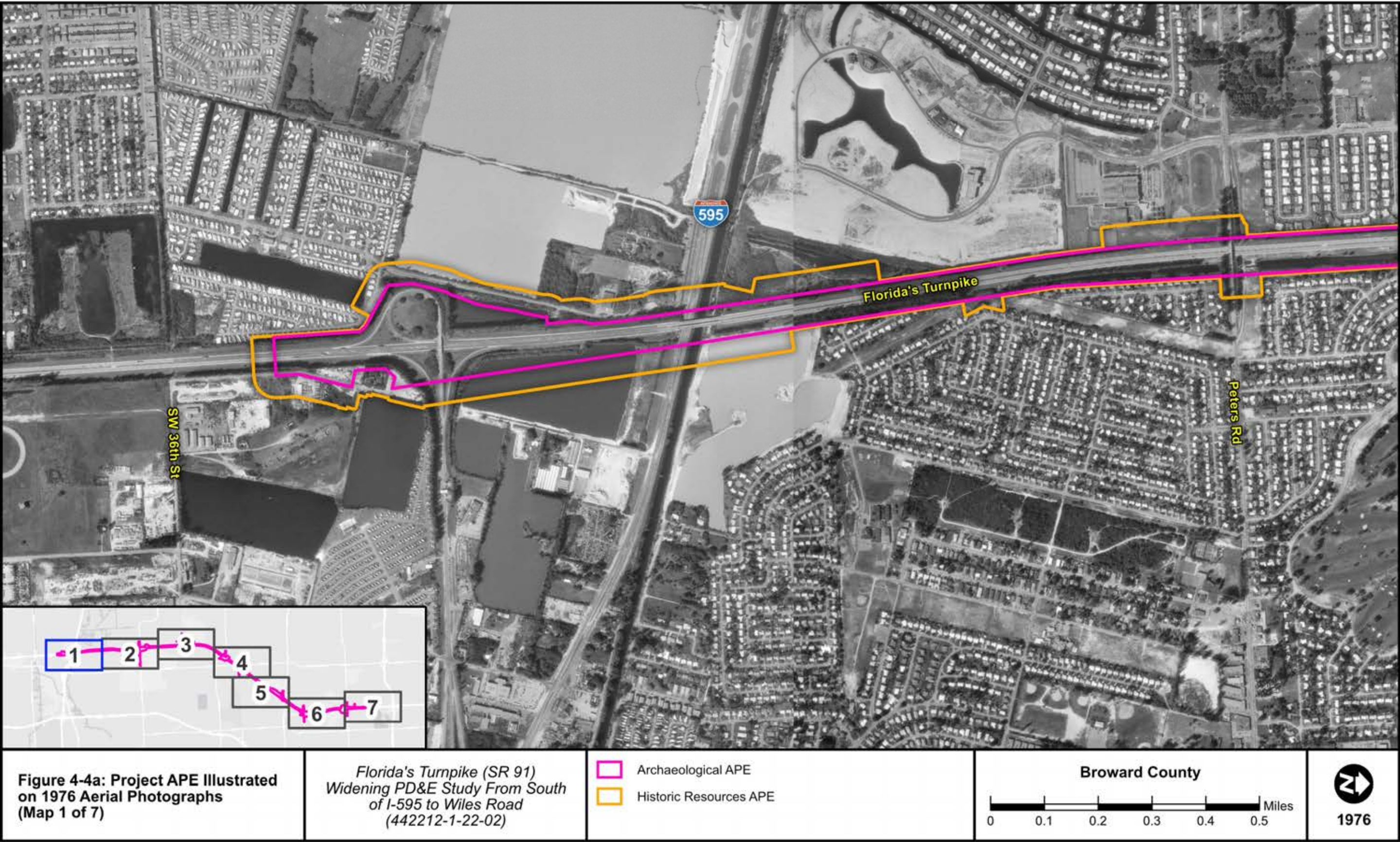


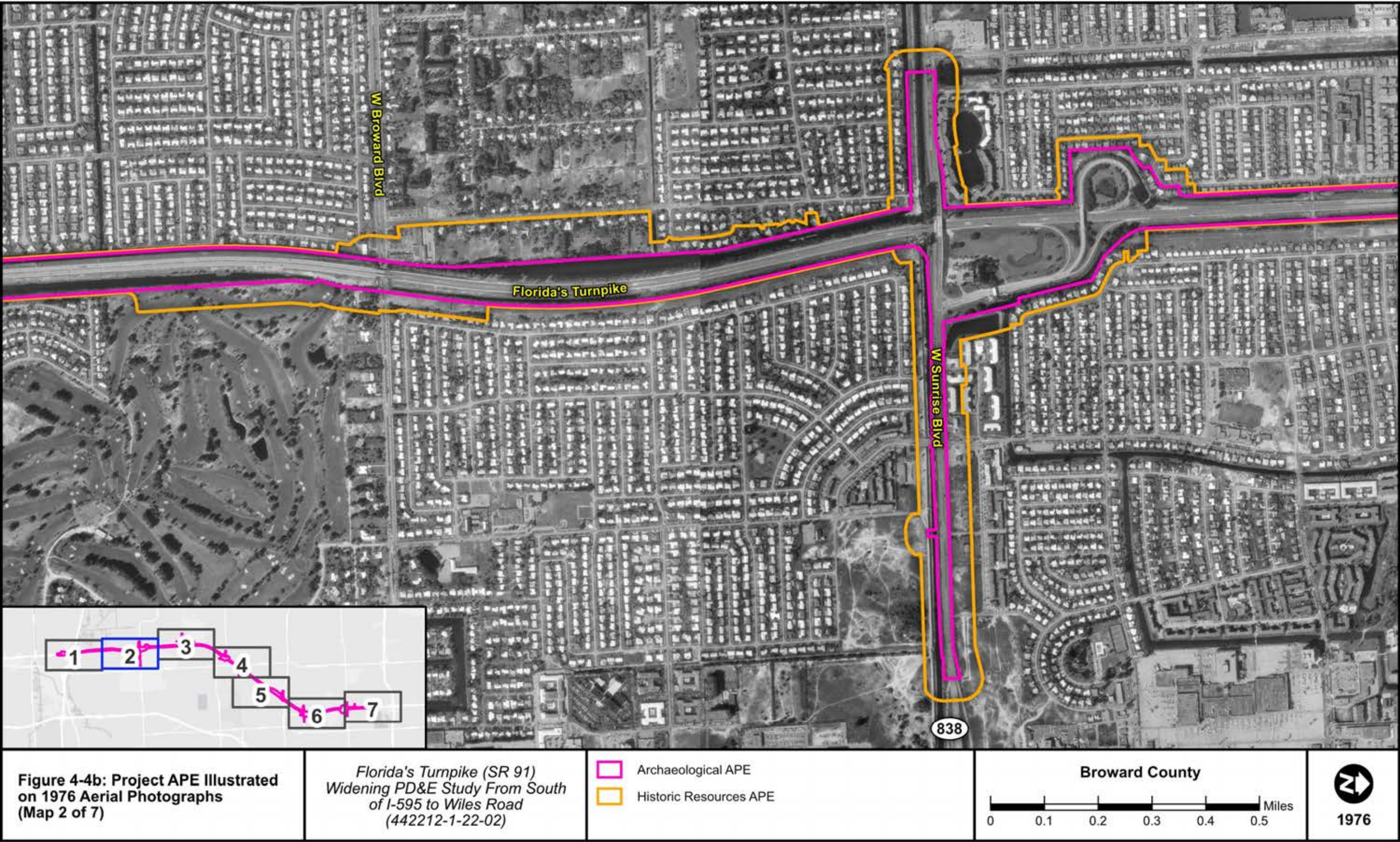


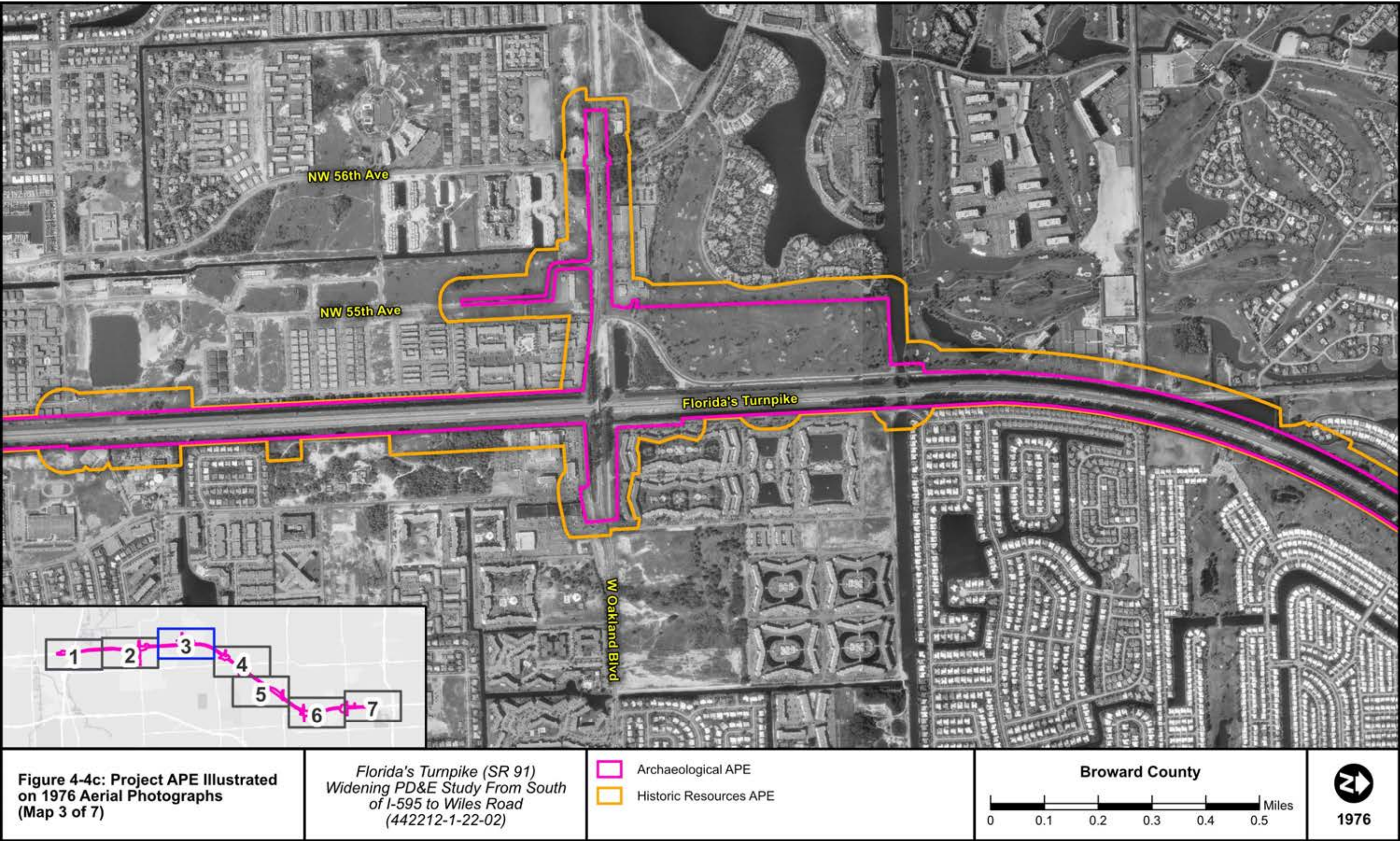


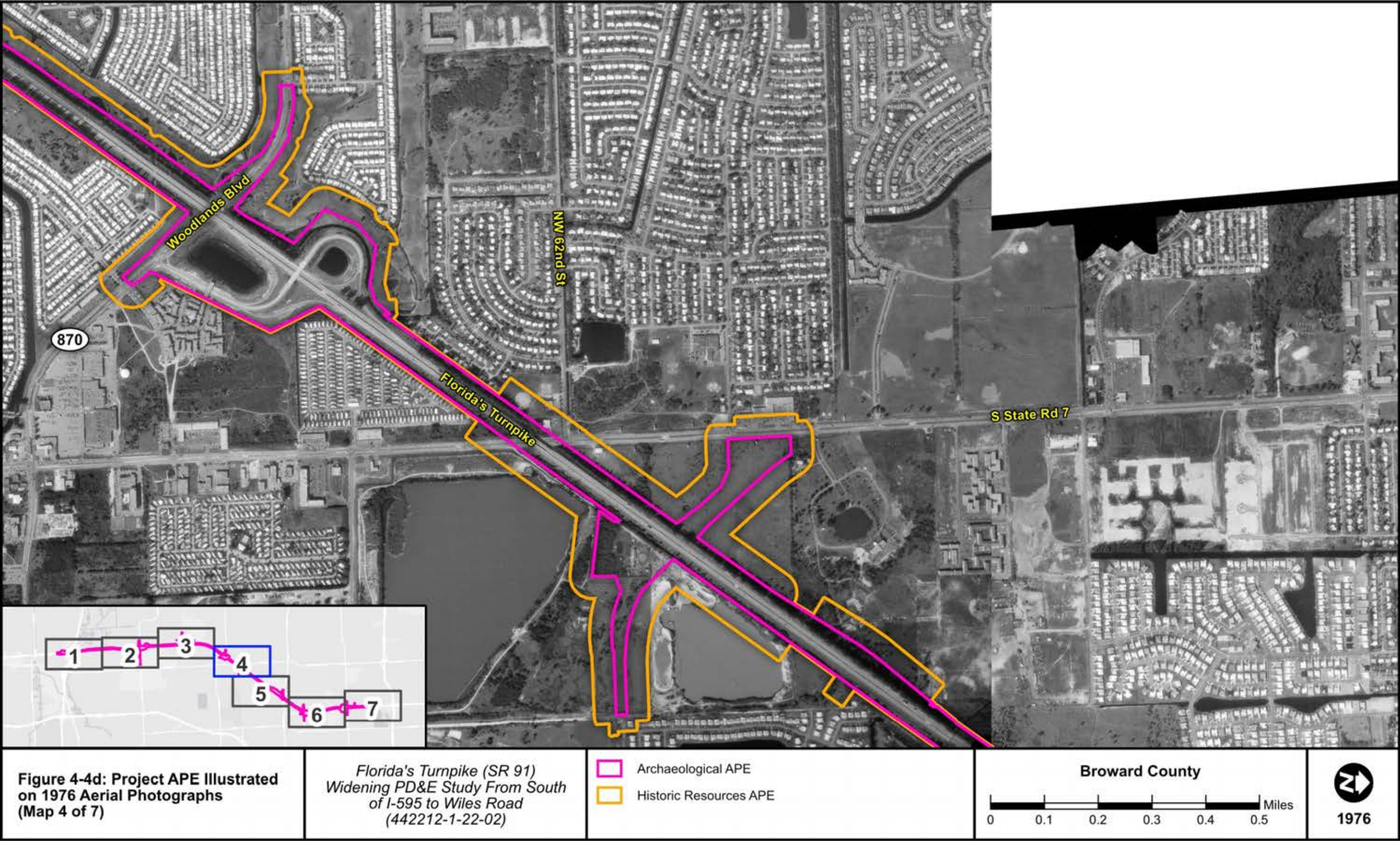


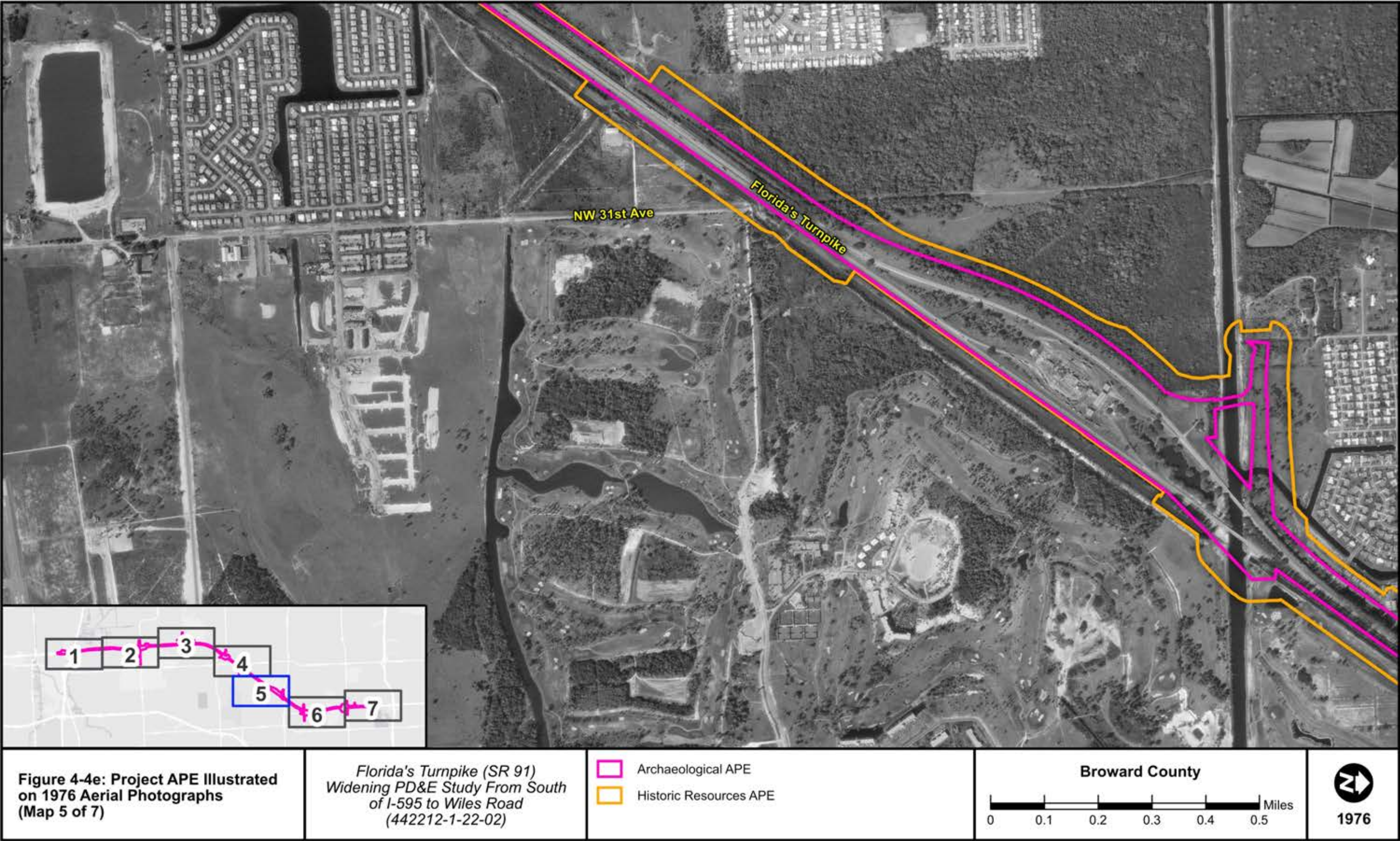


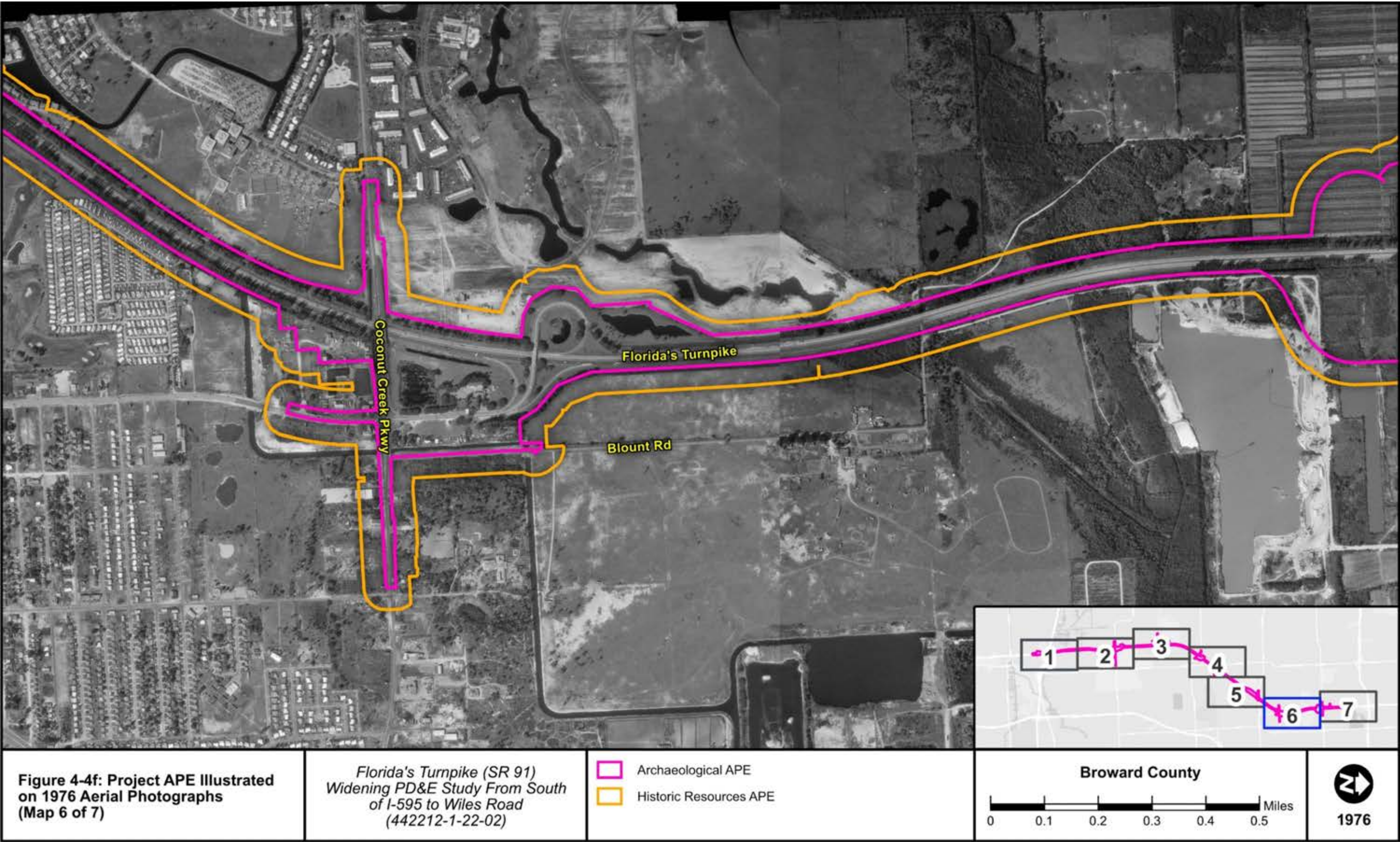


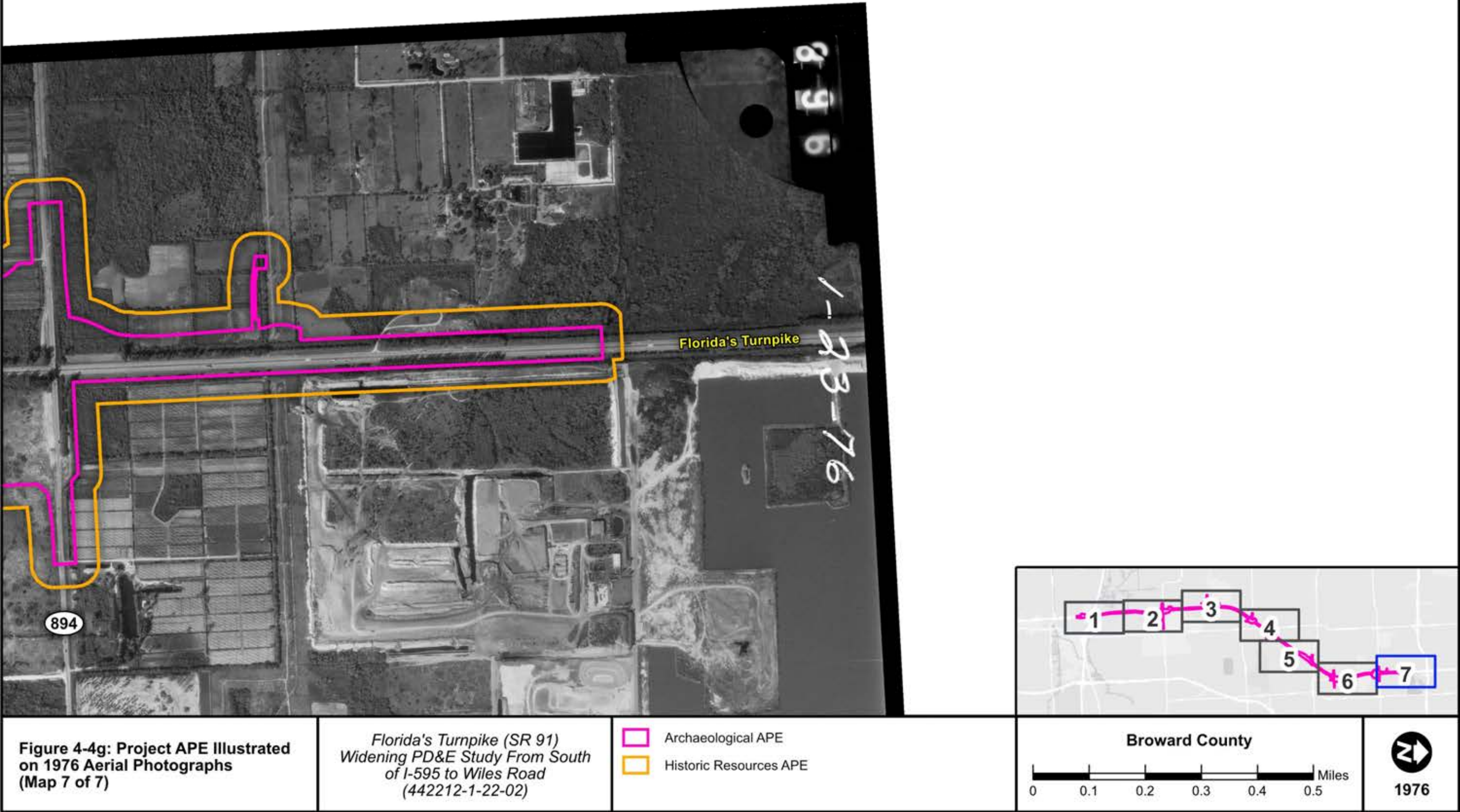












The review of the available historic aerials from the early and late-1940s (see **Figures 4-2a–4-2g**) determined that by the late-1940s, drainage ditching and canals had already altered the nature of much of the area within and surrounding the project corridor, although large swaths of low, wet marsh and pine woods were still visible throughout the area. While the majority of the corridor remained low, wet, and undeveloped, pockets of agricultural areas represented by fields, drainage ditches, buildings, and roads were already visible within and surrounding the APE at this time. Evidence of this early agricultural activity is evident south of the present-day Florida's Turnpike (SR 91) / I-595 Interchange, near the present-day interchanges between Florida's Turnpike (SR 91) and W. Commercial Boulevard and W. Cypress Creek Road, between the present-day interchanges between Florida's Turnpike (SR 91) and W. Atlantic Boulevard and Hammondville Road, and the vicinity of the present-day Florida's Turnpike (SR 91) / W. Sample Road interchange. These early aerials do not show the hammock noted on the 1870 plat map near the present-day location of the Florida's Turnpike (SR 91) and W. Copans Road. By 1940, the area had already been disturbed by clearing and modification associated with the excavation of a former drainage ditch that is no longer extant.

By the late-1950s, the Florida's Turnpike was under construction throughout the APE as evidenced by the presence of hardscape, cleared/shaped land along the corridor, and associated drainage (see **Figures 4-3a–4-3g**). Residential development and limited commercial development were starting to become much more prevalent within and surrounding the APE near the southern end of the APE by this time. This is evident within and near the portion of the project corridor located to the south of present-day Sunrise Boulevard. With the exception of a few intermittent, areas of land clearing, minimal additional development was within the area surrounding the APE between Sunrise Boulevard and W. Atlantic Boulevard. The land surrounding the APE to the north of W. Atlantic Boulevard remained largely agricultural.

By the late-1960s/early 1970s, additional drainage and filling of the surrounding area had occurred, as the former, low, wet, swampy areas in the vicinity of the APE appeared drier in nature and numerous additional drainage ditches are visible within both the developed and undeveloped areas along the corridor. Additional residential development continued to become visible along the corridor by this time, with heavier development extending farther north along Florida's Turnpike (SR 91) from between present-day NW 39th Street and NW 62nd Street. Large retention areas are also visible within and adjacent to Florida's Turnpike and the constructed drainageway bordering the turnpike appeared more prominent

Development continued to increase throughout the mid-1970s (see **Figures 4-4a–4-4g**) and early 1980s and many formerly agricultural areas started to exhibit signs of residential or commercial development. The undeveloped areas within and along the corridor that were not associated with agricultural areas were largely confined to areas within and adjacent to Tradewinds Park, or adjacent to but outside of Fern Forest Nature Center.

By the present day, the majority of the project corridor consists of areas of existing ROW modified by roadway construction activities, and the installation of underground utilities, linear drainage facilities, and retention ponds.

4.3.3 Soils

The *Soil Survey of Broward County Area, Florida* (United States Department of Agriculture [USDA] 1976) was reviewed to help assess environmental and drainage characteristics to help determine past land modification and inform archaeological site potential. The 13 detailed soil types within the archaeological APE are listed in **Table 4-1**, along with their drainage characteristics and associated environmental associations. Natural soils within the APE ranged from moderately well drained to very poorly drained, but the majority of the APE was located within poorly drained soil types indicative of broad flatwoods and sloughs. In addition, most of the detailed soil types within the APE that are not associated with disturbance are associated with seasonal inundation or very high water tables. As expected based on the review of aerial imagery, large swaths of the project corridor are located within areas that were heavily modified by the mid-1970s. No hammock vegetation is associated with any of the soil types within the APE.

Table 4-1: Drainage Characteristics and Environmental Setting of Detailed Soil Types Within the Project Corridor

Drainage	Soil Name	Environmental Association
Well Drained	Udorthents	This soil consists of areas consolidated or heterogeneous geologic material removed in the excavation of ditches, canals, lakes, and ponds. It is commonly piled along banks and has slopes of 2–40 percent. Vegetation of weeds and native grasses has become established on some areas.
	Udorthents, Shaped	This soil consists of material that has been shaped and contoured mainly for golf courses.
	Urban land	Areas that are more than 70 percent covered with airports, shopping centers, parking lots, large buildings, streets and sidewalks, and other structures, so that the natural soil is not readily available.
Moderately Well Drained	Pomello fine sand	This is a nearly level to gently sloping, deep, sandy soil that has a layer weakly cemented with organic matter at a depth of 30 or more inches. It is located on low ridges east of the everglades. The natural vegetation consists of pine, palmetto, live oak, and native grasses.
Poorly Drained	Hallandale fine sand	Nearly level sandy soil that is underlain by limestone at a depth of 7 to 20 inches. It is in broad flats east of the Everglades and west of the coastal ridge. Natural vegetation consists of scattered slash pine and saw palmetto, pineland three-awn, paspalum, blue panicum, blue maidencane, and bluestem. Areas of this soil are inundated for 1–2 months of the year.

Drainage	Soil Name	Environmental Association
Poorly Drained	Hallandale-Urban land complex	This complex consists mainly of Hallandale fine sand and Urban land. The open land has been modified by the spreading of fill material to an average thickness of 12 inches and the rest is developed. Under natural conditions, areas of this soil would have been inundated for 1–2 months of the year.
	Hallandale and Margate soils	Nearly level soils that have been modified by grading, shaping, and covering with 8–inches of fill material. These alterations were made to provide a base for the construction of homes, streets, and industrial buildings. Under natural conditions, areas of this soil would have been inundated for 1–2 months of the year.
	Pompano fine sand	This is a nearly level, deep, sandy soil in sloughs and broad flats east of the everglades. The natural vegetation consists of pepper, slash pine, guava trees and native grasses. Scattered cypress is in some of the lower areas. Areas of this soil are inundated for 1–2 months of the year.
	Immokalee fine sand	Nearly level, deep, poorly drained, sandy soil that has a layer weakly cemented with organic matter at a depth of 30 inches or more. It is on broad, low ridges east of the everglades. Natural vegetation consists of slash pine, saw palmetto, and native grasses. The water table is at a depth of less than 10 inches for 1–4 months of the year.
	Immokalee-Urban land complex	This complex consists of Immokalee fine sand and Urban land. The open land consists of Immokalee soils that have been modified by spreading sandy material on the surface while the other areas have been developed. Under natural conditions, the water table would have been at a depth of less than 10 inches for 1–4 months of the year.
	Margate fine sand	This is a nearly level sandy soil that is underlain by limestone at a depth of 20 to 40 inches but has solution holes as deep as 60 inches. It is located on low terraces between the Everglades and the low, sandy Coastal ridge. Natural vegetation consists of native grasses, wax myrtle, and a few cypress trees. Areas of this soil are inundated for 1–4 months of the year.
	Basinger fine sand	This is a nearly level, deep sandy soil that is in broad sloughs and flats. The natural vegetation consists of pepper trees, myrtle, pine, and native grasses. Scattered cypress trees are in lower areas. Areas of this soil are inundated for 1–2 months of the year.

Drainage	Soil Name	Environmental Association
Very Poorly Drained	Sanibel muck	This is a nearly level, deep, soil that has a muck surface layer over sandy mineral material. It is in ponds, drainage ways, and low broad flats. Natural vegetation consists of sawgrass. Areas of this soil are inundated for 2–6 months of the year.

USDA 1976:8–9, 11, 12–15, 17–20

4.3.4 Elevation

An analysis of the earliest available USGS quadrangle maps from 1949 was conducted to determine whether the APE exhibited any areas of higher elevation relative to the surrounding area. Prior to development, the project corridor does not exhibit a wide range of elevations on the Fort Lauderdale South (1949), Fort Lauderdale North (1949), or West Dixie Bend (1949) USGS quadrangle maps. Elevations are generally level with elevations ranging from less than 5 feet (1.5 meters) to approximately 15 feet (4.6 meters) AMSL. The majority of the project corridor is shown at or below 10 feet (3.0 meters) AMSL, within areas associated with the low, swamps and drainages and the adjacent low, broad flatwoods depicted and described within the other historic documents reviewed within this section of the CRAS. These elevations are consistent with the lower areas along of the Atlantic Coastal Ridge physiographic region, which as noted previously, averages approximately 10–15 feet (3–4.5 meters) AMSL.

5.0 Precontact Overview

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

5.1 Paleoindian Period (12,000–7500 BC)

The earliest period of precontact cultural development dates to the time people first arrived in Florida. These first inhabitants, who occupied Florida during the late Pleistocene and transition into the Holocene, are known as the Paleoindians or Paleoamericans (Anderson and Sassaman 2012). Many of the Paleoindian artifact finds in Florida have been surface finds, often identified by collectors, especially divers (Dunbar 2016:46; Anderson et al. 2015:15; Thulman 2009:243). The greatest density of these finds and other known Paleoindian sites is associated with the rivers and karst river basins of northern and north-central Florida where the Floridan aquifer and chert-bearing limestone are both near the surface (Dunbar 2016:46). The Paleoindian period is poorly represented on the Atlantic Coast of Florida.

Stone artifacts make up most of the Paleoindian site assemblages with the Suwanee Point representing the most widely recognized Paleoindian tool. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools, known from the Harney Flats site (Daniel and Wisenbaker 1987:41–97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8–32) tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118, and Purdy 1981). Bifacial and “hump-backed” unifacial scrapers, blade tools, and retouched flakes, including spokeshaves, have been found at these sites (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87).

The prevailing view of the Paleoindian culture, based on the relative uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Evidence from the Ryan-Harley (8JE1004) and Norden (8GI40) sites, occupied by the makers of waisted Suwanee points, suggest that Paleoindians may have trapped nocturnal animals, and exploited not only megafauna, but also fish, amphibians, reptiles, and mammals of varying sizes (Dunbar 2016:185-186, 228). The Fowler Street Bridge site (8HI393c) showed butchering marks on the carapace from an extinct land tortoise, and excavations at the Page-Ladson Site (8JE591) revealed evidence of human use of horses, bison, tapir, llamas, mastodons, mammoths, and domestic dogs (Marrinan and Peres 2019:163-166). Tools made from both megafaunal and mid-sized animal bone at other sites add to the evidence for Paleoindian use of various faunal resources, and general foraging was likely practiced as well (Dunbar 2016:185-186; 210-228). In the late Paleoindian period, as the environment was changing with the climate and the extinction of megafauna and other species, more diverse plant resources would have become available (Anderson et al. 2015, Dunbar 2016).

5.2 Archaic Period (7500–500 BC)

The Archaic period of cultural development was characterized by a shift in adaptive strategies stimulated by the onset of the Holocene and the establishment of increasingly modern climate and biota. It is generally believed to have begun in Florida around 7500 BC (Milanich 1994:63). This period is further divided into three sequential periods: the Early Archaic (7500–5000 BC), the Middle Archaic (5000–3000 BC), and the Late Archaic (3000–500 BC). The Late Archaic is subdivided into the Preceramic Late Archaic (3000–2000 BC) and the Orange Period (2000–500 BC).

5.2.1 Early Archaic (7500–5000 BC)

Cultural changes began after about 8000 BC in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated

Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63). Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34; Austin and Endonino 2004). Other Early Archaic lithic tools include the Edgefield and Hendrix scrapers, Waller knives, Aucilla adzes, Dalton-like adzes, small, triangular spokeshaves or endscrapers with hafting capabilities, limestone dimpled stones, hammerstones, and more rarely, groundstone for plant resource processing (Dunbar 2016:180-181; Faught and Pevny 2019:81-83; Goodwin et al. 2013). The increased diversity of this assemblage implies expanded subsistence strategies and the use of additional raw materials and technologies suited to a changing environment. Additionally, it represents the adoption of a larger toolkit with specific tools for different functions, rather than fewer multi-use tools (Faught and Pevny 2019; Goodwin et al. 2013; Carter and Dunbar 2006).

5.2.2 Middle Archaic Period (5000–3000 BC)

Throughout the Middle Archaic, environmental and climatic conditions would become progressively more like modern conditions, which would appear by the end of the period, circa 3000 BC. During this period, rainfall increased, surface water became much less restricted and, as a result, vegetation patterns changed. The Middle Archaic period is characterized by increasing populations and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these

changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points, including the Newnan point and the less common Alachua, Levy, Marion, Putnam, Culbreath, and Thonotosassa points, sometimes generically referred to as Florida Archaic Stemmed (Bullen 1968; Milanich 1994; Austin 2006). Aside from Newnan points, most of these types are considered crudely made, but their thick stems may have been important for hafting in sockets secured by mastic (Farr 2006; Faught and Waggoner 2012:162). In addition to stemmed points, cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, “hump-backed” unifacial scrapers, and sandstone “honing” stones are also associated with this period (Purdy 1981; Clausen et al. 1975).

Middle Archaic sites are found in a variety of locations, including in coastal, riverine, and interior forested environments. Large sites with diverse tool assemblages and large amounts of debitage, such as the Senator Edwards Site (8MR122) in Marion County, have been interpreted as base camps (Purdy 1975; Purdy and Beach 1980). Smaller sites with tools and debitage have been interpreted as special-use camps for tool repair or food processing (Milanich 1994). Quarry sites typically have higher densities of lithic debitage from all stages of the toolmaking process, as well as more expedient tools. Conversely, formal hafted bifacial tools used for multiple purposes tend to be found farther from quarries. Forested sites in interior Florida, such as the West William Site (8HI509) in Hillsborough County, may have represented seasonal congregation areas. West Williams contained fauna remains, pit features, and structural remains (Austin et al. 2001:10). These patterns suggest a mobile population practicing general foraging in the then warmer and wetter environment, particularly at inland sites, as well as adaptability to strategies best suited for the variable environments of mid-Holocene-era Florida (Austin 2006:155-179). Additional studies have claimed evidence of year-round Middle Archaic occupations along the Atlantic Coast (Sipe and Hendrix 2005, 2007).

5.2.3 Late Archaic Period (3000–500 BC)

After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). The regionalization of precontact cultures also increased as human populations became adapted to specific environmental zones. Extensive Late Archaic middens are found along the northeastern coast inland waterway from Flagler County north, along the coast of southwestern Florida from Charlotte Harbor south into the Ten Thousand Islands, and in the braided river-marsh system of the central St. Johns River, especially south of Lake George. The importance of the wetlands in these regions to precontact settlements was probably duplicated in other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). However, in many of these coastal areas, many of the Late Archaic sites are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

The Middle Archaic artifact assemblage is not well documented but includes Florida Archaic Stemmed (FAS) and related points. Thonotosassa points, related to, but larger, thicker, and more

roughly made than, FAS points have also been found in southern Florida at sites dating to the Middle Archaic (David Dickel, personal communication with James Pepe 2007; Farr 2006:91). To date, Thonotosassa points seem to be a mostly west coast phenomenon, having been found mainly around the Tampa Bay area (Farr 2006). Within southern Florida, an example of this point was noted at Ryder Pond (8LL1850). Wooden artifacts known from the Middle Archaic include dugout canoes and a variety of wooden stakes and other tools recovered from wet sites. Although a variety of shell tool types are known from Middle Archaic sites, the main shell tool type known for southern Florida during this time is the *Strombus* celt (Wheeler 1994).

By the beginning of the Late Archaic the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms. This includes the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. Different ideas and perhaps, human populations, were moving into the area during this time. As a result, there is a great deal of variability between Late Archaic sites in southern Florida.

Many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, even though many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Research by the National Park Service (NPS) in the Big Cypress National Preserve and Everglades National Park has also yielded dense aceramic faunal bone middens yielding radiocarbon dates between 2850 and 1550 BC (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

Pepe and Jester (1995:19) proposed two, distinct Archaic traditions in southeastern Florida: a fiber-tempered pottery tradition largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or “Glades Archaic” is a more widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (Pepe 2000:29–32; Russo and Heide 2002:80; Wheeler et al. 2002:143–144). Austin suggests that the presence of “semi-fiber-tempered” pottery at sites in southern Florida may not actually date to the Late Archaic, but may signify the beginning of the subsequent post-Archaic Tradition (Austin 1997:138).

5.3 Formative and Mississippian Periods (500 BC–AD 1513)

The Formative Period represents a time when changes in pottery and technology occurred throughout Florida. The changes in pottery used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally-notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982).

The regional diversity that marked this period has been primarily attributed to local adaptation to varied ecological conditions within the state. Traditionally, it has been described archaeologically

in terms of cultural periods based on variations in ceramic types. The ceramic tradition for southern Florida, characterized by sand-tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition. As defined by Milanich (1994:298) (**Figure 5-1**), the Glades cultural region includes most of St. Lucie County, the Everglades, the Big Cypress Swamp west of the Everglades in Collier County; and extensive saltwater marshes and mangrove forests once found along both coasts.

5.3.1 Glades Culture

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

John Goggin established a ceramic sequence for the Glades region based on work he conducted from the 1930s to early 1950s (Goggin n.d.) and later refined by John Griffin (Griffin 1988, Griffin et al. 1982). Griffin emphasized that the Glades sequence represents a chronology of stylistic and technological changes in ceramics to which other cultural traits have been added. **Table 5-1** is based on Griffin's 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to south of Lake Okeechobee.

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

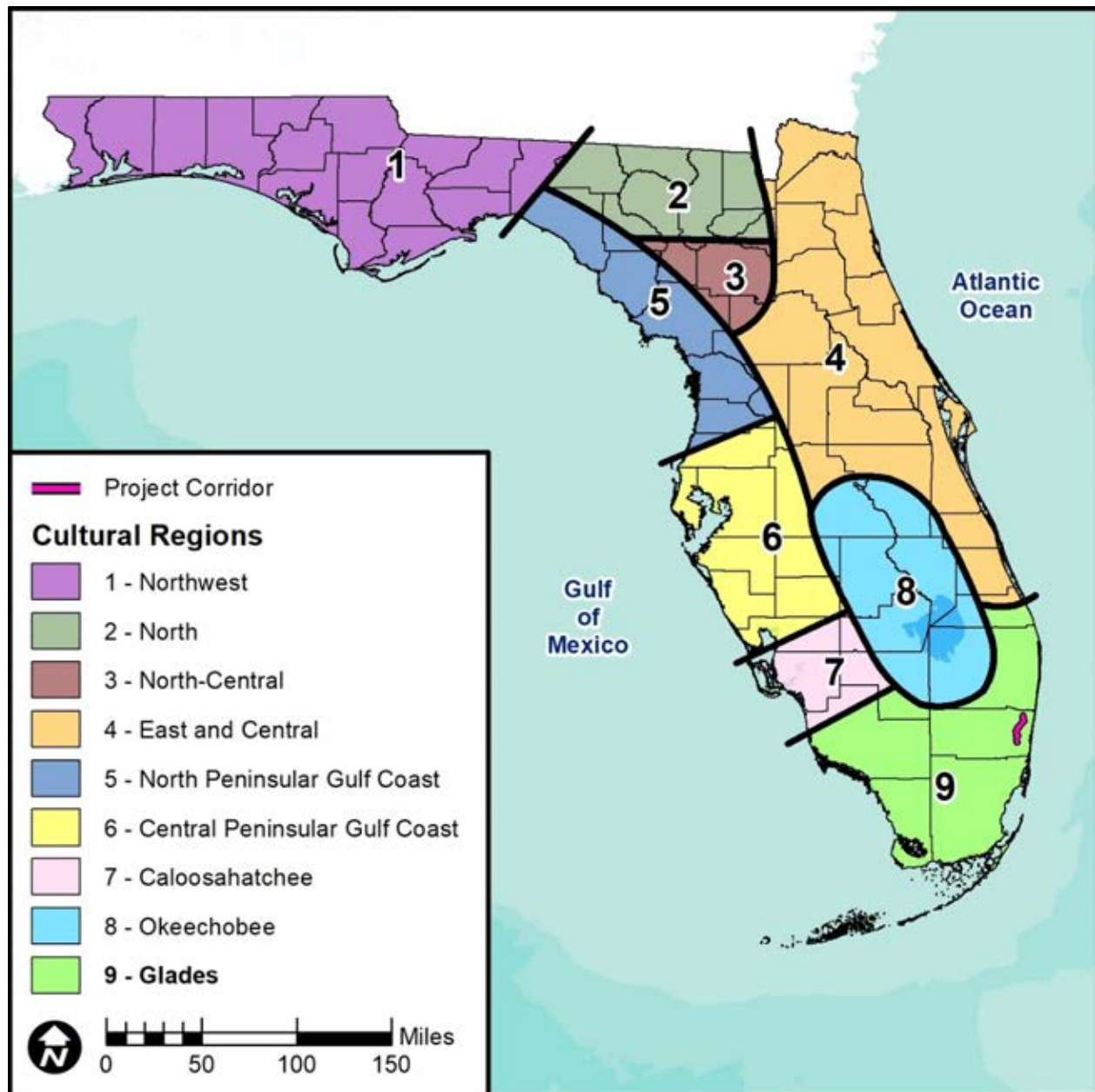


Figure 5-1 Location of the Project Corridor Within the Glades Cultural Region (Adapted from Milanich 1994)

Table 5-1: Glades Cultural Sequence

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

Griffin 1988:124–142

6.0 Historical Overview

This overview intends to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the historic APE and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any resources encountered during the study.

The project improvements are adjacent to the National Register–eligible North New River Canal (8BD3279), which was constructed circa 1906. Historic buildings within the APE have Actual Year Built (AYRB) dates primarily in the mid-20th century. For this reason, the historical overview begins at the end of the 19th Century based on the period in which the land apportionment in the APE took place, including the eras in which the APE and all buildings within and adjacent to the APE were constructed.

6.1 Post-Civil War Period (1865-1898)

The post-war economic conditions of much of the rest of the south contributed to changes in the economy of the Tampa Bay area and communities to the south along the Gulf Coast. The United States Life Saving Service established 10 Government Houses of Refuge for shipwrecked sailors along the uninhabited eastern coastline, and the first permanent white settler in present day Fort Lauderdale came to the area in 1876 to occupy one of the cabins (Nance 1962:334). At this time, the population center of present-day Broward County was Pine Island, west of present-day Davie. An influx of poor farmers coinciding with the southward movement of cattle ranches made the economic stability of the area dependent upon reliable sources of overland freight transport. Beginning about 1870, many settlers began to buy the land on which they had homesteaded for so many years in anticipation of the coming railroad (Hetherington 1980:86).

Concern for future settlement created survey activity in Broward County. It had already been surveyed in 1845, but in 1870 many more areas were surveyed. The Florida Surveyor General approved a plat map on November 30, 1870 (Kemper 1981:12). Isolated events such as the surveying would lead to increased development of Broward County. Another such event was the purchase of four million acres of Florida's land with a drainage project in mind. The drainage project would turn swampland into agriculture and development lands.

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at \$0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of \$1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal & Transportation Company to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-

foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes (Buker 1975:117). Although the canal company dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:120).

Development in Broward County was slow, but sure. By the early 1890s, land was purchased and development was being planned (Kemper 1981:12). Tract book records indicate a total of approximately 10 square miles of land containing and adjacent to the project area were purchased by the Florida Coast Line Canal and Transportation Company on September 24, 1890 and December 1, 1900 (**Table 6-1**). By 1910, the first person lived in the Hollywood area. Fred Zirbs established a five-acre farm where he grew peppers and tomatoes (Kemper 1981:12). New River was the site of a ferry and an overnight camp for stage line passengers. Frank Stranahan, who is regarded as the first permanent white settler of what is now Fort Lauderdale, ran both the ferry and the camp (Historic Property Associates 1995:38).

Development and settlement would increase after the freezes of 1894 and 1895 that killed citrus crops, vegetables, and coconut palms north of Broward County. This event in part caused Henry M. Flagler to extend the Florida East Coast (FEC) Railway 70 miles south to Miami, where no damaging frosts had occurred (Shepard Associates 1981:1–10). The completion of the railroad to Miami in 1896 launched the most significant period in the region's development. The railroad brought farmers from the north, and agriculture was developed. Other businesses also began to emerge (Historic Property Associates 1995:39–42).

The historic plat maps for the project corridor were also examined and no evidence was found of military forts, historic homesteads or roads within the project corridor.

Table 6-1: Land Apportionment in the Project Area as Recorded in the Tract Book Records

Section	Portion Owned	Owner	Date of Deed or Sale
Township 48 South, Range 42 East			
16	All	Robert Braden	May 5, 1893
17	All; E ½; W ½	Florida Coast Line and Canal Transportation Company	September 24, 1890; December 1, 1900
20	All; E ½; W ½	Florida Coast Line and Canal Transportation Company	September 24, 1890; December 1, 1900
21	All	Florida Coast Line and Canal Transportation Company	September 24, 1890
28	All	Florida Coast Line and Canal Transportation Company	September 24, 1890
29	All; E ½; W ½	Florida Coast Line and Canal Transportation Company	September 24, 1890; December 1, 1900
32	All	Florida Coast Line and Canal Transportation Company	September 24, 1890
33	All	Florida Coast Line and Canal Transportation Company	September 24, 1890

Township 49 South, Range 41 East			
12	All	Wisner Land Company	December 19, 1907
13	All	Wisner Land Company	December 19, 1907
14	All	Wisner Land Company	December 19, 1907
23	All	Wisner Land Company	February 15, 1908
24	All	Wisner Land Company	December 19, 1907
25	All	Wisner Land Company	December 19, 1907
26	All	Wisner Land Company	February 15, 1908
35	All	Richard J. Bolles	December 24, 1908
36	All	Wisner Land Company	December 19, 1907
Township 49 South, Range 42 East			
05	All	Florida Coast Line and Canal Transportation Company	September 24, 1890
06	All; E ½; W ½	Florida Coast Line and Canal Transportation Company	September 24, 1890; December 1, 1900
07	All; E ½; W ½	Florida Coast Line and Canal Transportation Company	September 24, 1890; December 1, 1900
Township 50 South, Range 41 East			
01	All	Richard J. Bolles	December 24, 1908
02	All	Florida East Coast Railway Company	December 14, 1912
11	All	Richard J. Bolles	December 24, 1908
14	41 Lots	Richard J. Bolles	December 24, 1908; December 18, 1909
23	All, less Subdivision No. 1	Richard J. Bolles	December 24, 1908

6.2 Spanish-American War Period/Turn-of-the-Century (1898-1916)

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

Fort Lauderdale saw growth at this time despite a yellow fever epidemic, in 1899. In the same year, the area's first schoolhouse was built. The 1900 census reported 52 residents in Fort Lauderdale. The area's first incorporated communities were Dania in 1904, Pompano in 1908, and Fort Lauderdale in 1911; these communities predate the formal incorporation of Broward County (McGoun 1978:19). Fort Lauderdale's downtown began to develop at this time; the commercial area centered on the intersection of the railroad and the New River. Unfortunately, a fire in June of 1912 destroyed most of the business district, but the disaster did little to impair Fort Lauderdale's growth (Historic Property Associates 1995:42–47).

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics. Several of Broward's major issues included the Everglades drainage project, railroad regulation, and the construction of roads. The draining of the Everglades resulted in the construction of

canals, an increase in land available for agriculture, and the fueling of Fort Lauderdale's growth. One of the first elements of the project was the dredging of the North New River Canal. By 1912, the New River Canal extended all the way to Lake Okeechobee, and shipping of agricultural products along the water route was immediately the preferred method of transportation (Historic Property Associates 1995:44).

During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists.

Between 1900 and 1910, the state population increased from 528,542 residents to 752,619. At this time, St. Lucie and Palm Beach counties were established, indicative of the increasing numbers of people moving to the east coast of the state. Broward County incorporated in 1915 with a population of 8,000 (Wells and Little 1982:8–12), and Fort Lauderdale was named county seat (Historic Property Associates 1995:50). The county was named after the former Governor Broward. As recently as 1910, the County had been a wilderness of pine trees and swampland and had few homesteaders. Agriculture was still the main economy (Wells and Little 1982:8–12). Before 1915, Broward County had at times been part of St. Johns, Monroe, Mosquito, Dade, St. Lucie, Brevard, and Palm Beach counties. By the time of the County's incorporation, most citizens were living in the eastern areas along the coast such as Dania, Pompano, Fort Lauderdale, Deerfield, Hallandale, Davie, Colohatchee, and Progresso (Shepard Associates 1981:I-10).

The area's tourist trade began to emerge around the time of incorporation. Development of the Fort Lauderdale beach area began in 1914 when D. C. Alexander purchased 32 acres of beachfront property. In July 1915, the Dixie Highway, the first major highway linking Fort Lauderdale with the rest of the nation, was completed. This highway and other new Broward County roads would play a significant role in Florida's growing tourist trade (Historic Property Associates 1995:50–51).

Rapid and widespread growth was the theme of this period in Florida history. Thousands of miles of railroad tracks were laid, including the F.E.C., Atlantic Coast Line, and Seaboard Air Line railroads. While agriculture, especially the citrus industry, had become the backbone of Florida's economy, manufacturing and industry began growing during the beginning of the century. Fertilizer production, boat building, and lumber and timber products were strong secondary industries (Weaver et al. 1996:3).

6.3 World War I and Aftermath Period (1917-1920)

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points. An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990).

Area development was halted temporarily during World War I, although the construction of bridges from the mainland over to the beaches at Pompano, Hallandale, and Fort Lauderdale were completed in 1917 (Historic Property Associates 1995:51). Truck farming still dominated Broward County's economy before the 1920s Boom Times development began in earnest. Higher areas in the county were preferred for planting crops like beans, squash, cabbage, tomatoes, pineapples, and turpentine mangoes (Shepard Associates 1981:I-11–13, 34).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

6.4 Florida Boom Period (1920-1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

In the late 1910s and early 1920s Fort Lauderdale was used as a setting for movies. Real estate sales increased as swamps were dredged and "finger islands," narrow strips of fill alternating with channels of water, were developed. Building included exclusive and moderately priced homes, as well as hotels and commercial structures downtown. These activities in Florida's southeastern "Gold Coast" represented the highest intensity of Florida's land boom. By 1925, Fort Lauderdale's population reached 16,000 people (Historic Property Associates 1995:51–54). Other cities in Broward County were incorporated during the Land Boom period including Hollywood, Deerfield, Davie, and Floranada (McGoun 1978:20).

In 1918, George Henry came to Fort Lauderdale to build the Broward Hotel. The city financed the development in part in hopes of bringing an economic boom similar to those that occurred in Palm Beach and St. Augustine. After the hotel's opening in 1919, tourists flocked to the area. Another contributor to Florida's tourism during the Boom was golf, and multiple golf courses were constructed in South Florida during this period. One such course is within the APE, the Westside Golf Course. It was opened in 1927 in the area west of State Road 7/ US 441 that would later become Plantation, Florida (Broward County Historical Timeline n.d.). The property became the Fort Lauderdale Golf and Country Club in 1957.

An important development in Fort Lauderdale during the late 1920s was the division of the city into quadrants, which not only assisted tourists in finding their destinations, but also solidified racial segregation. Blacks arrived as laborers on the railroad and remained as farmers, settling in the northwestern section of the town. Following the adoption of the grid system, the city officially restricted black homes to the northwest quadrant (Historic Property Associates 1995:56–58).

The Boom period began to decline in August 1925, when the F.E.C. Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The 1926 hurricane hit Hollywood, killing 37 people there and 15 in Fort Lauderdale. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4).

For Broward County, 1926 saw a dramatic reversal of fortune, when real estate activity declined as a result of a stock market slump the previous November. People began defaulting on payments, and business came to a near standstill (Kemper 1981:47). Over speculation in real estate, the F.E.C. Railway freight embargo, and the 1926 hurricane created economic havoc, further devastating the area's land boom (Historic Property Associates 1995:55–56).

By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996). Despite the economic hardships of the Depression era, local financiers began a project to create a port in the Fort Lauderdale area. One of the greatest supporters of the port was the developer of the city of Hollywood, J. W. Young. Throughout the early 1920s, Young worked towards the creation of a deepwater harbor from a body of water originally known as Lake Mabel, but various circumstances including the bust of the real estate market, initially prevented its construction. A special act of the Florida Legislature established the Broward County Port Authority in 1927, and construction of the port was soon underway (Broward County 2001). After several years of financial difficulties, the port was opened in 1929 for use by cargo ships and military vessels. The name "Port Everglades" was chosen, as it represented the port as the "gateway to the rich agricultural area" of Florida (Broward County 2001). In July 1929, the construction of a railroad to the port was underway, and several months later it was decided that storage warehouses were needed on the port property (Eller 1971:17).

Another big event that took place during 1929 was the opening of the Merle Fogg Airport in Fort Lauderdale (known today as the Fort Lauderdale-Hollywood International Airport). Named after the city's renowned aviator, the Merle Fogg Airport opened in May 1929 with a ceremony attended by over 5,000 people (Nelson 1963:22).

6.5 Depression and New Deal Period (1930-1940)

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more

than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

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

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Even the railroad industry felt the pressures of the 1930s, and had to downsize. In addition, the increasing use of the automobile lessened the demand for travel by rail. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable and more middle-class families were able to vacation in the "Sunshine State" (Miller 1990).

A slow recovery began as the thirties progressed in Broward County (Historic Property Associates 1995:58). In the mid-1930s, Federal loans were secured for several projects in Broward County, including the construction of U.S. 1, from south Dania to the Dade/Broward County line, and the construction of a water softening system at the municipal water plant in 1935 (Kemper 1981:49). Tourism and the hotel business were making a comeback. Additionally, Port Everglades was evolving into one of Florida's premier ports; it was ranked seventh in the state in imports and exports. At the end of 1934, the port's export commerce increased from 1,850 tons to 10,859 tons in one year (Burghard 1982:74).

6.6 World War II and the Post War Period (1940-1950)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

Wartime activities brought an economic boom to Broward County (Shepard Associates 1981: 1-51). Fort Lauderdale felt the conflict in December 1939 when the British cruiser Orion drove the German freighter Arauca into Port Everglades, which opened in 1928. The Arauca remained there for over a year. The 1942 attack of Allied shipping by German U-boats was visible from the shoreline. The area lent itself to military training, and the influx of military personnel brought business to Broward County (Historic Property Associates 1995:58-60). Two military training centers were opened in Hollywood, the United States Naval Air Gunners School and the United States Naval Indoctrination and Training School. Soldiers trained in the schools and on Hollywood's beaches. The Navy also maintained a station in Fort Lauderdale where naval aviators were trained, and the site of the current Broward County Community College was used for military

training during the war. Some of the servicemen stationed here returned at the war's end to live permanently (Shepard Associates 1981: I-51).

Port Everglades was used extensively for military operations. The port possessed numerous tanks for petroleum storage and modern equipment used for loading and unloading. Fuel reserved for the defense of the Caribbean Islands and molasses, which would be used later in the production of explosives for the Navy, also were stored at the port. The seaport accommodated an undersea warfare experimental station and a Navy boat service used in the recovery of torpedoes dropped by planes at the Fort Lauderdale Naval Air Station during training (George 1991:6).

The wartime activities of Port Everglades were inextricably connected to those at the Fort Lauderdale Naval Air Station, the area's largest military installation. Fort Lauderdale was considered an ideal location for an air station due to its moderate climate, which allowed for year-round training, and its proximity to the Atlantic Ocean and the Everglades, that provided open areas for training, bombing targets, and ranges. Construction of the more than 1,000-acre naval air station began in 1942; the facility absorbed the City's Merle Fogg Airport. The facility, which could accommodate 3,000 people, included more than 4,000 feet of runways and 217 buildings. By late 1942, the base was complete. During the war, the Fort Lauderdale Naval Air Station was one of two facilities from Illinois to Florida equipped to combat train Navy pilots and crewmen in torpedo bomber planes (George 1991:7, 9). At the conclusion of the war, the facility was abandoned by the military and remained unused for several years.

During this time, railroads profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990).

Growth in Broward County continued to increase after the end of World War II, as a result of the leftover benefits of a wartime economy and the renewed availability of construction materials and durable goods (Kemper 1981:50; TenEick 1989:407). Servicemen stationed in the area returned to live, often convincing family and friends to return as well. Between 1940 and 1950, Fort Lauderdale's population more than doubled to 36,328.

In 1939, Frederick Peters purchased 10,000 acres along State Road 7/441 from the Everglades Plantation Company (City of Plantation 2021). He hired architect Russell Pancoast to master plan a city with prescriptive ordinances for house design, lot size, and zoning districts. The plat for the neighborhood, dubbed "Plantation," was completed in 1948. It was arranged with long one-acre lots, of which residents were intended to garden on 2/3 acre. The produce could then be sold at a co-op farmer's market. The first construction took place in 1947 along East Acre Drive, at the time known as First Avenue. By 1949, forty homes had been completed.

6.7 Modern Period (1950-Present)

The population expansion following World War II fueled an increase in construction. The Plantation neighborhood expanded west with a second phase in 1950. It was followed in 1955 by the contiguous Plantation Gardens neighborhood, which was situated between Plantation and West Sunrise Boulevard. Its final phase was platted in 1959.

Broward County's greatest area of growth in the 1940s, 1950s and 1960s took place in the newly incorporated communities outside Fort Lauderdale and other Broward County cities (Historic Property Associates 1995:61–62). Lauderdale-by-the-Sea was established in 1951; Plantation and Lazy Lake in 1953; Margate and Miramar in 1955; Lighthouse Point in 1956; Lauderhill in 1959; Sunrise, Davie, and Lauderdale Lakes in 1961; North Lauderdale and Tamarac in 1963; and Coconut Creek in 1967 (Broward County 2001). In the 30 years from 1940 to 1970, Fort Lauderdale's population grew from 17,996 to 139,590 (McGoun 1978).

Reflecting the importance of tourism in the state and the influx of new residents, infrastructure improvements were important in the Modern Period. In 1956, Congress enacted the National Defense Interstate Highway Systems Act that authorized significant federal spending to build a series of limited access interstate highways throughout the country. In Florida, the interstate system provided for 1,475 miles of expressway in Florida. Three major interstates connected the state: Interstate 10, Interstate 75, and Interstate 95 (FDHR 2002).

Reflecting the statewide appreciation for the importance of transportation on the economy, the state of Florida also worked to finance infrastructure locally and through public-private partnerships. In 1949, Governor Fuller Warren initiated the preliminary plans for a turnpike. In 1953, businessman Charles B. Costar led a group of citizens to lobby state officials to create Florida's first toll road. The legislature then created the Florida State Turnpike Authority, which had the authority to plan, design, and construct bond-financed toll roads. The tolls from turnpike customers were used to repay the bonds. Costar was also instrumental in creating the bond financing that led to the "Florida Turnpike Act" which Governor Dan McCarty signed into law on June 11, 1953. Costar served as the chairman of the early Turnpike Committee of the Miami-Dade Chamber of Commerce. However, once the Turnpike Authority was formed, Governor McCarty appointed Earl P. Powers as the first Turnpike Authority Chairman (Florida's Turnpike Enterprise 2007). In 1957, a major stretch of the turnpike opened, hugging the Atlantic coast for a distance of 108 miles between Fort Pierce (MP 152) to the Golden Glades interchange in north Miami (MP 44 originally) (Janus Research 2012). Originally, the Turnpike had eight controlled interchanges and three service areas.

The second phase of Turnpike construction began in 1959 when Governor Leroy Collins extended the Turnpike from Fort Pierce to Orlando. With the state's population increasing in the 1960s, Governor Collins approved the sale of over \$80 million worth of bonds to finance the extension from its original terminus in Fort Pierce onward to Wildwood (Florida's Turnpike Enterprise 2007). This final extension of the Turnpike was completed in 1964. It now had a total of 30 interchanges with seven service areas.

In the vicinity of the current APE, the general patterns of development tended to traverse from east to west, as the coastal beach cities expanded outwards, and south to north. In 1957, large tracts of lands on both sides of the new Turnpike were undeveloped or agricultural, especially to the west and north of Fort Lauderdale. By 1976, North Lauderdale and the Palm Aire neighborhood had grown, Lauderhill, Lauderdale Lakes and Pompano Beach stretched fully to the Turnpike, while the area northwest of the APE remained agricultural.

As Broward County's population soared toward one million, several developers became overextended or came under criticism because of the close ties between their firms and the cities

which they had created. Also, a growing number of newcomers feared that too-rapid growth would create problems. At the beginning of the 1970s, residents began demanding that cities aim for slower growth and lower limits on the number of residences per acre. Gradually, governments began to respond (McGoun 1978).

During these years, the construction of I-95 affected many communities along Florida's east coast. Miles of fractured highway were incorporated into what would become the main vein of Florida's east coast. Construction of I-95 in southern Florida progressed throughout the 1960s (Janus Research 2007:63). By 1976, most of the highway was complete from the Georgia State Line to Ft. Pierce and from Palm Beach Gardens to Miami, including the portion in Broward County. After the completion of I-95, more westward dispersion took place, towards the APE.

Growth decreased in 1974, but not as a result of municipal actions. South Florida was hit by the recession sweeping the nation. Unsold properties were a major problem at this time, and at one point, there were an estimated 50,000 unsold condominium apartments in the area (McGoun 1978). By 1976, the building industry witnessed a revival. However, there were still concerns that the uncontrolled growth of the past would be repeated. A new county charter gave the Broward County government broad powers to monitor and improve the quality of life and the environment. The passage of the 1977 Land Use Plan was a major step toward limiting urban sprawl and ensuring that the area's natural, economic, and social resources would be put to their best use (McGoun 1978). The plan mandated an expansion to the county parks system and was backed by \$73 million in bonds (Broward County Historical Timeline n.d.). The 1977 opening of Tradewinds Park on the site of the former McClean Ranch was one outcome of the county parks expansion. Census records show that for 40 years the population increased exponentially in Broward County. Between 1940 and 1950 the population grew from 39,794 residents to 83,933 residents. By 1960 the population had increased to 333,946 residents. Between 1960 and 1970 the population increased from 333,946 residents to 620,100 residents. By 1980 there were over one million residents, at 1,018,200 (US Census Bureau 1995).

7.0 Florida Master Site File Search and Literature Review

An archaeological and historical literature and background information search pertinent to the project corridor was conducted in order to determine the types, chronological placement, and location patterning of cultural resources within the project APE. This included a review of the FMSF to identify cultural resources that are listed, determined eligible, or considered eligible for listing in the National Register and resources with potential or confirmed human remains.¹ Other methods included a search of Broward County Property Appraiser records, local historic designation records, Florida Geographic Data Library (FGDL) geographic information systems (GIS) data, FDOT bridge data, and other relevant historical research materials to help identify potential unrecorded historic resources within the historic APE.

7.1 Previously Conducted Cultural Resource Surveys

A search of the FMSF identified 30 previously conducted cultural resource surveys containing, or partially containing the project APE (**Table 7-1**). Of these 30 previous surveys, eight are cultural resources surveys dealing with the Florida's Turnpike (SR 91) and I-595: FMSF Manuscript Nos. 8757, 9518, 12005, 12945, 13095, 15990, 21126, and 24183. (SHPO concurrence letters for these surveys are attached for reference in **Appendix A**). The review of these surveys determined that the majority of the archaeological APE has been previously surveyed for archaeological resources and that the historic resources APE has not been recently surveyed for historic resources.

Table 7-1: Previously Conducted Cultural Resource Surveys Within the Project APE

FMSF Survey Number	Title	Author(s)	Date
Previous CRAS Efforts Specific to Florida's Turnpike and I-595			
8757	CRAS of the Widening of Florida's Turnpike Mainline, From North of Sunrise Boulevard to Atlantic Boulevard, Broward County, Florida	Janus Research	2003
9518	CRAS of the Widening of Florida's Turnpike Mainline PD&E Study From Griffin Road to Sunrise Boulevard, Broward County	Janus Research	2003
12005	CRAS of the Turnpike Widening South of Atlantic Boulevard to North of the Sawgrass Expressway PD&E Study, Broward County, Florida	Janus Research	2005
12945	CRAS, I-595 (SR 862) PD&E Study from the I-75 Interchange West of 136 Avenue to the I-95 Interchange Broward County, Florida	Janus Research	2005

¹ The FMSF is a planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR/SHPO regarding the National Register significance of a resource. Due to COVID-19 safety protocols, the FMSF data may not be current.

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FMSF Survey Number	Title	Author(s)	Date
13095	CRAS of the SR 91 Florida's Turnpike Widening - Griffin Road to HEFT (SR 821) and Atlantic Boulevard to West Hillsboro Boulevard Broward County, Florida	Janus Research	2006
15990	CRAS, PD&E Study, Sunrise Boulevard Interchange Modification Turnpike Mainline and Sunrise Boulevard, Broward County, Florida	ACI	2008
21126	CRAS Reevaluation of SR 862 (I-595) PD&E Study from the I-75 Interchange to the I-95 Interchange, Broward County, Florida	Janus Research	2013
24183	CRAS Reevaluation for the Turnpike Widening from Atlantic Boulevard to Wiles Road (MM 66–70), Broward County, Florida	Janus Research	2017
Additional Surveys Within or Intersected by the Project APE			
100	Archaeological and Historical Survey of Tartan DRI	Broward County Archaeological Society	1978
1488	Proposed interchange at Florida's Turnpike and SR 816 (Oakland Park Blvd), Broward County, Florida	FDOT	1987
2933	An Archaeological Survey of Broward County, Florida: Phase I	Archaeological and Historical Conservancy (AHC)	1991
3227	City of Pompano Beach, Florida Historic Sites Survey	Research Atlantica	1992
3633	An Archaeological Survey of Broward County, Florida: Phase II	AHC	1993
4075	An Archaeological Survey of Southeast Broward County, Florida: Phase 3	AHC	1995
7554	Proposed Communication Tower - Isram/ FL-122	ATC Associates, Inc.	2001
9189	A Cultural Resource Reconnaissance of State Road 816 (Oakland Park Boulevard) From University Drive To East of the Florida Turnpike Bridge in Broward County, Florida	Panamerican Consultants, Inc.	2003
10286	An Archaeological and Historical Assessment for the Existing SW 46th Avenue Cellular Tower, Broward County, Florida	Environmental Services, Inc. (ESI)	2004
10297	An Archaeological and Historical Assessment for the Existing West Sunrise Boulevard Cellular Tower, Broward County, Florida	ESI	2004
10428	An Archaeological and Historical Assessment for the Existing 45th Street Cellular Tower, Broward County, Florida	ESI	2004
13502	Florida Gas Transmission Proposal to Install the Sunrise Lateral	Janus Research	2006

FMSF Survey Number	Title	Author(s)	Date
14770	A Cultural Resources Assessment for Florida's Turnpike SunNav Southern Arterial Dynamic Sign Message (DMS) Project. Broward, Dade and Palm Beach Counties, Florida	PBS&J	2007
15455	An Archaeological and Historical Survey of the FB1360A Broward Community College Tower in Broward County, Florida FCC Form 620	Florida History, LLC	2008
18926	Proposed Jurisdictional Roadway Transfer of SR 814/Atlantic Boulevard from SR 849 to SR 7, Broward County, Florida - Section No. 86039000.	Group Enterprises, Inc.	1995
18971	Cultural Resource Reconnaissance Survey of the I-595 Replacement Project, Broward County, Florida	Janus Research	2012
20225	Cultural Resource Reconnaissance Assessment Granada Development Site, Broward County, Florida	Southeastern Archaeological Research, Inc. (SEARCH)	2007
21204	Reconnaissance Survey: Sunrise Boulevard/SR 7 Interchange, Construct new Interchange to eliminate current bottleneck on SR 7 north and southbound	Group Enterprises, Inc.	1995
21255	Reconnaissance Survey of Proposed Resurfacing of SR 838 from NW 47 Avenue to SR 91 and Bridge Replacement at NW 47 Avenue and C-12, Broward County, Florida	Group Enterprises, Inc.	1995
21548	CRAS for Eight Potential Roadway Transfers from the FDOT, District 4, to Broward County: SR 824/Pembroke Rd., SR 848/Stirling Rd., Riverland Rd., SR 736/Davie Blvd., Las Olas Blvd., SR 849/NE 31st Ave., SR 844/NE 14th St.	Janus Research	2014
24229	CRAS of the Design Build Broward Mobility Project, Group 4 (Sequences 100 through 180, Broward County, Florida	Janus Research	2017
26259	Broward County Municipal Services District Historic Resources Survey: Broadview Park, Central County, and the City of West Park	Coastal Archaeology & History Research, Inc.	2019

The majority of the existing ROW within the APE, as well as several areas of newly proposed ROW/easement, have been previously surveyed for archaeological resources during previous survey work. A summary of the past archaeological survey work resulting from these field efforts is included in the following pages, moving generally from south to north relative to the project corridor.

The majority of the existing ROW from the southern terminus of the current archaeological APE to north of Sunrise Boulevard was surveyed for cultural resources in 2003 during FMSF Manuscript No. 9518 (Janus Research 2003b). Subsurface testing in 2003 was limited to 15 shovel tests within the existing ROW as most of the ROW at that time consisted of “numerous buried utilities such as power lines and fiber-optic lines, within disturbed soils” and excavation was not feasible (Janus Research 2003b:52). Six shovel tests were excavated within existing within the current APE to the north and south of the Florida’s Turnpike (SR 91) and I-595 Interchange in areas devoid of underground utilities in 2003, each of which was negative for cultural material (Janus Research 2003b:Appendix C, Sheets 3–4). No archaeological sites were identified within the current APE as a result of the pedestrian survey and subsurface testing conducted in 2003, and no additional work was recommended. The SHPO concurred with these findings in a letter dated August 5, 2003 (**Appendix A**).

Portions of the existing ROW located along I-595 at the Florida’s Turnpike (SR 91) / I-595 Interchange, as well the majority of the existing ROW along the Florida’s Turnpike (SR 91) between the southern terminus of the project corridor and Peters Road, were surveyed in 2005 during FMSF Manuscript No. 12945 (Janus Research 2005a). The portion of the current APE within the 2005 corridor was considered to exhibit low archaeological site potential due to pavement, modified and filled soils, and underground utilities, and no archaeological sites were identified within the current APE as a result of this 2005 survey effort (Janus Research 2005a: 7-4, 6-6, 9-1). The SHPO concurred with the results of this survey in a letter dated January 9, 2006 (**Appendix A**). A subsequent CRAS reevaluation in 2013 (Janus Research 2013; FMSF Manuscript No. 21126) reiterated that the area exhibited low archaeological site potential and reaffirmed the disturbed nature of the I-595 and Florida’s Turnpike (SR 91) ROWs (Janus Research 2013:30, 93). No archaeological sites were identified within or adjacent to the current APE as a result of the 2013 survey (Janus Research 2013:30, 93). The SHPO concurred with the results of the CRAS reevaluation in a letter signed August 25, 2014 (**Appendix A**).

Portions of the existing ROW located within and near the Florida’s Turnpike (SR 91) / Sunrise Boulevard Interchange were surveyed in 2006 during FMSF Manuscript No. 15990 (ACI 2008). Subsurface testing in 2006 included the excavation of 23 shovel tests within the current APE, all of which were negative for cultural material (ACI 2008:5-1, 5-2). These shovel tests confirmed the modified nature of the Florida’s Turnpike (SR 91) ROW, with stratigraphy generally consisting of an upper layer of fill material underlain by mottled sands (ACI 2008:5-1). No archaeological sites were identified within or adjacent to the current APE as a result of the subsurface testing and the pedestrian survey, and no further work was recommended (ACI 2008:5-1, 5-13). The SHPO concurred with these findings in a letter dated December 16, 2008 (**Appendix A**).

Most of the existing ROW within the central portion of the current APE, from north of Sunrise Boulevard to Atlantic Boulevard, was surveyed for cultural resources in 2003 during FMSF Manuscript No. 8757 (Janus Research 2003a). Subsurface testing in 2003 consisted of 36 shovel tests, primarily within proposed pond locations, as most of the existing ROW at that time consisted of “numerous buried utilities such as power lines and fiber-optic lines” where excavation was not feasible (Janus Research 2003a:49). Four shovel tests were excavated near the small area of proposed ROW located north of W. McNabb Road and west of the Turnpike in an area that is now developed. Each of these shovel tests was negative for cultural material (Janus Research

2003a:Appendix B, Sheet No. 11). No archaeological sites were identified as a result of the pedestrian survey and subsurface testing conducted in 2003 and no additional work was recommended. The SHPO concurred with these findings in a letter dated April 28, 2003 (**Appendix A**).

Most of the existing ROW within the northern portion of the current archaeological APE, from south of Atlantic Boulevard to the northern terminus of the APE was surveyed for cultural resources in 2005 during FMSF Manuscript No. 12005 (Janus Research 2005b). Subsurface testing in 2005 confirmed that the 2005 APE was “completely ditched and bermed” and that the areas of existing ROW were “disturbed and/or consist of fill” (Janus Research 2005b:44). Each of the shovel tests was negative for cultural material (Janus Research 2005b:44; Appendix C, Sheet No. 7). No archaeological sites were identified as a result of the pedestrian survey and subsurface testing conducted in 2005 and the no additional work was recommended. The SHPO concurred with these findings in a letter dated September 13, 2005 (**Appendix A**). A subsequent CRAS reevaluation in 2017 (Janus Research 2017; FMSF Manuscript No. 24183) consisted of additional pedestrian survey and judgmental testing to confirm the low archaeological site potential of additional areas not previously surveyed in 2005 which consisted primarily of proposed ponds and land exchanges (Janus Research 2017:12). Less than one quarter of the current APE within Tradewinds Regional Park was contained within the archaeological APE for the 2017 survey. Subsurface testing was not conducted within or near the current APE in 2017 due to previous disturbance resulting from “the construction of the roads and associated berms, ditches, or ponds” (Janus Research 2017:12). The 2017 survey effort identified no archaeological sites within or adjacent to the current APE and considered the APE to exhibit low archaeological site potential (Janus Research 2017:12, 18). The SHPO concurred with the results of the CRAS reevaluation in a letter signed July 21, 2017 (**Appendix A**).

Additional pedestrian survey occurred within portions of the existing Florida's Turnpike (SR 91) ROW from south of Atlantic Boulevard (near SW 46th Avenue) to north of the northern terminus of the current project corridor, as well as temporary workspaces within and adjacent to the ROW occurred in 2006 during FMSF Manuscript No. 13095 (Janus Research 2006). The portion of the current APE within the 2006 corridor was considered to exhibit low site potential, no archaeological sites were identified within or adjacent to the current APE, and no further work was recommended (Janus Research 2006:4-7). The SHPO concurred with these findings in a letter dated August 15, 2006 (**Appendix A**).

7.2 Previously Recorded Archaeological Sites

No archaeological sites have been recorded within or adjacent to the current APE as a result of the aforementioned eight cultural resources surveys with archaeological field work components. An updated search of the FMSF data noted that no archaeological sites have been recorded within or adjacent to the archaeological APE subsequent to the completion of these previous survey efforts. A review of available in-house local data and coordination with pertinent Certified Local Governments (CLGs) identified no locally designated archaeological sites or zones, and no Broward County Local Areas of Particular Concern (LAPC) for Archaeological Sites, near the archaeological APE.

Two previously recorded archaeological sites, 8BD2559 and 8BD3208, are recorded within one mile of the archaeological APE. Site 8BD2559 was recorded approximately 0.45 miles west of the project corridor as the result of the identification of a lone conch shell fragment recovered from a small rise during archaeological survey occurring within Fern Forest Park (AHC 1993:45; FMSF Manuscript No. 3663). The SHPO has not evaluated this site for National Register eligibility. Site 8BD3208 was initially recorded approximately 0.87 miles east of the project corridor as a Late Archaic and Glades burial, habitation, and midden, as well as a historic 19th and 20th Century Homestead. Survey work conducted in 2005 indicated that the site had since been destroyed as a result of modern construction, land modification, and development (Janus Research 2005a: 6-4, 9-4; FMSF Manuscript No. 12945). Site 8BD3208 was determined to be National Register–ineligible by the SHPO in 2006 as a result of the 2005 survey. The locations of 8BD2559 and 8BD3208 relative to the archaeological APE are illustrated on the USGS topographic quadrangle maps in **Figures 7-1a–7-1c**.

7.3 Previously Recorded and Potential Historic Resources

The updated search of the FMSF data identified 21 previously recorded historic resources within the historic resources APE including one historic district, one FMSF building complex, one historic canal segment, one bridge, and 17 historic structures. However, the background research and current field survey efforts determined that one of these buildings, the National Register–ineligible McArthur Toll Plaza / 5101 W Sunrise Boulevard (8BD4453), was no longer extant within the historic resources APE. The FMSF will be notified of the demolition of this resource. Three previously recorded canals (8BD3225, 8BD3279, 8BD4253) have been excluded from the APE due to the scope of project improvements and are therefore not included in the results for this project. One of the canals outside of the APE, the North New River Canal (8BD3279), has been previously determined to be National Register–eligible by the SHPO. All previously recorded resources within the APE have been determined National Register–ineligible by the SHPO.

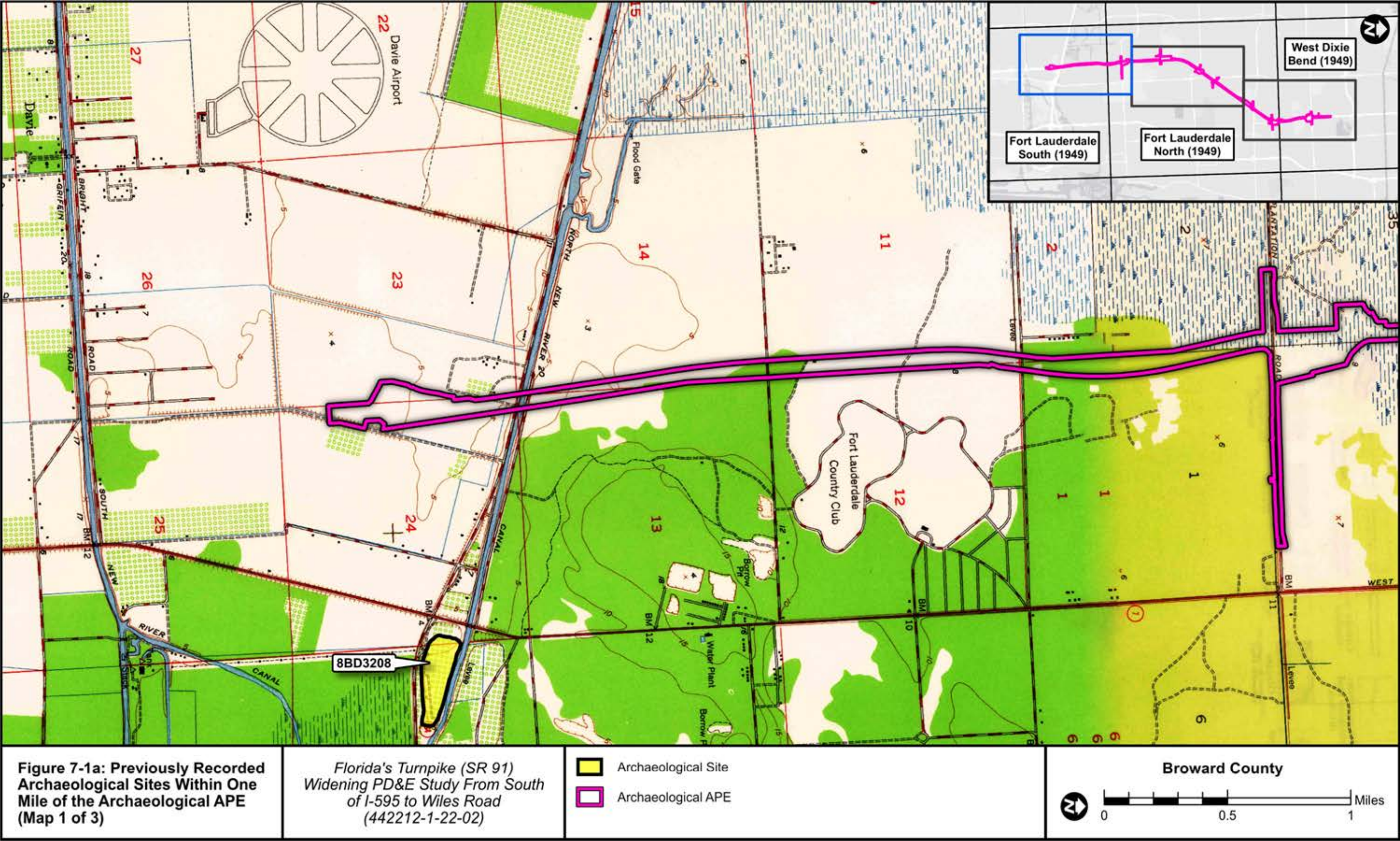
The 21 extant historic resources within the APE are listed in **Table 7-2** and their locations relative to the APE are illustrated on aerial photographs in Historic Resources within the Project APE Maps in **Volume II** of this Report.

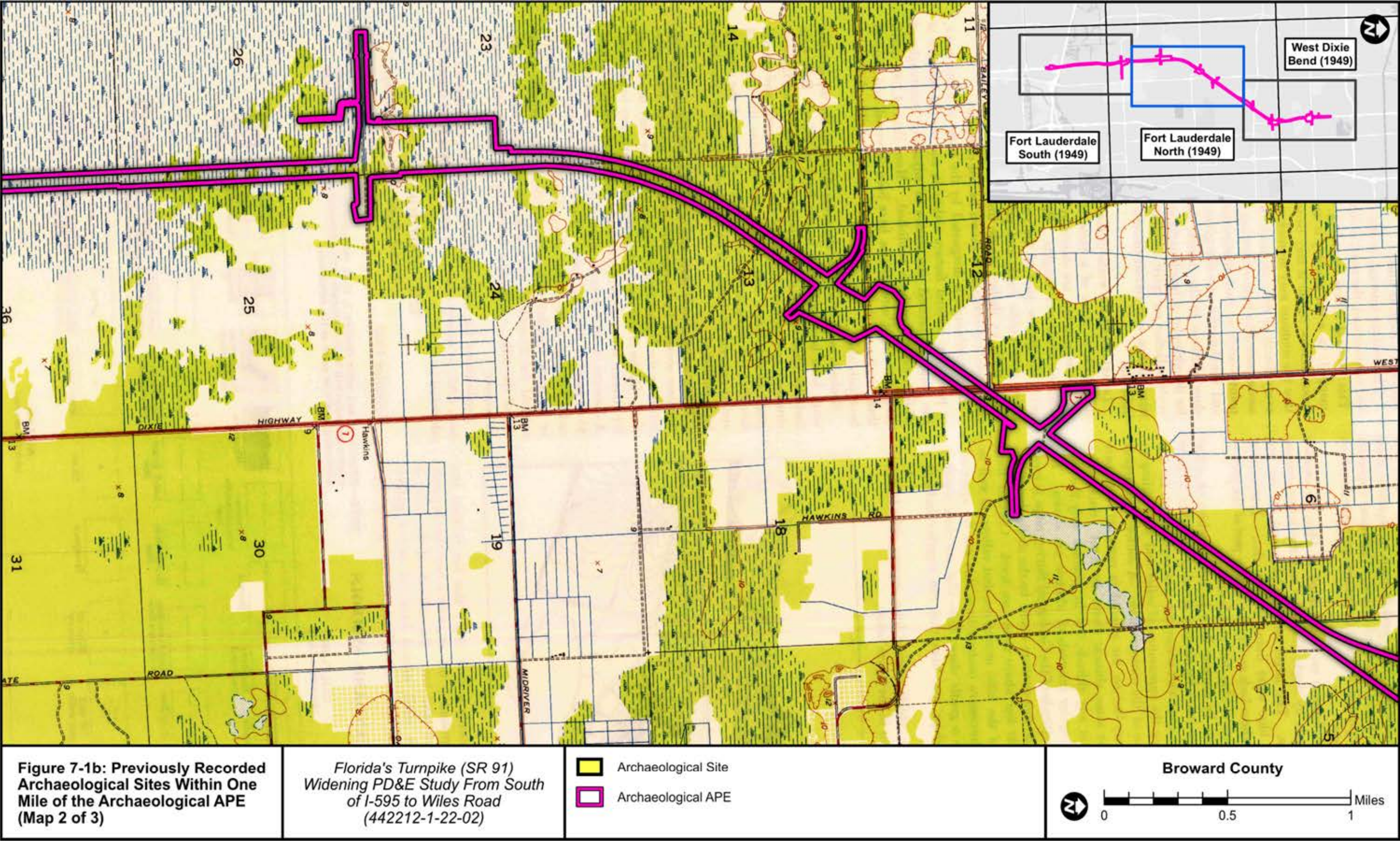
Table 7-2: Previously Recorded Historic Resources Within the Historic Resources APE

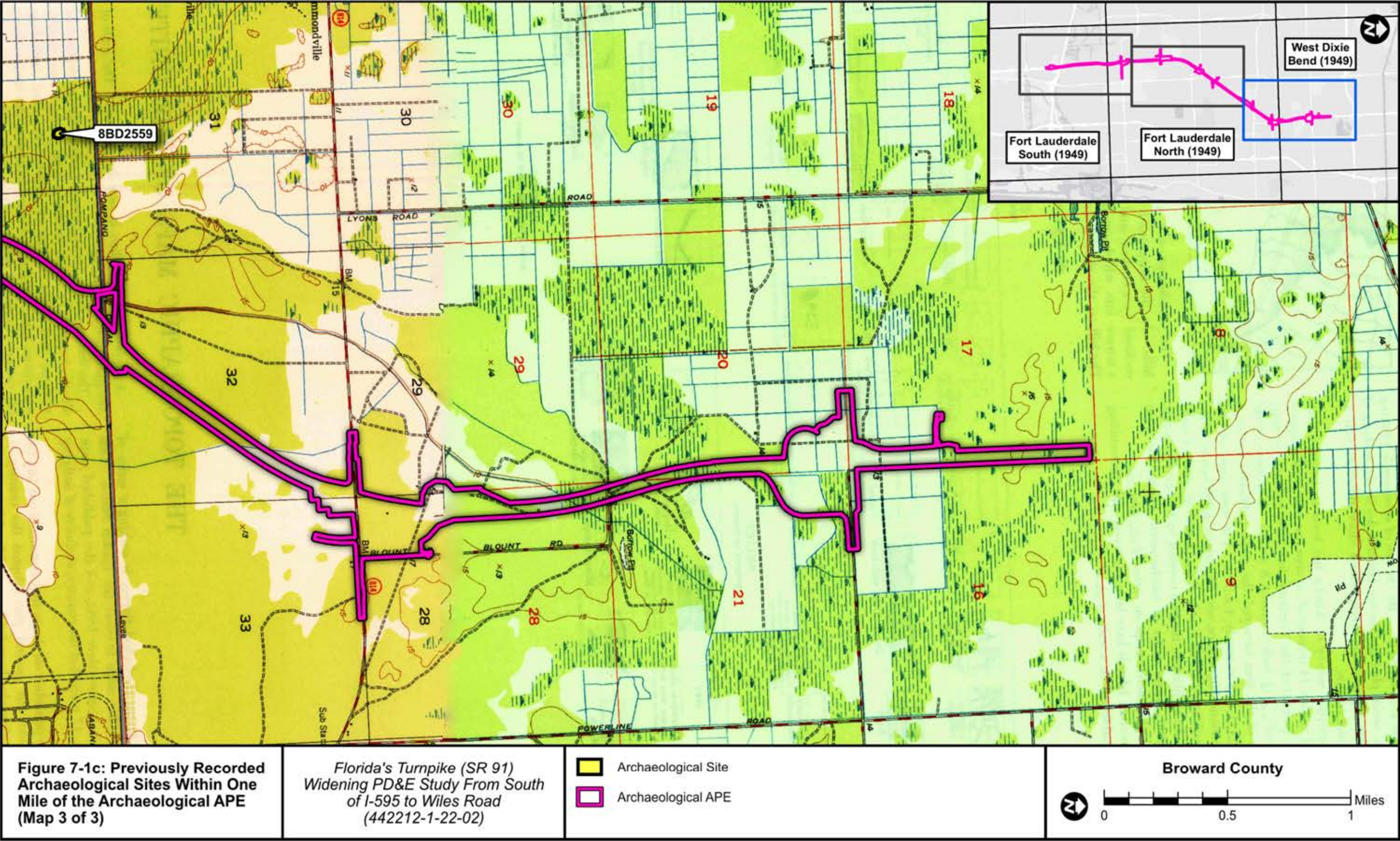
FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	SHPO National Register Evaluation*
8BD3226	Pompano Canal	c. 1912	Linear Resource	National Register–Ineligible
8BD4183	100 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4184	108 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4186	116 East Acre Drive	c. 1956	Masonry Vernacular	National Register–Ineligible
8BD4187	124 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4189	200 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible

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FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	SHPO National Register Evaluation*
8BD4191	208 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4193	216 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4196	308 East Acre Drive	c. 1956	Masonry Vernacular	National Register–Ineligible
8BD4197	316 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4199	332 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4203	408 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4205	416 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4206	424 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4207	432 East Acre Drive	c. 1948	Masonry Vernacular	National Register–Ineligible
8BD4208	Historic East Acre Drive Neighborhood		District	National Register–Ineligible
8BD4454	Turnpike Office / 5101 W Sunrise Boulevard	c. 1958	International	National Register–Ineligible
8BD4455	5101 W Sunrise Boulevard	c. 1957	Masonry Vernacular	National Register–Ineligible
8BD4456	Florida Highway Patrol Office / 5101 W Sunrise Boulevard	c. 1958	Masonry Vernacular	National Register–Ineligible
8BD4457	Sunrise Boulevard Interchange	c. 1957–1958	FMSF Building Complex	National Register–Ineligible
8BD6076	FDOT Bridge No. 860082	1956	Bridge	National Register–Ineligible







8.0 Project Research Design and Site Location Model

8.1 Archaeological Site Potential

The background research and pertinent environmental variables contributed to the creation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites. In addition to the location of the previously recorded archaeological sites discussed in *Chapter 7.2: Previously Recorded Archaeological Sites*, four environmental factors are typically used to help predict site locations: distance to fresh water, distance to hardwood hammocks, topography, and soil drainage. The zones of archaeological site potential established for the APE are illustrated on aerial mapping in **Appendix B**.

Probability zones along existing roads can be affected by the disturbance associated with underground utilities and road construction, which often include open trenching, the creation of berms, drainage ditching, and the excavation of retention ponds. Areas that may have originally been moderate or high site potential zones, and are directly affected by historic or modern development, can decrease in potential due to the resulting soil disturbance. As discussed previously, subsurface testing was not feasible within much of the APE due to the presence of hardscape, underground utility corridors, ditching, retention ponds, and standing water. Based on the confirmation of the modified and/or inundated nature of the majority of the archaeological APE within existing ROW during the current survey, as well as the previous negative survey results throughout much of the existing ROW, the portion of the APE within the existing ROW was determined to exhibit a low probability for containing intact archaeological deposits. Therefore the following discussion focuses primarily on the areas of newly proposed ROW and easement within the APE.

With the exception of the of easternmost area of proposed ROW located on the south side of W Sunrise Boulevard and the areas of proposed ROW located on the south side of Coconut Creek Parkway, freshwater would have been readily available within the areas of newly proposed ROW/easement from the numerous areas of swamp, marsh, and intermittent wetlands that contained or were located near the APE. Many of the areas of proposed ROW/easement were formerly located within low, wet, inundated areas prior to development.

Hardwood hammocks provide a variety of resources. Mature hammocks offer open space for habitation and activity areas, and provide shade, helping to moderate temperature. Often, areas of higher relative elevation correspond with better-drained soils or the presence of hardwood hammocks. Hardwood hammocks are not prone to flooding, except during episodes of very high water, but are moist enough to retard the development and spread of fires. No hammock vegetation was identified within the proximity of the areas of proposed ROW/easement during the review of historic mapping and no extant hammock vegetation was encountered during the current pedestrian survey. The possible former hammock noted on a historic plat map near the intersection of the Florida's Turnpike (SR 91) and W Copans Road was not visible on early historic aerials and is now in an area of ROW containing hardscape, spoil berm, and underground utilities and adjacent areas of development.

The review of early historic topographic maps from 1949 determined that prior to development, the majority of the areas of proposed ROW/easement were located within low, wet, inundated areas or within areas that did not express higher elevations relative to their surroundings. The two exceptions were a small, former area of slightly increased elevation surrounded by swamp within proposed ROW north of W Oakland Park Boulevard and west of Rock Island Road and an area of slightly increased elevation on the north and south sides of West Cypress Creek Road to the east of Florida's Turnpike (SR 91).

The characteristics of soils have been used successfully by researchers to formulate predictive models for precontact site location. In general, soils with an organic pan, with underlying marl or clays, and with slow to moderate internal drainage tend to retain water or be inundated. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. As described previously, in *Section 4.3.3 Soils*, the majority of the APE was located within poorly drained soil types indicative of broad flatwoods and sloughs or within areas of disturbed soils associated land modification. This is also the case for the areas of proposed ROW/easement which are within modified areas, areas that are seasonally inundated for up to four months of the year, or areas where the water table is with less than 10 inches from the surface for up to four months of the year.

Based on the analysis above, the majority of the newly proposed ROW/easement was determined to exhibit low archaeological site potential due to poor drainage with periods of inundation, the absence of hammock vegetation, and a lack of increased elevation relative to the surrounding area prior to development. Additionally, many of these areas, including the two areas noted as having slightly higher elevation above, have undergone land modification related to the construction of transportation facilities, underground utility corridors, and areas of surrounding development. The formerly slightly higher areas along West Cypress Creek Road now consist of berm associated with a retention pond and level area containing an underground utility corridor and were therefore also considered to exhibit low site potential. A zone of high archaeological site potential was established for the formerly elevated area surrounded by wetlands to the north of W Oakland Park Boulevard and west of Rock Island Road (see **Appendix B, Map 14**).

8.2 Historic Resources Expectations

A review of Broward County Property Appraiser GIS data available via the Florida Geographic Data Library (FGDL 2022), FDOT bridge data (FDOT 2022), historic aerials from the early 1940s through 1980s (University of Florida, George A. Smathers Libraries 2022; FDOT Office of Surveying and Mapping 1996-2022), and modern aerial photographs (Google Earth 2022) was conducted to help identify extant historic resources (built during or prior to 1974) within the historic resources APE. As a result, 128 newly recorded resources were identified within the current historic resources APE. The newly recorded resources are detailed in the *Historic Resources Survey Results* in Section 10.2 and the new FMSF forms that are included in **Volume II**.

9.0 Methods

9.1 Archaeological Field Methods

The archaeological field survey consisted of a pedestrian survey of the entire archaeological APE to document existing conditions and identify areas where subsurface testing was feasible within the APE. In addition, 34 round shovel tests were excavated.² Shovel tests measured approximately 50 centimeters (cm) (20 in.) in diameter and were excavated to a minimum depth of one m (39 in.) unless otherwise inhibited by compact, dense clay; compact, solid fill or limestone; or the water table. All excavated soil was sifted through 6.4-millimeter (mm) (¼-in.) metal hardware cloth screen suspended from portable wooden frames and all shovel tests were backfilled upon completion. Standard archaeological methods for recording field data were followed throughout the project. Current conditions were marked on aerial field maps of the APE and photographs were taken to document the existing conditions. The identification number, location, stratigraphic profile, and soil descriptions were recorded for every shovel test excavated. The locations of all tests were plotted on field maps of the archaeological APE and recorded with Wide Area Augmentation System (WAAS)-enabled hand-held Global Positioning System (GPS) units (UTM-NAD83).

Zones of high archaeological site potential were tested at 25-m (82 ft.) intervals unless standing water was encountered. Due to the level of past land modification resulting from numerous episodes of roadway construction and the installation of multiple underground utility corridors and retention ponds, coupled with the negative results of the aforementioned past archaeological survey efforts, the majority of the project corridor was determined to exhibit low potential for intact archaeological deposits. Shovel tests in the low probability areas conformed with FDHR requirements and were placed in those areas devoid of hardscape, water, and underground utilities.

9.2 Historic Resources Survey Methods

A historic resources field survey was conducted to ensure that any resource built during or prior to 1974 within the historic resources APE was identified, mapped, and photographed. The historic resources survey used standard field methods to identify any historic resources. Any resources within the APE received a preliminary visual reconnaissance and any resource with features indicative of 1974 or earlier construction materials, building methods, or architectural styles was photographed and noted on an aerial photograph.

For each resource identified in the preliminary assessment, forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural styles were noted. The information contained on any form completed for this project was recorded onto a digital form. Photographs were taken with a high-resolution digital camera. A log was kept to record the resource's physical location and compass

² A total of 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. The location of ST No. 9 is not within the current archaeological APE and therefore it is not included within this CRAS report. All 35 of the shovel tests excavated were negative for cultural material.

direction of each photograph. FMSF forms were prepared for all newly identified historic resources.

Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were observed in order to accurately assess National Register Historic District eligibility.

9.3 Local Informants and Certified Local Government Coordination

Local informants often provide valuable information which is otherwise not available through official records or library collections. Broward County and the cities of Davie, Deerfield Beach, Fort Lauderdale, and Pompano Beach are included on the July 28, 2022 list of Certified Local Governments (CLGs) posted on the FDHR website (2021). The cities of Coconut Creek, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, and Tamarac were not included on the FDHR list of CLGs. Mr. Rick Ferrer, Historic Preservation Officer for Broward County, was contacted via email on August 2, 2022 for input regarding any local resource concerns relative to the project. In an email response, Mr. Brad Lanning, County Archaeological Consultant, indicated that there were two locally designated resources in the vicinity of the project corridor. Neither resource, Butterfly World or the McLean Farmhouse, is located within the APE. On August 23, 2022, Mr. David Abramson, Deputy Manager of Planning and Zoning for Davie, Ms. Trisha Logan, Historic Preservation Board Liaison of the City of Fort Lauderdale, and Ms. Maggie Barszewski, Planner for Pompano Beach, were contacted via email for input regarding local resource concerns relative to the project. Ms. Barszewski replied on August 23, 2022 indicating that the City of Pompano Beach did not have any historically designated resources in the vicinity of the project. Ms. Logan with the City of Fort Lauderdale also did not have any comments regarding the project as noted in her reply on August 24, 2022. In an email response on August 26, 2022, Mr. Abramson, too, confirmed that no locally designated resources were within the APE.

10.0 Results

10.1 Archaeological Resources Survey Results

No archaeological sites were identified within the archaeological APE during the current CRAS. Most of the archaeological APE is located within or adjacent to previously disturbed road ROW where subsurface testing was not feasible due to hardscape, underground utilities, drainage ditches, excavated ponds, and standing water. Representative photographs of the archaeological APE are included in **Figures 10-1 through 10-11**. Current conditions are also noted on aerial imagery in **Appendix B**. Shovel testing was conducted where feasible, with a focus on areas that had not been subjected to previous archaeological survey efforts. Each of the 34 shovel tests excavated within the APE was negative for cultural material. Soil stratigraphy varied throughout the APE and many shovel tests encountered compact, dense clay; compact, solid fill or limestone; or water table; preventing excavation to a depth of 100 cmbs. Examples of the stratigraphic profiles encountered within the APE are listed in **Table 10-1**. Photographs of various soil stratigraphy encountered within the APE are also included in **Figures 10-12 through 10-18**.



Figure 10-1 Representative Photograph of Berm and Features Indicative of Underground Utilities Along Florida's Turnpike (SR 91) Within the APE, facing South-Southwest



Figure 10-2 Representative Photograph of Berm and Features Indicative of Underground Utilities Along Florida's Turnpike (SR 91) Within the APE, facing East



Figure 10-3 Representative Photograph of Constructed Berm and Ditching Along Florida's Turnpike (SR 91) Within the APE, facing West



Figure 10-4 Representative Photograph of Hardscape and Features Indicative of Underground Utilities Within the APE, North Side of Hammondville Road, facing East



Figure 10-5 Representative Photograph of Hardscape and Features Indicative of Underground Utilities Within the APE, South Side of Oakland Park Boulevard, facing East



Figure 10-6 Area of Judgmental Testing Within APE Along W McNab Road, from Shovel Test No. 8, facing West



Figure 10-7 Area of Proposed ROW along the East Side of the Florida's Turnpike (SR 91), South of Dr. Martin Luther King Boulevard from Shovel Test No. 11, facing North



Figure 10-8 Modified Area of Former Elevated Location Within the APE North of Oakland Park Boulevard and West of Rock Island Road, from Shovel Test No. 21, facing North



Figure 10-9 Representative Photograph of Retention Pond Within the APE, facing Southwest



Figure 10-10 Representative Photograph of Spoil and Standing Water at the Northern End of the Portion of APE Within Tradewinds Regional Park, facing West



Figure 10-11 Representative Photograph of Features Indicative of Underground Utilities Within and Near Tradewinds Regional Park, facing West

Table 10-1: Representative Stratigraphic Profiles Encountered

ST No.	Description of Stratigraphic Profile/Depths	Results
1	Mottled grey/brown sand and construction rubble: 0-38 cmbs Light grey sand: 38-100 cmbs Dark grey sand: 100-110 cmbs	No artifacts recovered
2	Grey sand: 0-34 cmbs Light grey sand: 34-100 cmbs	No artifacts recovered
3	Grey/brown sand (gravely fill): 0-22 cmbs White sand: 22-75 cmbs Greyish brown sand: 75-100 cmbs	No artifacts recovered
4	Mottled grey sands (fill): 0-35 cmbs Mottled light grey sand (fill): 35-45 cmbs Dark grey fill: 45-65 cmbs Compact brown clay: 65-72 cmbs Solid brown clay: 72 cmbs	No artifacts recovered
5	Mottled very dark grey and grey sand (fill): 0-24 cmbs Mottled very dark grey and very dark brown fill: 24-56 cmbs Light grey silty sand: 56-82 cmbs Water: 82 cmbs	No artifacts recovered
18	Very dark gray sand: 0-18 cmbs Pale grayish brown sand with shell fill: 18-58 cmbs Compact fill: 58 cmbs	No artifacts recovered
20	Grayish brown rocky fill: 0-10 cmbs Brown rocky fill: 10-18 cmbs Dense, compact clay and fill: 18 cmbs	No artifacts recovered
21	Mottled gray and dark grey sands: 0-22 cmbs Mottled pale brown/very pale brown sands with shell fill: 22-55 cmbs Mottled dark grey sand/ very dark gray sand with clay: 55-91 cmbs Very pale gray sand: 91-101 cmbs	No artifacts recovered
25	Mixed gray and dark gray sand (fill): 0-25 cmbs Mixed gray and light gray sand: 25-40 cmbs Light gray sand: 40-79 cmbs Mixed gray sand and gray clay: 79-100 cmbs	No artifacts recovered
34	Black sand: 0-15 cmbs Dark gray and very dark gray sand with rubble: 15-25 cmbs Mottled yellow and yellowish brown sands with rubble: 25-40 cmbs Yellow sand: 40-72 cmbs Gray saturated sand: 72-87 cmbs Water and limestone: 87 cmbs	No artifacts recovered
35	Brown rocky fill: 0-30 cmbs Solid limestone: 30 cmbs	No artifacts recovered



Figure 10-12 Soil Profile, Shovel Test No. 2, facing East



Figure 10-13 Soil Profile, Shovel Test No. 3, facing East



Figure 10-14 Soil Profile, Shovel Test No. 5, facing North



Figure 10-15 Soil Profile, Shovel Test No. 14, facing North



Figure 10-16 Soil Profile, Shovel Test No. 17, facing North



Figure 10-17 Soil Profile, Shovel Test No. 21, facing North



Figure 10-18 Soil Profile, Shovel Test No. 25, facing South

10.2 Historic Resources Survey Results

The historic resources field survey and research resulted in the identification of 149 historic resources within the APE, consisting of 21 previously recorded resources and 128 newly recorded resources. Of the 149 total resources, there is one linear resource (8BD3226), one cemetery (8BD8423), two bridges, 18 resource groups, and 127 structures. Two of the newly-identified resources are recommended eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the Turnpike Toll Plaza/8BD8542. The Plantation Village Shopping Center/8BD8428 is an example of a Colonial Revival Style commercial structure with excellent integrity. The structure is recommended individually eligible for the National Register under Criterion C for Architecture. The Turnpike Toll Plaza/8BD8542 is the last remaining original toll booth constructed by the Florida Turnpike Authority when the Sunshine State Parkway was constructed through the project area in the 1950s. It is recommended individually eligible under Criterion A in the area of Transportation for its association with the development of the state in the Post World War II era. Photographs and narratives for these resources are provided below.

The remaining 147 historic resources have been determined ineligible or are considered ineligible for listing on the National Register. Historical research and field survey did not reveal any significant associations with the resources. Several of the resources also are examples of typical architecture found in South Florida and have significant alterations. There were multiple types of resource groups recorded within the APE. These include condominium/apartment complexes, golf courses, a hospital, and mobile home parks. Historical research, field survey, and

reconnaissance survey of the surrounding areas outside of the APE did not reveal any potential historic districts. **Table 10-2** includes information on all resources with the two resources recommended as National Register-eligible highlighted in yellow. The locations of the historic resources relative to the APE are illustrated on aerial photographs in Historic Resources within the Project APE Maps in **Volume II** of this Report. Updated and original FMSF forms are attached in **Volume II**. Photographs of all of the resources and narratives for select resources are included in **Sections 10.2.1 and 10.2.2**.

Table 10-2: Historic Resources Identified Within the Historic Resources APE

FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD3226	Pompano Canal	c. 1912	Linear Resource	Determined Ineligible
8BD4183	100 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4184	108 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4186	116 East Acre Drive	c. 1956	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4187	124 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4189	200 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4191	208 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4193	216 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4196	308 East Acre Drive	c. 1956	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4197	316 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4199	332 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4203	408 East Acre Drive	c. 1955	Single-Family Residence/Masonry Vernacular	Determined Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD4205	416 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4206	424 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4207	432 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4208	East Acre Drive Resource Group	c. 1948	Resource Group/Building Complex	Determined Ineligible
8BD4454	5101 W Sunrise Boulevard, Turnpike Office	c. 1958	Government Building/International	Determined Ineligible
8BD4455	5101 W Sunrise Boulevard	c. 1957	Utilities/Masonry Vernacular	Determined Ineligible
8BD4456	5101 W Sunrise Boulevard, Florida Highway Patrol Office	c. 1958	Government Building/Masonry Vernacular	Determined Ineligible
8BD4457	Sunrise Boulevard Interchange	c. 1958	Resource Group/Building Complex	Determined Ineligible
8BD6076	FDOT Bridge No. 860082	c. 1956	Bridge	Determined Ineligible
8BD8422	FDOT Bridge No. 860180	c. 1956	Bridge	Considered Ineligible
8BD8423	Our Lady Queen of Heaven Cemetery	c. 1957	Historic Cemetery	Considered Ineligible
8BD8424	3290 SW 50th Avenue	c. 1974	Industrial/No Style	Considered Ineligible
8BD8425	Everglades Lakes Mobile Home Park	c. 1972	Resource Group/Building Complex	Considered Ineligible
8BD8426	2701 Reese Road	c. 1969	Commercial	Considered Ineligible
8BD8427	Plantation FPL Substation	c. 1965	Industrial/Industrial Vernacular	Considered Ineligible
8BD8428	Plantation Village Shopping Center	c. 1961	Shopping Center/Colonial Revival	Considered Eligible
8BD8429	340 E Acre Drive	c. 1950	Single-Family Residence/Spanish Revival	Considered Ineligible
8BD8430	8 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8431	10 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8432	12 Redwood Circle	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8433	14 Redwood Circle	c. 1964	Single-Family Residence/Ranch House	Considered Ineligible
8BD8434	16 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8435	18 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8436	20 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8437	22 Redwood Circle	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8438	24 Redwood Circle	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8439	26 Redwood Circle	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8440	5240 Redwood Court	c. 1958	Single-Family Residence/Contemporary	Considered Ineligible
8BD8441	5241 Redwood Court	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8442	5242 Redwood Place	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8443	5243 Redwood Place	c. 1959	Single-Family Residence/Contemporary	Considered Ineligible
8BD8444	5264 Plantation Court	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8445	900 E Acre Drive	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8446	5301 Pine Terrace	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8447	5317 Pine Terrace	c. 1960	Single-Family Residence/Contemporary	Considered Ineligible
8BD8448	5333 Pine Terrace	c. 1960	Single-Family Residence/Contemporary	Considered Ineligible
8BD8449	5349 Pine Terrace	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8450	5365 Pine Terrace	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8451	5369 Pine Terrace	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8452	5385 Pine Terrace	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible
8BD8453	5399 Pine Terrace	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8454	5401 Pine Terrace	c. 1958	Single-Family Residence/Ranch House	Considered Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8455	5449 Pine Terrace	c. 1971	Single-Family Residence/Ranch House	Considered Ineligible
8BD8456	5497 Pine Terrace	c. 1971	Single-Family Residence/Ranch House	Considered Ineligible
8BD8457	5501 Pine Terrace	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8458	5549 Pine Terrace	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8459	5597 Pine Terrace	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8460	5601 Pine Terrace	c. 1957	Single-Family Residence/Ranch House	Considered Ineligible
8BD8461	5275-5495 NW 10 th Court	c. 1969	Resource Group/Building Complex	Considered Ineligible
8BD8462	1230 NW 52 nd Avenue	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8463	1240 NW 52 nd Avenue	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8464	5201 NW 12 th Court	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8465	5231 NW 12 th Court	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8466	5261 NW 12 th Court	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8467	5301 NW 12 th Court	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8468	5321 NW 12 th Court	c. 1962	Single-Family Residence/Split-Level House	Considered Ineligible
8BD8469	1260 NW 54 th Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8470	1270 NW 54 th Avenue	c. 1962	Single-Family Residence/Ranch House	Considered Ineligible
8BD8471	1290 NW 54 th Avenue	c. 1962	Single-Family Residence/Contemporary	Considered Ineligible
8BD8472	1300 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8473	1310 NW 54 th Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8474	1320 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8475	1340 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8476	1350 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8477	1360 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8478	1370 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8479	1390 NW 54 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8480	5230 NW 14 th Place	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8481	5241 NW 14 th Place	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8482	5220 NW 14 th Place	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8483	5210 NW 14 th Place	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8484	5200 NW 14 th Place	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8485	1400 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8486	1401 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8487	1420 NW 52 nd Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8488	1421 NW 52 nd Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8489	1440 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8490	1460 NW 52 nd Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8491	1461 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8492	1480 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8493	4701 W Sunrise Boulevard	c. 1965	Commercial/Contemporary	Considered Ineligible
8BD8494	Lake Park Gardens Condominiums	c. 1967	Resource Group/Building Complex	Considered Ineligible
8BD8495	4960 NW 11 th Street	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8496	1111 NW 50 th Avenue	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8497	1121 NW 50 th Avenue	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8498	1131 NW 50 th Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8499	1141 NW 50 th Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8500	1151 NW 50 th Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8501	1171 NW 50 th Avenue	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8502	1181 NW 50 th Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8503	1191 NW 50 th Avenue	c. 1959	Single-Family Residence/Ranch House	Considered Ineligible
8BD8504	1201 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8505	1211 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8506	1221 NW 51 st Avenue	c. 1961	Single-Family Residence/Ranch House	Considered Ineligible
8BD8507	1231 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8508	1241 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8509	1251 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8510	1271 NW 51 st Avenue	c. 1960	Single-Family Residence/Ranch House	Considered Ineligible
8BD8511	Mitchell Memorial Church	c. 1973	Religious Use/Spanish Eclectic	Considered Ineligible
8BD8512	Sunshine Villas First Addition	c. 1971	Resource Group/Building Complex	Considered Ineligible
8BD8513	Lauderhill FPL Substation	c. 1968	Utilities/Industrial Vernacular	Considered Ineligible
8BD8515	55 th Avenue Shopping Center	c. 1974	Commercial/Masonry Vernacular	Considered Ineligible
8BD8516	Stonebridge Garden Condominiums	c. 1974	Resource Group/Building Complex	Considered Ineligible
8BD8517	Florida Medical Center	c. 1972	Resource Group/Building Complex	Considered Ineligible
8BD8518	Hawaiian Gardens Condominiums	c. 1969	Resource Group/Building Complex	Considered Ineligible
8BD8519	3901 NW 52 nd Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8520	5190 NW 39 th Street	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8521	5160 NW 39 th Street	c. 1971	Single-Family Residence/Ranch House	Considered Ineligible

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FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8522	Inverrary Country Club Golf Course	c. 1970	Resource Group/Landscape	Considered Ineligible
8BD8524	4431 Rock Island Road	c. 1965	Utilities/Masonry Vernacular	Considered Ineligible
8BD8525	4794 NW 49 th Road	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8526	4796 NW 49 th Road	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8527	4798 NW 49 th Road	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8528	5601 NW 49 th Avenue	c. 1969	Single-Family Residence/Ranch House	Considered Ineligible
8BD8529	5602 NW 49 th Avenue	c. 1970	Single-Family Residence/Ranch House	Considered Ineligible
8BD8530	City of North Lauderdale Fire/Rescue Department Training Center	c. 1962	Government Building/Masonry Vernacular	Considered Ineligible
8BD8531	2100 S SR 7	c. 1972	Government Building/Masonry Vernacular	Considered Ineligible
8BD8532	McNab 7 Plaza/1655-1691 S SR 7	c. 1973	Shopping Center/Masonry Vernacular	Considered Ineligible
8BD8533	6201 NW 34 th Avenue	c. 1974	Single-Family Residence/Ranch House	Considered Ineligible
8BD8534	Palm Aire Country Club Golf Course	c. 1974	Resource Group/Landscape	Considered Ineligible
8BD8535	South Creek Townhomes	c. 1973	Resource Group/Building Complex	Considered Ineligible
8BD8538	Golf View Estates Mobile Home Park	c. 1970	Resource Group/Building Complex	Considered Ineligible
8BD8540	Budgetel Pompano Beach	c. 1974	Resource Group/Building Complex	Considered Ineligible
8BD8541	Amerika Gas Station/1493 NW 31 st Avenue	c. 1967	Commercial/Masonry Vernacular	Considered Ineligible
8BD8542	2879 Coconut Creek Parkway, Turnpike Toll Plaza, Turnpike Southern Regional Office	c. 1967	Government Use/Contemporary	Considered Eligible
8BD8543	2790 Hammondville Road	c. 1957	Single-Family Residence/Masonry Vernacular	Considered Ineligible
8BD8544	2859 Hammondville Road	c. 1964	Commercial/Masonry Vernacular	Considered Ineligible
8BD8545	2840 Hammondville Road	c. 1967	Commercial/Mixed Style	Considered Ineligible

FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD8546	2851 Hammondville Road	c. 1958	Commercial/Masonry Vernacular	Considered Ineligible
8BD8547	2731 Hammondville Road	c. 1955	Single-Family Residence/Masonry Vernacular	Considered Ineligible
8BD8548	2721 Hammondville Road	c. 1960	Single-Family Residence/Masonry Vernacular	Considered Ineligible
8BD8549	2711 Hammondville Road	c. 1954	Single-Family Residence/Masonry Vernacular	Considered Ineligible
8BD8550	2701 Hammondville Road	c. 1953	Single-Family Residence/Masonry Vernacular	Considered Ineligible
8BD8551	224 E Acre Drive	c. 1952	Single-Family Residence/Ranch House	Considered Ineligible
8BD8552	300 E Acre Drive	c. 1952	Single-Family Residence/Ranch House	Considered Ineligible
8BD8553	324 E Acre Drive	c. 1964	Single-Family Residence/Contemporary	Considered Ineligible
8BD8554	400 E Acre Drive	c. 1949	Single-Family Residence/Ranch House	Considered Ineligible

10.2.1 Resources Recommended Eligible for Listing in the National Register

Field survey and background research resulted in the identification and evaluation of two resources as eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the 2879 Coconut Creek Parkway, Turnpike Toll Plaza, Turnpike Southern Regional Office Turnpike Toll Plaza/8BD8542. Photographs and narratives for these resources are provided below.



Figure 10-19 Plantation Village Shopping Center (8BD8428), ca. 1961, facing North

10.2.1.1 8BD8428 Plantation Village Shopping Center

The Plantation Village Shopping Center is located at the 5200 Block of W. Broward Boulevard, the northeast corner of E. Acre Drive and W. Broward Boulevard in Section 2 of Township 50 South, Range 41 East on the Fort Lauderdale South (1983) USGS quadrangle map, in the City of Plantation, Broward County, Florida (**Figures 10-19** through **10-22**). The Colonial Revival style shopping plaza was constructed in 1961 by builders Wally Wrightson and Ted King.

The building is composed of concrete block construction covered with brick cladding and stucco. The building has a central block with west and south wings. The central block has a flat roof while the wings have gable roofs. An arcade along the central block contains four arches on its west façade and six arches on the south façade. The gabled wings are crossed by pedimented front gables at three of the storefronts, one of which is smaller than the other two in size. A cupola is centered atop this smaller-pedimented storefront. Windows found on the structure are multi-pane fixed windows. The larger pediments contain round windows divided into 6-lights. Each store entrance has a paneled door with 9-lights. A 1961 photograph from The Fort Lauderdale News announcing the opening of the shopping center illustrates that the building maintains its integrity of design and materials (**Figure 10-23**) (Fort Lauderdale News 1961). Known alterations include changes to signage related to businesses that occupied the structure over time. The central block had originally contained a “Kwik Chek” supermarket, that had lettered signage projecting above the roofline. Other businesses that had been located in the shopping center in 1961 included Strong’s Pharmacy, House of Wal-Dor Gift Shop, Village Five-and-Ten, Thomas Limited Men’s Shop, Plantation Agency Insurance, Lord’s’N Ladies Cleaners, and Ro-Ja Coiffure Designers. The landscaping has also changed over time, with mature trees now occupying the parking lot median islands.



Figure 10-20 Plantation Village Shopping Center (8BD8428), c. 1961, facing Northeast



Figure 10-21 Plantation Village Shopping Center (8BD8428), c. 1961, facing Southeast



Figure 10-22 Plantation Village Shopping Center (8BD8428), c. 1961, facing Northeast

The Plantation Village Shopping Center building was constructed circa 1961 by Wally Wrightson and Ted King. Ted King was a Miami “Realtor-builder” who is known to have constructed 82 homes in Melrose Park and 31 homes in Coral Estates (Miami Daily News 1954). Adverts from the Fort Lauderdale News in 1959 list 96 houses for sale in Plantation by King-Wrightson Realty, Inc. (Fort Lauderdale News 1959).

The Plantation Village Shopping Center embodies distinctive characteristics of the Colonial Revival style, which is a rare style for commercial architecture in South Florida. The building retains a high level of integrity. Changes to signage is typical of these types of resources and reflects the changing economy and aesthetics. Therefore, the structure is recommended individually eligible for the National Register under Criterion C in the area of Architecture.



Figure 10-23 1961 Photograph of Plantation Village Shopping Center



Figure 10-24 Turnpike Toll Plaza and Turnpike Southern Regional Office (8BD8542), facing Northeast

10.2.1.2 8BD8542 FDOT Turnpike Southern Regional Office

The FDOT Turnpike Southern Regional Office and Toll Plaza (8BD8542) is located at 2879 Coconut Creek Parkway, northwest of where the Florida Turnpike passes over Coconut Creek Parkway in Section 28 of Township 48 South, Range 42 East on the Fort Lauderdale North (1983) USGS quadrangle map, in Broward County, Florida (**Figure 10-24**). This resource group includes the original toll plaza that stretches over the entrance and exit lanes for the Turnpike to Coconut Creek Parkway, the Turnpike Southern Regional Office building, and two concrete block maintenance buildings. It does not include the roadways adjacent to the property or those that run through the toll plaza.

The Toll Plaza (**Figure 10-25**), built c. 1957, is a concrete arcade and arched canopy with brick and concrete supports. Concrete railings separate lanes though the toll plaza with metal and glass toll booths between lanes. The toll booths are no longer in use as the Turnpike has turned to using a cashless operating system. The Turnpike Southern Regional Office building, built c. 1957, is a Masonry Vernacular building with a stucco exterior (**Figure 10-26**). There is a porch with brick half-wall and columns on the south façade. Metal panel doors and a five-by-six fixed window are on the south façade. It has a flat roof that extends over the porch. The two Masonry Vernacular buildings to the west (**Figure 10-27**) are concrete block buildings with flat roofs. The buildings are parallel and face one another. Multiple metal panel doors and metal garage doors are on the east façade of the western building and on the west façade on the eastern building. The flat roof extends beyond the façade to create an eyebrow ledge. The eastern building has metal supports under the eyebrow ledge. Multiple modern sheds are adjacent to these concrete block buildings.



Figure 10-25 Turnpike Toll Plaza and Turnpike Southern Regional Office (8BD8542), facing Northeast



Figure 10-26 Turnpike Toll Plaza and Turnpike Southern Regional Office (8BD8542), facing Northeast



Figure 10-27 Turnpike Southern Regional Office Maintenance Buildings (8BD8542), facing North

These two buildings and the sheds make up the maintenance area and are surrounded by a metal chain-link fence. All four structures are considered contributing resources to the resource group. The FDOT Turnpike Southern Regional Office and Toll Plaza (8BD8542) structures were built c. 1957. There are four contributing resources within the resource group, which include the toll plaza, the office building, and two maintenance buildings.

The toll plaza at this location is the last remaining original toll plaza built along the Turnpike from the c. 1957 period of construction. The arcade design was applied to the other toll plazas and rest stop structures from that era. The toll at the Pompano Interchange (**Figure 10-28**) and the Golden Glades Interchange toll plaza (**Figure 10-29**), which are no longer extant, exhibited a similar design that was the standard design for the Turnpike until the toll plazas and service stations along the Turnpike were renovated or removed in 1989 (FTE 2020). According to an email communication with James Beverly, Toll Design Administrator for the FTE, there are no pre-1974 toll plaza facilities remaining along the Turnpike (Beverly Jr. 2022).

The Interstate Highway system did not reach Florida until the 1960s. During the mid-twentieth century, Florida increased in population and became a popular tourist location. There was a need for safe methods of travel that could support heavy traffic. Cities had to create their own freeways (Krishnaiyer 2013). The roads in major cities, like Miami, Jacksonville, and Tampa did not connect to anything until the interstate roads were completed in the 1970s (Krishnaiyer 2013). In 1953, the Florida legislature established the original route of the future turnpike, which was then called the Sunshine State Parkway. It also created the Florida State Turnpike Authority to construct, maintain, and operate the road (Howard et al. 1955).



Figure 10-28 Toll Plaza at the Pompano Interchange, Sunshine State Parkway (Florida Turnpike) - Fort Pierce Region, Florida, 1959 *(Courtesy of Florida Memory)*



Figure 10-29 Golden Glades Toll Plaza, at the Miami terminus of the Sunshine State Parkway (Florida Turnpike) - Miami, Florida, 1959 *(Courtesy of Florida Memory)*

Before the establishment of the Turnpike, travelers through Florida utilized local highways such as US 27 in Orlando as their main modes of transportation. Once the Turnpike was completed, it took on many of the travelers in central and east Florida, and today it is used by nearly three million vehicles per day (FTE 2022). Construction on the Turnpike system began in the mid-1950s and the first 110 miles were completed in 1957. At that time, it only extended from the current Golden Glades Interchange, north to SR 70 in Fort Pierce. The Turnpike was originally called the Sunshine State Parkway and was renamed to Florida's Turnpike in 1968 (FTE 2020).

When the Turnpike opened in 1957 it connected cities through southeast Florida. Over time the Turnpike was expanded north into Orlando and added more interchanges. The Turnpike started as a rural parkway, and as Florida developed further in the latter half of the 20th century, it became an urban expressway. The Turnpike represents progressive activism in the Sunbelt in the mid-twentieth century and was created by Florida leaders who predicted the state's growth (Krishnaiyer 2013). The state has grown in the decades since the Turnpike opened, and with it the Turnpike has grown as well. **Figure 10-30** is a graph from the Florida Turnpike's 50 Year Celebration report. It shows, from left to right, the growth in population in Florida, the length of the Turnpike, and the vehicle trips on the Turnpike for each decade from the 1950s to the 2000s (FTE 2007).

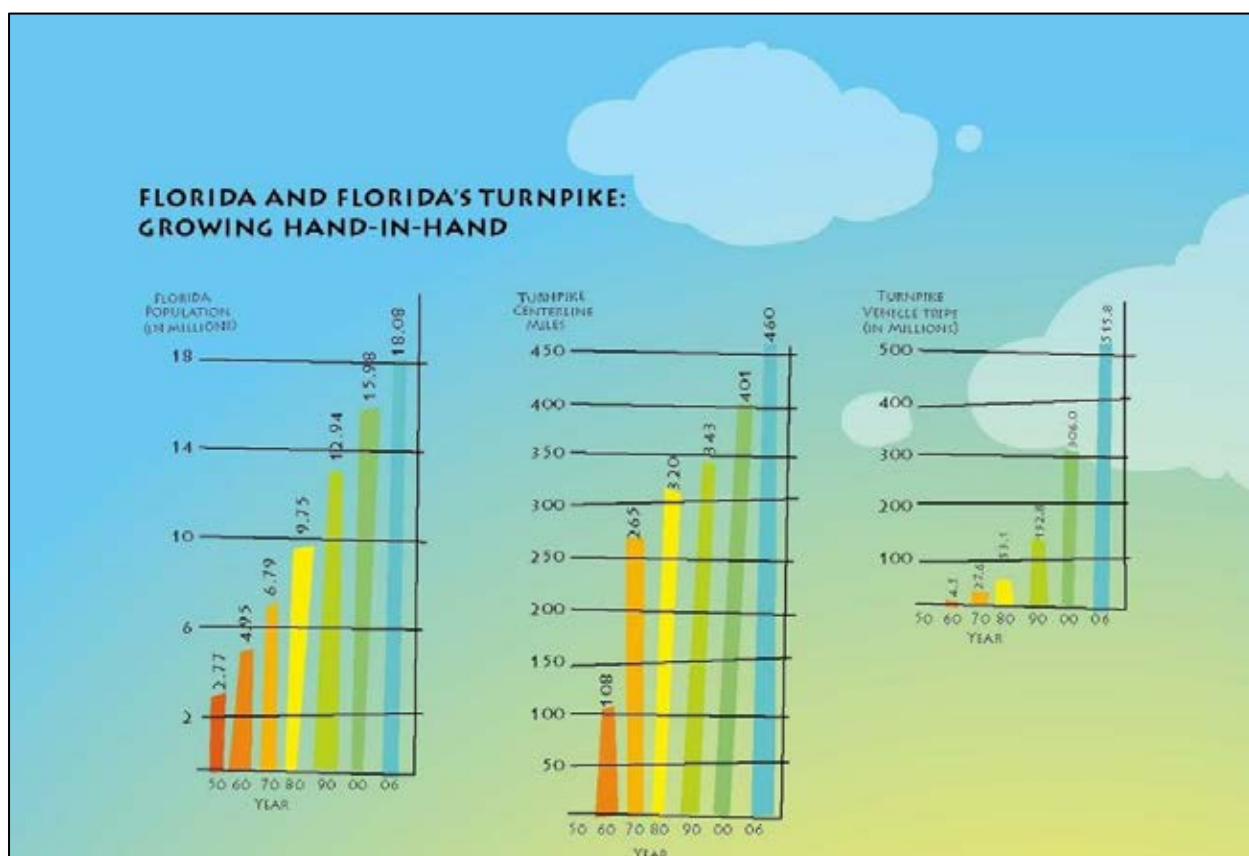


Figure 10-30 Florida and Florida's Turnpike Growing Hand-in-Hand Graph
(Courtesy of FTE)

The FDOT Turnpike Southern Regional Office and Toll Plaza (8BD8542) represents the design and style from the Turnpike's initial construction period, the late 1950s. The resource group includes four contributing resources: an office building, toll plaza, and two maintenance buildings. The scalloped pattern of the arcade of the toll plaza as well as the flat-roofed office and maintenance buildings exemplify mid-twentieth century stylistic influences on utilitarian resources. This toll plaza, in particular, is the last of the original toll plazas standing. According to Turnpike staff, all other toll plazas have been demolished as part of a late-1980s renovation effort (Beverly Jr. 2022).

Based on its association with the Florida Turnpike's earliest era, the FDOT Turnpike Southern Regional Office and Toll Plaza (8BD8542) is considered eligible under Criterion A in the area of Transportation. The Florida Turnpike has been an important transportation facility since the late 1950s and has aided efficient travel throughout the state since its construction. Population growth, development, and tourism has been assisted by this essential route throughout Southeast and Central Florida. Through the intact architectural features and elements, this last remaining group of resources conveys the early history of the Turnpike and its importance in vehicular transportation in Florida.

10.2.2 Resources Recommended or Determined National Register–Ineligible

The field survey resulted in the identification of 147 resources determined or recommended National Register ineligible. Due to the resource type, more detailed narratives for five of the resources are provided below: East Acre Drive Resource Group (8BD4208), Our Lady Queen of Heaven Cemetery (8BD8423), Mitchell Memorial Church/Bodega Restaurant (8BD8511), Inverrary Country Club Golf Course (8BD8522), and Palm Aire Country Club – Cypress Golf Course (8BD8534). Photographs of the historic resources which are recommended and determined National Register-ineligible as part of the current study are also included below. The contiguous collections of resources were reviewed for National Register eligibility as districts; however, none were eligible due to lack of significance or overall integrity. Photographs from the property appraiser information were included for some resources which were partially obscured due to the presence of vegetation or the siting of the resource within the parcel. Additional photographs of the resources as well as locational information is included on any completed FMSF forms in **Volume II**. The location of all resources within the historic resources APE are included in **Volume II** as Historic Resources within the Project APE Maps.

10.2.2.1 8BD4208 East Acre Drive Resource Group

The East Acre Drive Resource Group consists of 36 single family homes located in Section 2 of Township 50 South, Range 41 East on the Fort Lauderdale South (1962 PR 1983) USGS quadrangle map in the City of Plantation, Broward County, Florida. However, only the 19 parcels with historic structures closest to the FTE are within the current project APE and are addressed in the current report. **Table 10-3** provides the 19 structures that are located within the current project APE. **Figure 10-31** shows the location of the resources within the project APE. Photographs for the structures are provided below in **Figure 10-32** through **Figure 10-50**.

Table 10-3: East Acre Drive Resource Group (8BD4208) Resources Within the Current Project APE

FMSF No.	Site Name/Address	Year Built	Resource Type/Style	National Register Eligibility
8BD4183	100 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4184	108 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4186	116 East Acre Drive	c. 1956	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4187	124 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4189	200 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4191	208 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4193	216 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4196	308 East Acre Drive	c. 1956	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4197	316 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4199	332 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4203	408 East Acre Drive	c. 1955	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4205	416 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4206	424 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD4207	432 East Acre Drive	c. 1948	Single-Family Residence/Masonry Vernacular	Determined Ineligible
8BD8429	340 E Acre Drive	c. 1950	Single-Family Residence/Spanish Revival	Considered Ineligible
8BD8551	224 E Acre Drive	c. 1952	Single-Family Residence/Ranch House	Considered Ineligible
8BD8552	300 E Acre Drive	c. 1952	Single-Family Residence/Ranch House	Considered Ineligible
8BD8553	324 E Acre Drive	c. 1964	Single-Family Residence/Contemporary	Considered Ineligible
8BD8554	400 E Acre Drive	c. 1949	Single-Family Residence/Ranch House	Considered Ineligible





Figure 10-32 100 East Acre Drive (8BD4183), c. 1948, facing Northeast



Figure 10-33 108 East Acre Drive (8BD4184), c. 1948, facing Southeast



Figure 10-34 116 East Acre Drive (8BD4186), c. 1956, facing East



Figure 10-35 124 East Acre Drive (8BD4187), c. 1948, facing East



Figure 10-36 200 East Acre Drive (8BD4189), c. 1948, facing Southeast



Figure 10-37 208 East Acre Drive (8BD4191), c. 1948, facing Southeast



Figure 10-38 216 East Acre Drive (8BD4193), c. 1948, facing Southeast



Figure 10-39 308 East Acre Drive (8BD4196), c. 1956, facing Northeast



Figure 10-40 316 East Acre Drive (8BD4197), c. 1948, facing East



Figure 10-41 332 East Acre Drive (8BD4199), c. 1948, facing East



Figure 10-42 408 East Acre Drive (8BD4203), c. 1955, facing Northeast



Figure 10-43 416 East Acre Drive (8BD4205), c. 1948, facing Southeast



Figure 10-44 424 East Acre Drive (8BD4206), c. 1948, facing East



Figure 10-45 432 East Acre Drive (8BD4207), c. 1948, facing East



Figure 10-46 340 E. Acre Drive (8BD8429), c. 1950, facing East



Figure 10-47 224 E. Acre Drive (8BD8551), c. 1952, facing East



Figure 10-48 300 E. Acre Drive (8BD8552), c. 1952, facing Southeast



Figure 10-49 324 E. Acre Drive (8BD8553), c. 1964, facing Southeast



Figure 10-50 400 E. Acre Drive (8BD8554), c. 1949, facing East

The original plan for the residential areas of the town of Plantation was to create one acre “long lots.” The residences were sited on the front one third of the property, while the remaining two-thirds were intended for the planting of fruit trees and vegetable gardens. The concept was intended for residents to pool their resources and create a co-operative farmers market to generate income. City planners also wanted to avoid overcrowding in the city and accomplished this with the one acre lots and strict deed restrictions (Janus Research 2005c:Section 7 and Section 8).

The earliest homes along East Acre Drive date from 1947-48 when builder Chauncey Clarke employed Miami architect Robert Law Weed to design several versions of house types that would conform to the Federal Housing Administration’s standards for home mortgage loans. Of the 19 homes along East Acre Drive in the current project area, the majority were built during the first building stage in 1948 and into the early 1950s. The lots measure 105 feet in width by 416 feet in length. The houses are sited so that the front elevation is parallel to the street frontage along East Acre Drive. The homes first sold along the artery of East Acre Drive were arranged so that the footprint of the house occupied no greater than one-third of the lot, while the rear two-thirds was given over for agricultural use (Janus Research 2005c:Section 7 and Section 8).

The architectural classification represented by the mostly one-story residential buildings is Masonry Vernacular and small Ranch houses. The historic buildings along East Acre Drive exhibit a high number of alterations and they no longer resemble their historic appearance. The alterations of the homes have also impacted the original design of the parcels. The siting of the houses on the parcels was originally designed to reserve the rear two-thirds of the parcels for agricultural use. However, as the houses have been altered, they oftentimes exceeded the

original one-third space and encroach on the area intended for agricultural purposes. In addition, the rear areas of the parcels are rarely utilized for agricultural purposes, thus altering the original use of the land. As a result, that relationship, a cornerstone of Plantation's development and a key to conveying the qualities of feeling and association, has been lost. Therefore, based on the homes' and original plan's loss of integrity, East Acre Drive is considered ineligible for listing in the National Register. In 2005, as part of a previous FTE project, Janus Research completed a Determination of Eligibility for the East Acre Drive Resource Group and recommended that it was ineligible (Janus Research 2005c:Section 8). The SHPO found that the proposed project would have no impact to historic resources. The current study finds that the resource group remains ineligible for the National Register.



Figure 10-51 Current Aerial of the Our Lady Queen of Heaven Catholic Cemetery

10.2.2.2 8BD8423 Our Lady Queen of Heaven Cemetery

Our Lady Queen of Heaven Cemetery is located in Sections 6 and 7 of Township 49 South, Range 42 East on the Fort Lauderdale North (1983) USGS quadrangle map in Broward County, Florida (**Figures 10-51 and 10-52**). This cemetery is comprised of marked graves with dates ranging from 1957 to 2022 and multiple non-historic mausoleum complexes (**Figures 10-53–10-58**). Approximately half of the 100-acre property is in use while the remainder is an uncleared wooded area. The cemetery entrance is marked with two signs flanking the entrance that read “Our Lady Queen of Heaven Catholic Cemetery.” The boundaries are marked by metal fencing and concrete walls.



Figure 10-52 Cemetery Map

(Courtesy of Catholic Cemeteries of the Archdiocese of Miami Website)

The layout of the cemetery is irregular, with winding roadways. The entrance driveway splits into a circular roadway with a retention pond at the center. Individual family mausoleums are located along the driveway and the north side of the circular Drive (**Figure 10-52, A**). Two large mausoleum complexes are located on the north side of this circle (**Figure 10-52, B, C**). Another cluster of mausoleums is located east of these, accessed via curvilinear roadways (**Figure 10-52, G**). The marked burials are grouped by burial type within the cemetery, which are divided by the roads. Three of the mausoleum complexes are outdoor, open-air facilities, while the largest is an indoor mausoleum and chapel (**Figure 10-52, D, E**). The eastern edge of the cemetery contains traditional burials with flat and upright headstones. The oldest burials appear to be located along the southern portion of the cemetery, which contains flat headstones with cremation compartments. Here the headstones sit slightly beneath grade but are not overgrown. A historic aerial from 1976 shows the historic development of the area that became the cemetery (see **Figure 10-59**).

South of the easternmost mausoleums are straight walkways which divide lawns containing crypts, columbarium, religious statuary, and a rosary walk (**Figure 10-52, H, I**). The cemetery contains many trees throughout and lining the roadways. There are no indications suggesting there are unmarked burials. There were no signs of discarded headstones or unmarked burials outside of the cemetery boundaries. The cemetery is well maintained and there is construction occurring to expand the northeast side of the chapel mausoleum building (**Figure 10-52, F**).



Figure 10-53 Our Lady Queen of Heaven Cemetery (8BD8423), facing Southwest



Figure 10-54 Cemetery Entrance, facing Northeast
(Courtesy of Broward County Property Appraiser)



Figure 10-55 Representative Photo of Mausoleums within Our Lady Queen of Heaven Cemetery (8BD8423), facing Northeast



Figure 10-56 Representative Photo of Area Containing Walkways and Religious Statuary, facing Southwest



Figure 10-57 Representative Photo of Southern Portion of Cemetery, facing Southwest



Figure 10-58 Representative Photo of Individual Family Mausoleums, facing Northwest

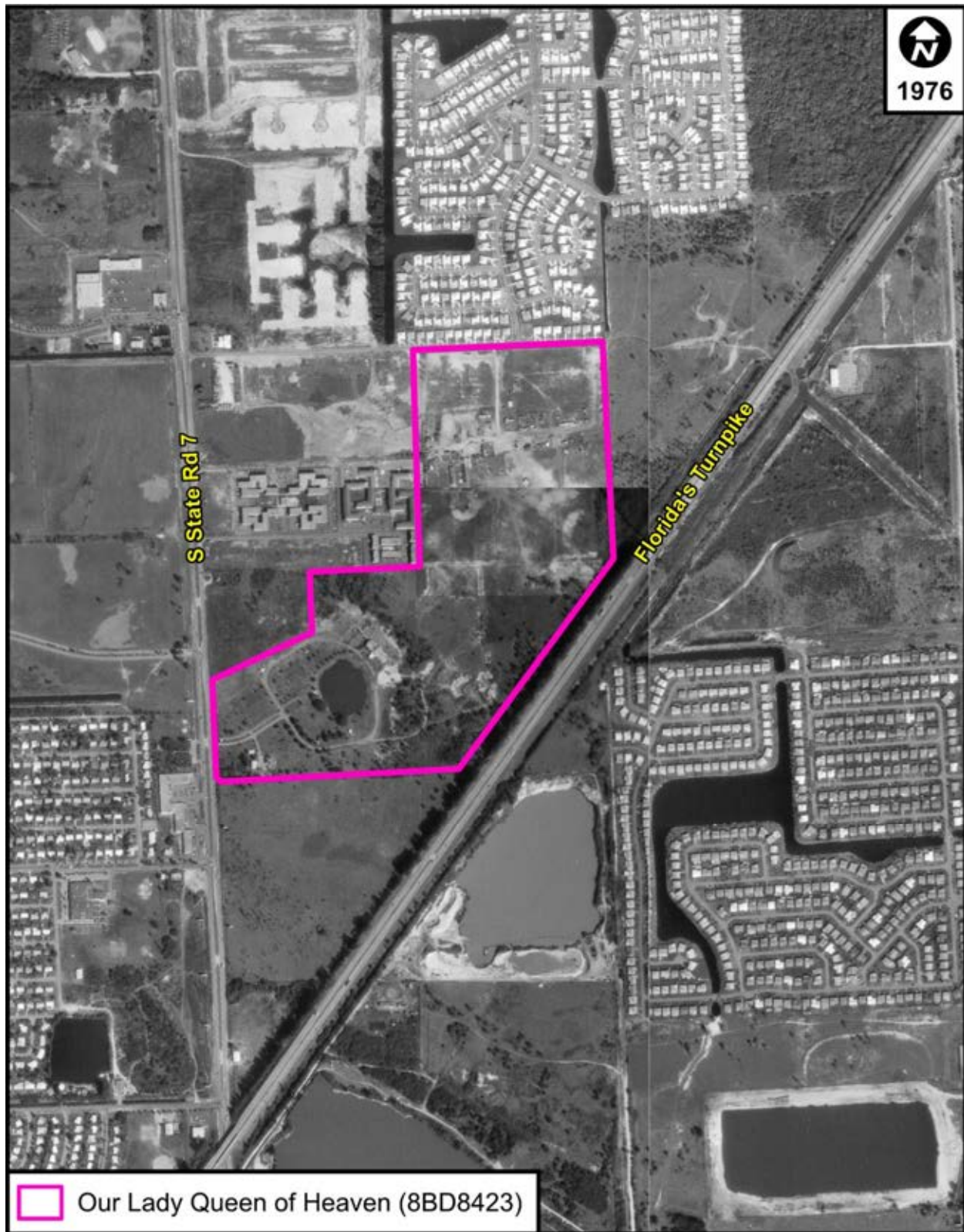


Figure 10-59 1976 Aerial Photograph Showing Our Lady Queen of Heaven Cemetery (8BD8423)

According to National Register Bulletin 41, for cemeteries to be eligible for listing on the National Register, they must meet either Criterion D, or a combination of Criteria A, C, or D, and meet the special Criteria Considerations A through G. To be eligible under Criterion A, a cemetery must be associated with a specific event or represent an important aspect of a community's or culture's history. To be eligible under Criterion B, a cemetery can be associated with a person or people of outstanding importance to the community, state, or nation. However, this should only occur if no other resource associated with the significant person/people is in existence or if the grave/s itself has become important (e.g. commemoration sites). Under Criterion C, cemeteries are significant for their funerary monuments, buildings, and/or landscaping. Finally, under Criterion D, cemeteries can be eligible if they have the potential to provide information to researchers that is not available from other means (NPS 1992).

Our Lady Queen of Heaven Cemetery does not meet significance under Criteria A, B, C, or D, or meet the special Criteria Considerations required for cemeteries. Historical research has not revealed any persons of significance interred at the cemetery. There are no unique headstones or funerary ornamentation that suggests high artistic ornamentation or use of unique folkways. The buildings and landscaping do not exhibit distinctive design values. Historical research does not suggest that the cemetery provides information that is not accessible in other forms such as census information and vital records. There are no indications that the boundaries extend beyond the current marked boundaries. Therefore, the current study recommends the Our Lady Queen of Heaven Cemetery ineligible for listing on the National Register.



Figure 10-60 Mitchell Memorial Church (8BD8511), ca. 1973, facing Northeast

10.2.2.3 8BD8511 Mitchell Memorial Church/Bodega Restaurant

The Mitchell Memorial Church is located at 4441 W. Sunrise Boulevard, the northeast corner of NW 45th Avenue and W. Sunrise Boulevard in Section 36 of Township 49 South, Range 41 East on the Fort Lauderdale North (1983) USGS quadrangle map, in the City of Plantation, Broward County, Florida (**Figure 10-60** through **Figure 10-63**). The Spanish Eclectic-style building was constructed circa 1973 as a restaurant belonging to the Miami-based Bodega steakhouse chain.

The building is composed of reinforced concrete construction covered with stucco. The main entrance is located at the west side of the south façade. The roof over the main entrance is composed of a front gable which never meets at a ridge; instead, a flat roof joins the two slopes. A flat-roofed carport with short parapets on the east and west sides bisects the façade vertically along the gabled portion. A clerestory window composed of a central rectangular pane flanked by two triangular panes is recessed within the gable over the entrance. Two large, square columns support the carport roof, each with a built-in planter at the base. At the east end of the main façade, a mansard roof embraces the prominent sloped chimney with two partial-width returns. The slopes of the chimney project from the main façade and continue as a decorative wall element. Spanning between these two primary roof features and the remaining facades are false mansards connecting to the primary built-up roof.



Figure 10-61 Mitchell Memorial Church (8BD8511), c. 1973, facing North



Figure 10-62 Mitchell Memorial Church (8BD8511), c. 1973, facing Northwest



Figure 10-63 Mitchell Memorial Church (8BD8511), c. 1973, facing Southwest

In addition to the glass doors and the clerestory window, the main façade has three arch top stained-glass windows equally spaced along the middle portion of the façade as well as a half round window at the top of the chimney feature with a leaded, scalloped design. There is another stained-glass window on the south side of the west façade. Secondary doors are located at the north side of the west façade and on the east side of the north façade. The east façade has no windows.

It is unclear what alterations the building has sustained. An illustration from a historic matchbox reveals that the design of the main façade has remained mostly unchanged (**Figure 10-64**). Known alterations include the stained-glass windows and reroofing. Photographs of other locations belonging to the chain restaurant, which are non-extant, suggest that it is likely the roof was originally composed of wood shingles (**Figure 10-65** through **10-67**). Although none of the designs of the photographed examples are identical to 4441 W. Sunrise Boulevard, all featured a similar carport and a prominent chimney on the main façade.

The building was constructed circa 1973 as the third franchise of a steak restaurant chain, which opened in March 1973. The first two restaurants of the chain were opened in Miami and Detroit in 1971. The founder of the chain was David Edgerton, co-founder of the Burger King franchise. The theme of the Bodega restaurants was a Spanish steakhouse with salad bars and a premium selection of wines. According to an article from the Fort Lauderdale News dated February 21, 1976, the building was intentionally designed to fit with the menu and have an immediately recognizable identity.



Figure 10-64 Matchbook Depicting a Restaurant Belonging to the Bodega Chain
(Courtesy of eBay)



Figure 10-65 Bodega Steak in Detroit, Michigan, 1970s
(Courtesy of Detroit Street View Twitter)



Figure 10-66 Cisco's Café in Virginia Gardens, Miami Springs, FL, Previously Bodega Steak, unknown date, post-1981, Non-Extant
(Courtesy of Miami Springs Historical Society and Museum)



Figure 10-67 Cisco's Café in Virginia Gardens, Miami Springs, FL, Previously Bodega Steak, unknown date, post-1981, Non-Extant
(Courtesy of Nestor Suarez, "Cinco de Mayo: A Miami Springs/Virginia Gardens Tradition")

The building's architect, Thurston Hatcher, stated "The hope...is for an architectural motif to complement the bill of fare...to make a lasting impression and bring the customer back. It translated into an extensive use of wood. Rough-sawn cedar was used for the most part to shape...a casual, rambling edifice that we'd have to describe as 'contemporary rustic,' not Spanish or Mediterranean." The article goes on to further describe interior elements. By this time, there were seven locations – Miami, Fort Lauderdale, Orlando, Tampa, Dallas, and two in Detroit, with more being planned. It is unclear when the restaurant chain closed. Some research indicates the chain may have been acquired by the Pillsbury Company in the same manner as Burger King and the similarly themed, albeit more ubiquitous, steakhouse chain, Steak and Ale. According to property records, the building was last sold in November of 1989. Since then, the building has been used as a church and is currently used by Judah Worship Word Ministries International. It has been named the Mitchell Memorial Church after the church's senior pastor, Dr. Willett Mitchell. The other Bodega locations within Florida are non-extant, leaving this building as the last example associated with the chain.

The architect who designed the building was Thurston Hatcher (1924-1990) of Hatcher, Ziegler, and Gunn Architects. The firm was in operation from January 1973 until August of 1995 and was located at 12169 S. Dixie Highway, Miami, Florida. He studied architecture at Columbia University. Hatcher then spent the next two years at Taliesin West in Scottsdale, Arizona as an apprentice of Frank Lloyd Wright. He worked in a Miami firm in 1958 before opening his own, Thurston Hatcher and Associates, in 1964. In 1983, Hatcher, Ziegler, and Gunn won the Governor's Design Award for the design of the John U. Lloyd State Park in Dania, today known as the Dr. Von D. Mizell-Eula Johnson State Park. The majority of his designs were condominium towers, clubhouses, and offices. Extant examples of his work in Florida include an office complex at 7900 Red Road, Coral Gables (1973), The Greenery Mall (1982) office tower and shopping mall at 7700 N. Kendall Drive in Miami, and the Miami-Dade County Medical Examiner's Office (1988). Hatcher was known as an advocate for trees and green space within Miami. He united South Florida architects to found the Greater Miami Tree Conservation Bank in 1972.

The Mitchell Memorial Church does not embody a distinctive type or style of building of high architectural value. Furthermore, since its conversion from a restaurant to a church, the building has lost integrity of design and materials through the addition of stained-glass windows and the replacement of the wooden shingle roof with composition shingles. The structure is therefore considered not individually eligible for the National Register.

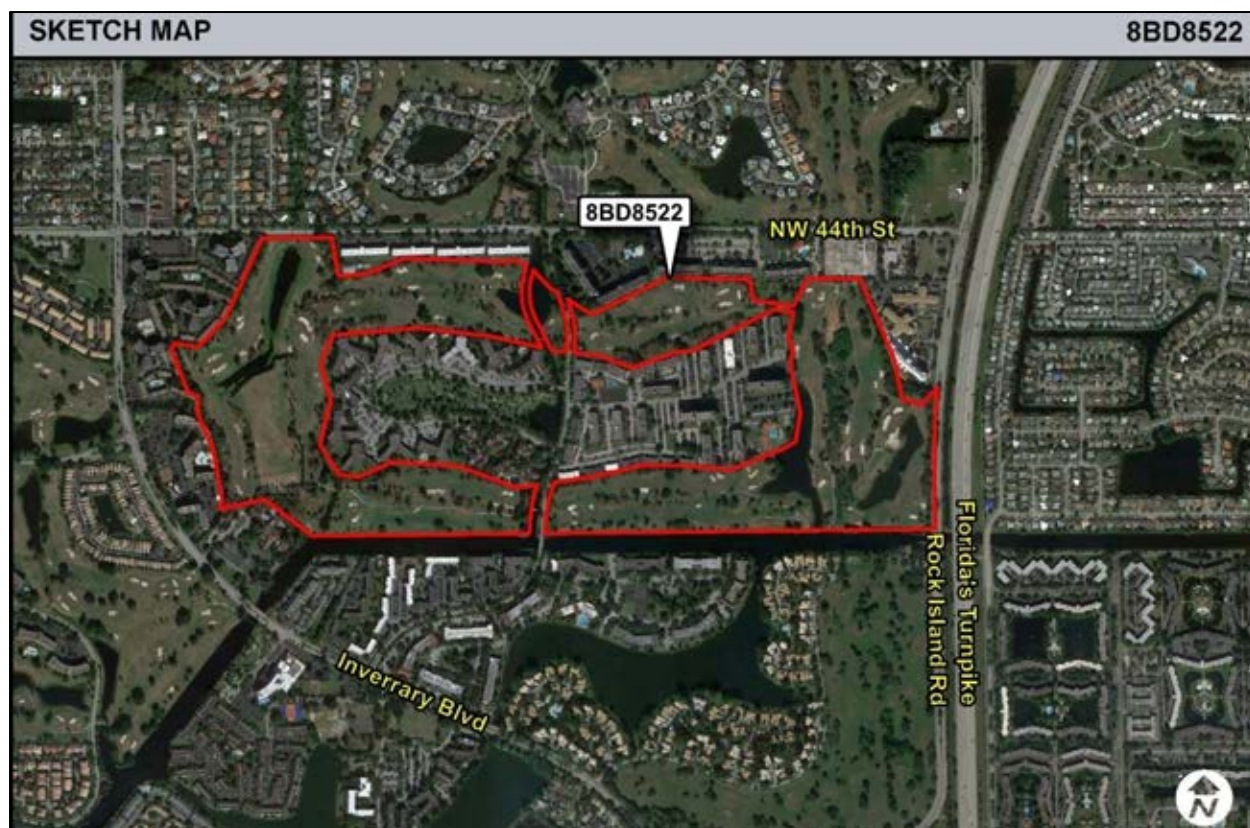


Figure 10-68 Current (2022) Aerial of the East and West Inverrary Country Club Golf Courses (8BD8522). The East and West Golf Courses Permanently Closed in 2020. A Third Historic Golf Course was Located South of the East Golf Course and was Closed in the 1990s.

(Aerial Courtesy of Google Maps)

10.2.2.4 8BD8522 Inverrary Country Club Golf Course

The Inverrary Country Club Golf Course within the project APE is located at 4100 N. Rock Island Road in Section 23 of Township 49 South, Range 41 East on the Fort Lauderdale (1983) USGS quadrangle map, in the City of Lauderhill, Broward County, Florida (**Figure 10-68**). The golf course was constructed in 1970 and was designed by Robert Trent Jones, Sr. Originally the country club had three golf courses, but only one falls within the current project APE. All three courses are permanently closed and overgrown (**Figure 10-69**).

The Inverrary Subdivision consisting of housing units, a Country Club, tennis courts, and three golf courses was developed by the Fuqua Industries, Inc., which was owned by Burt Haft and Jack Gaines. Fuqua Industries, Inc. had previously developed the exclusive Bay Colony development in Fort Lauderdale and envisioned Inverrary as another exclusive development that would be reminiscent to the rolling hills of California (Fort Lauderdale News 1970a:1E). The developers hired famed California landscape architect, Ernie Reynolds, to design the development with lush landscaping and imported rocks to provide a “California-esque” landscape (Fort Lauderdale News 1970b:23E). The developers also hired famed golf course designer, Robert Trent Jones, Sr. to design the three golf courses.



Figure 10-69 Photograph (2022) of the East Inverrary Country Club Golf Course (8BD8522) Within the Current APE, facing Southwest

The two northern courses, referred to as the West Course and East Course, were regulation courses designed for professional play. The southern course was smaller and referred to as the Executive Course (Clendenon 1970:5D). **Figure 10-70** is an aerial of the golf courses (east and west) in 1973, showing the original layout designed by Jones. The smaller Executive Course is showing just south of the east course.

When the Inverrary Country Club opened in 1970, it became a favorite golf course for celebrities and golfing professionals. The PGA-sponsored Jackie Gleason Inverrary Classic PGA Tour Event began in 1972. The tournament was renamed in 1981 and would eventually become the Honda Classic. The PGA tournament attracted such vaulted players as Jack Nicklaus, Arnold Palmer, Lee Trevino, Bob Hope, and Mickey Rooney. Presidents Nixon and Ford also played the golf courses at Inverrary Country Club (Sachs 1981:123; Ortega 2007:17). In 1997, the southern Executive Course, now closed, became a meditation park (in 2000 it was renamed the Jerry Miller Meditation Park) (Campbell 2000:26). A newspaper article in 2006 reported that the East and West golf courses had recently been rehabilitated (Mell 2006:10). In 2007, the East and West courses were sold to Victorville West Limited Partnership for \$11 million (Ortega 2007:17). By 2019, the decision had been made to close both the East and West Inverrary Golf Courses in 2020 due to decreased business (Accesswire 2019:1-2). The golf courses, including the one within the current project APE, remain closed and are unmaintained.



Figure 10-70 East and West Inverrary Golf Courses on a 1973 Aerial Photograph

The Inverrary Country Club Golf Course East, which is located in the current project APE, was designed by influential designer Robert Trent Jones, Sr. However, the original design of the course has changed over time as the course was modernized. In addition, the golf course is no longer being used or maintained as a golf course, further impacting the integrity of the resource. Therefore, the current study considers the Inverrary Country Club Golf Course East National Register ineligible.

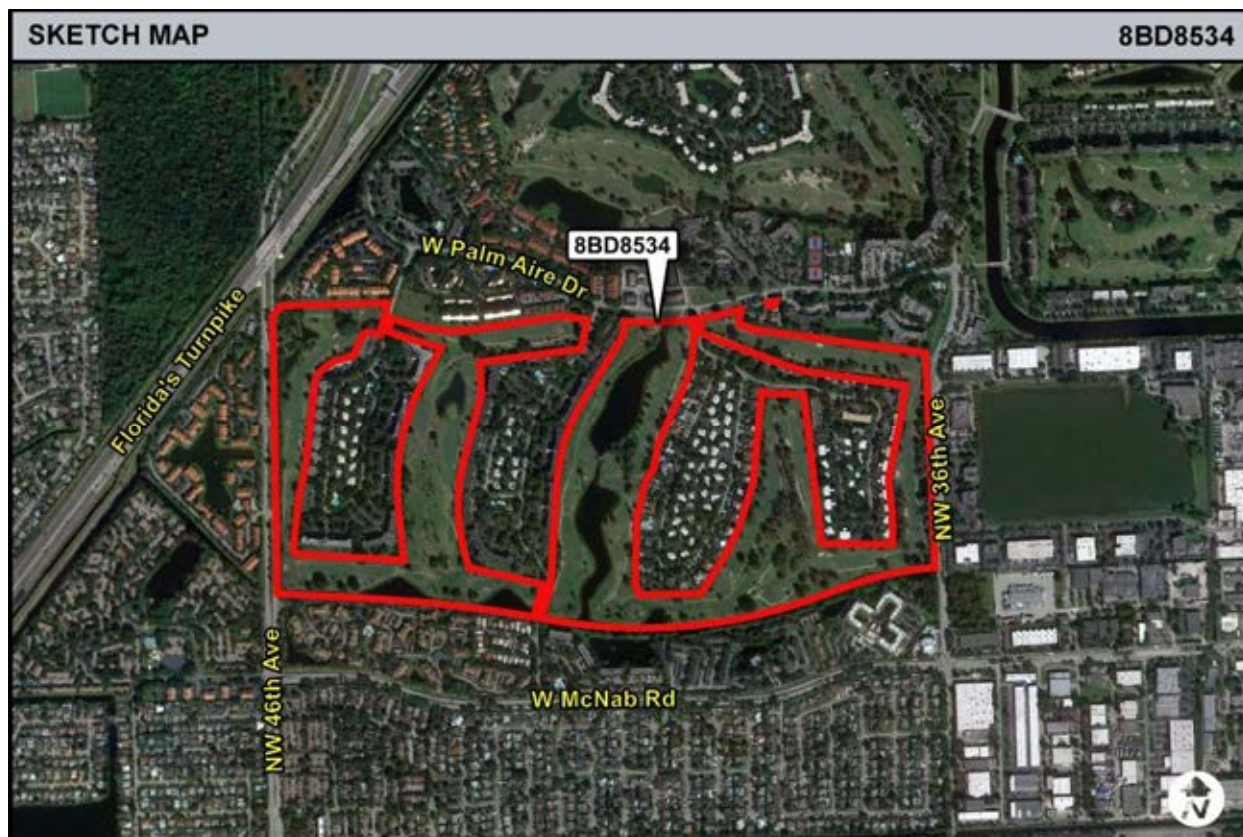


Figure 10-71 Current (2022) Aerial of the Cypress Golf Course at the Palm Aire Country Club (8BD8534)

(Aerial Courtesy of Google Maps)

10.2.2.5 8BD8534 Palm Aire Country Club – Cypress Golf Course

The Palm Aire Country Club Cypress Golf Course within the project APE is located at 2400 Clubhouse Drive in Section 5 of Township 49 South, Range 42 East on the Fort Lauderdale North (1983) USGS quadrangle map, in the City of Pompano Beach, Broward County, Florida (**Figure 10-71**). The current golf course, named the Cypress, was constructed in 1972 and was designed by Tom and Georgio Fazio. The golf course is one of three at the Palm Aire Country Club, Pompano Beach, which was established in 1959. The course is still in use (2022) (**Figure 10-72**).

The Palm Aire Country Club (sometimes spelled Palm-Aire) is one of several properties developed over multiple decades by the FPA Corporation, which was partnered with the Orleans Construction Company of Florida. The Palm-Aire communities are spread out over South Florida and include the current property in Pompano Beach, a development in Coral Key, a development in Delray Beach (Del-Aire), and in Sarasota (Fort Lauderdale News 1972:23D). The original Palm Aire Country Club at Pompano Beach was established in 1953, east of the current APE. Before the Cypress golf course was established, the area was devoid of development (**Figure 10-73**). In the early 1970s, two new golf courses with development surrounding them were established. The two new courses, the Oak and the Cypress, were designed by Tom and George Fazio (Fort Lauderdale News 1971:4E; Palm Aire 2023).



Figure 10-72 Current Photograph (2022) of the Cypress Golf Course at the Palm Aire Country Club (8BD8534) Within the Current Project APE, facing Southwest

An aerial from 1976 shows the Cypress golf course soon after its establishment (**Figure 10-74**). The master plan for the Palm Aire Country Club at Pompano Beach called for five golf courses (Fort Lauderdale News 1985: 70). In a 1976 article describing the 68 public and private golf courses in the county, the Palm Aire Cypress course was the sixth longest at 7,064 feet. Housing and commercial development grew up around the course over the next several decades, with names such as Cypress Grove, Vizcaya, and Cypress Estates (Fort Lauderdale News 1978:78D; Miami Herald 1985:9PY). A picture from 1978 shows new construction adjacent to the Cypress golf course (**Figure 10-75**). The Cypress golf course became part of the booming golf community in Broward County, where it was a regular course used for tournaments. The golf course has been upgraded several times, most recently with new sod (Palm Aire 2023).

The Cypress Golf Course at the Palm Aire Country Club (Pompano Beach), which is located in the current project APE, has experienced significant impacts to its integrity of setting, design, materials, and workmanship. The original design of the course has changed over time as the course was modernized with new landscaping and layout. In addition, the golf course has experienced significant development surrounding it, making the setting significantly altered since its establishment in 1972. Therefore, the current study considers the Cypress Golf Course at the Palm Aire Country Club National Register ineligible individually and as a contributor to a historic district.



Figure 10-73 Historic Aerial from 1957 of Where the Cypress Golf Course at the Palm Aire Country Club (8BD8534) Would be Constructed



Figure 10-74 Historic Aerial from 1976 of the Cypress Golf Course at the Palm Aire Country Club (8BD8534)

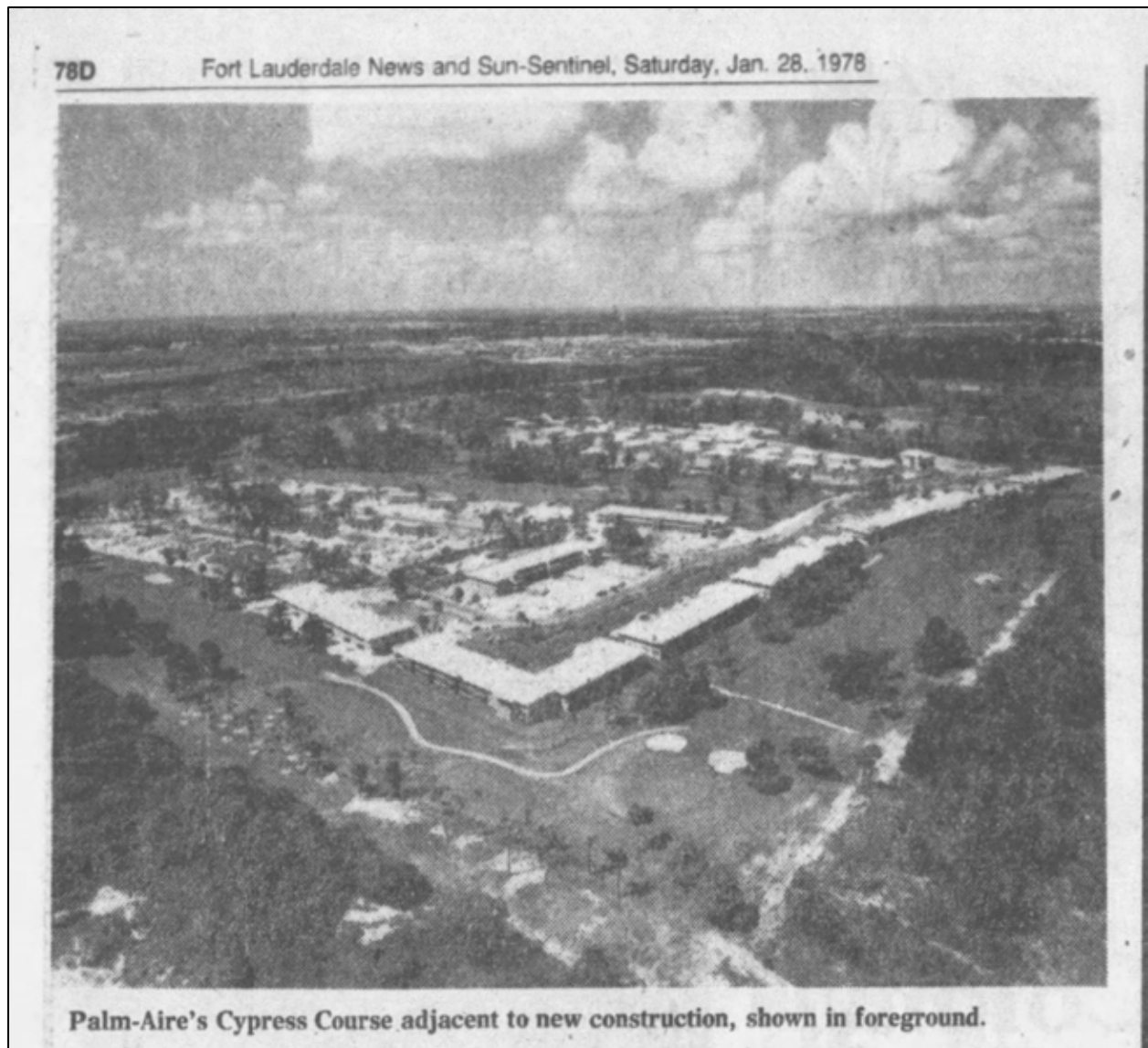


Figure 10-75 A 1978 Photograph Showing Housing Development Around the Cypress Golf Course at Palm Aire Country Club
(Courtesy of the Fort Lauderdale News)

10.2.2.6 Photographs of Previously Recorded Resources Determined Ineligible



Figure 10-76 Pompano Canal (8BD3226) Within the Project APE, c. 1912, facing West



Figure 10-77 5101 W. Sunrise Boulevard (8BD4454), c. 1958, Part of Sunrise Boulevard Interchange (8BD4457), facing Northwest



Figure 10-78 5101 W. Sunrise Boulevard (8BD4456), c. 1957, part of Sunrise Boulevard Interchange (8BD4457), facing Northwest



Figure 10-79 FDOT Bridge No. 8860180 (8BD8422), c. 1956, facing Southwest

10.2.2.7 Photographs of Newly Recorded Resources Considered Ineligible



Figure 10-80 3920 SW 50th Avenue (8BD8424), c. 1974, facing Northeast



Figure 10-81 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Northeast



Figure 10-82 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Northwest



Figure 10-83 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Northwest



Figure 10-84 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Northeast



Figure 10-85 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Southeast



Figure 10-86 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Southeast



Figure 10-87 Everglades Lakes Mobile Home Park (8BD8425), c. 1972, facing Southeast



Figure 10-88 2701 Reese Road (8BD8426), c. 1969, facing Southeast



Figure 10-89 Plantation FPL Substation (8BD8427), c. 1965, facing Southeast



Figure 10-90 Plantation FPL Substation (8BD8427), c. 1965, facing Southwest



Figure 10-91 8 Redwood Circle (8BD8430), c. 1959, facing East



Figure 10-92 10 Redwood Circle (8BD8431), c. 1959, facing East



Figure 10-93 12 Redwood Circle (8BD8432), c. 1959, facing Southeast



Figure 10-94 14 Redwood Circle (8BD8433), c. 1964, facing Northeast



Figure 10-95 16 Redwood Circle (8BD8434), c. 1959, facing Northeast



Figure 10-96 18 Redwood Circle (8BD8435), c. 1959, facing East



Figure 10-97 20 Redwood Circle (8BD8436), c. 1959, facing Southeast



Figure 10-98 22 Redwood Circle (8BD8437), c. 1959, facing Northeast



Figure 10-99 24 Redwood Circle (8BD8438), c. 1959, facing North-Northeast



Figure 10-100 26 Redwood Circle (8BD8439), c. 1959, facing East



Figure 10-101 5240 Redwood Court (8BD8440), c. 1958, facing East



Figure 10-102 5241 Redwood Court (8BD8441), c. 1958, facing North



Figure 10-103 5242 Redwood Place (8BD8442), c. 1959, facing East



Figure 10-104 5243 Redwood Place (8BD8443), c. 1959, facing North



Figure 10-105 5264 Plantation Court (8BD8444), c. 1958, facing Southeast



Figure 10-106 900 E. Acre Drive (8BD8445), c. 1959, facing Southeast



Figure 10-107 5301 Pine Terrace (8BD8446), c. 1960, facing North



Figure 10-108 5317 Pine Terrace (8BD8447), c. 1960, facing North



Figure 10-109 5333 Pine Terrace (8BD8448), c. 1960, facing North



Figure 10-110 5349 Pine Terrace (8BD8449), c. 1958, facing North



Figure 10-111 5365 Pine Terrace (8BD8450), c. 1958, facing North



Figure 10-112 5369 Pine Terrace (8BD8451), c. 1958, facing Northeast



Figure 10-113 5385 Pine Terrace (8BD8452), c. 1958, facing Northwest



Figure 10-114 5399 Pine Terrace (8BD8453), c. 1960, facing Northwest



Figure 10-115 5401 Pine Terrace (8BD8454), c. 1958, facing Northwest



Figure 10-116 5449 Pine Terrace (8BD8455), c. 1971, facing Northeast



Figure 10-117 5497 Pine Terrace (8BD8456), c. 1971, facing Northwest



Figure 10-118 5501 Pine Terrace (8BD8457), c. 1959, facing Northeast



Figure 10-119 5549 Pine Terrace (8BD8458), c. 1959, facing North



Figure 10-120 5597 Pine Terrace (8BD8459), c. 1959, facing Northeast



Figure 10-121 5601 Pine Terrace (8BD8460), c. 1957, facing Northwest



Figure 10-122 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Southwest



Figure 10-123 5275-5495 NW 10th Court (8BD8461), c. 1969, facing West



Figure 10-124 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Southwest



Figure 10-125 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Southwest



Figure 10-126 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Southwest



Figure 10-127 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Northwest



Figure 10-128 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Southwest



Figure 10-129 5275-5495 NW 10th Court (8BD8461), c. 1969, facing Northwest



Figure 10-130 1230 NW 52nd Avenue (8BD8462), c. 1962, facing Northeast



Figure 10-131 1240 NW 52nd Avenue (8BD8463), c. 1962, facing Southeast



Figure 10-132 5201 NW 12th Court (8BD8464), c. 1962, facing Northeast



Figure 10-133 5231 NW 12th Court (8BD8465), c. 1962, facing Northeast



Figure 10-134 5261 NW 12th Court (8BD8466), c. 1962, facing Northwest



Figure 10-135 5301 NW 12th Court (8BD8467), c. 1962, facing Northwest



Figure 10-136 5321 NW 12th Court (8BD8468), c. 1962, facing Northeast



Figure 10-137 1260 NW 54th Avenue (8BD8469), c. 1970, facing East



Figure 10-138 1270 NW 54th Avenue (8BD8470), c. 1962, facing Northeast



Figure 10-139 1290 NW 54th Avenue (8BD8471), c. 1962, facing East



Figure 10-140 1300 NW 54th Avenue (8BD8472), c. 1969, facing Northeast



Figure 10-141 1310 NW 54th Avenue (8BD8473), c. 1970, facing East



Figure 10-142 1320 NW 54th Avenue (8BD8474), c. 1969, facing Southeast



Figure 10-143 1340 NW 54th Avenue (8BD8475), c. 1969, facing Southeast



Figure 10-144 1350 NW 54th Avenue (8BD8476), c. 1969, facing East



Figure 10-145 1360 NW 54th Avenue (8BD8477), c. 1969, facing Southeast



Figure 10-146 1370 NW 54th Avenue (8BD8478), c. 1969, facing Southeast



Figure 10-147 1390 NW 54th Avenue (8BD8479), c. 1969, facing East



Figure 10-148 5230 NW 14th Place (8BD8480), c. 1970, facing South



Figure 10-149 5241 NW 14th Place (8BD8481), c. 1970, facing East



Figure 10-150 5220 NW 14th Place (8BD8482), c. 1970, facing South



Figure 10-151 5210 NW 14th Place (8BD8483), c. 1970, facing Southwest



Figure 10-152 5200 NW 14th Place (8BD8484), c. 1970, facing Southeast



Figure 10-153 1400 NW 52nd Avenue (8BD8485), c. 1970, facing East



Figure 10-154 1401 NW 52nd Avenue (8BD8486), c. 1970, facing West



Figure 10-155 1420 NW 52nd Avenue (8BD8487), c. 1969, facing East



Figure 10-156 1421 NW 52nd Avenue (8BD8488), c. 1969, facing West



Figure 10-157 1440 NW 52nd Avenue (8BD8489), c. 1970, facing Southeast



Figure 10-158 1460 NW 52nd Avenue (8BD8490), c. 1969, facing Southeast



Figure 10-159 1461 NW 52nd Avenue (8BD8491), c. 1970, facing Southwest



Figure 10-160 1480 NW 52nd Avenue (8BD8492), c. 1970, facing Southeast



Figure 10-161 4701 W. Sunrise Boulevard (8BD8493), c. 1965, facing Northwest



Figure 10-162 4701 W. Sunrise Boulevard (8BD8493), c. 1965, facing Northeast



Figure 10-163 4701 W. Sunrise Boulevard (8BD8493), c. 1965, facing East



Figure 10-164 Lake Park Gardens Condominiums (8BD8494), c. 1967, facing Northwest



Figure 10-165 Lake Park Gardens Condominiums (8BD8494), c. 1967, facing Northeast



Figure 10-166 Lake Park Gardens Condominiums (8BD8494), c. 1967, facing Northwest



Figure 10-167 Lake Park Gardens Condominiums (8BD8494), c. 1967, facing Northwest



Figure 10-168 4960 NW 11th Street (8BD8495), c. 1960, facing Southwest



Figure 10-169 1111 NW 50th Avenue (8BD8496), c. 1959, facing West



Figure 10-170 1121 NW 50th Avenue (8BD8497), c. 1959, facing Southwest



Figure 10-171 1131 NW 50th Avenue (8BD8498), c. 1960, facing Northwest



Figure 10-172 1141 NW 50th Avenue (8BD8499), c. 1960, facing Northwest



Figure 10-173 1151 NW 50th Avenue (8BD8500), c. 1960, facing West



Figure 10-174 1171 NW 50th Avenue (8BD8501), c. 1959, facing West



Figure 10-175 1181 NW 50th Avenue (8BD8502), c. 1960, facing Northwest



Figure 10-176 1191 NW 50th Avenue (8BD8503), c. 1959, facing Northwest



Figure 10-177 1201 NW 51st Avenue (8BD8504), c. 1960, facing South



Figure 10-178 1211 NW 51st Avenue (8BD8505), c. 1960, facing South



Figure 10-179 1221 NW 51st Avenue (8BD8506), c. 1961, facing South



Figure 10-180 1231 NW 51st Avenue (8BD8507), c. 1960, facing South



Figure 10-181 1241 NW 51st Avenue (8BD8508), c. 1960, facing West



Figure 10-182 1251 NW 51st Avenue (8BD8509), c. 1960, facing West



Figure 10-183 1271 NW 51st Avenue (8BD8510), c. 1960, facing West



Figure 10-184 Sunshine Villas (8BD8512), c. 1971, facing East



Figure 10-185 Sunshine Villas (8BD8512), c. 1971, facing Northeast



Figure 10-186 Sunshine Villas (8BD8512), c. 1971, facing Northeast



Figure 10-187 Lauderhill FPL Substation (8BD8513), c. 1968, facing North



Figure 10-188: 55th Avenue Shopping Center (8BD8515), c. 1974, facing Northwest



Figure 10-189: 55th Avenue Shopping Center (8BD8515), c. 1974, facing Northwest



Figure 10-190 55th Avenue Shopping Center (8BD8515), c. 1974, facing Northeast



Figure 10-191 55th Avenue Shopping Center (8BD8515), c. 1974, facing Northeast



Figure 10-192 55th Avenue Shopping Center (8BD8515), c. 1974, facing Southeast



Figure 10-193 Stonebridge Garden Condominiums (8BD8516), c. 1974, facing Northeast



Figure 10-194 Stonebridge Garden Condominiums (8BD8516), c. 1974, facing Northwest



Figure 10-195 Stonebridge Garden Condominiums (8BD8516), c. 1974, facing Southwest



Figure 10-196 Stonebridge Garden Condominiums (8BD8516), c. 1974, facing Northeast



Figure 10-197 Florida Medical Center (8BD8517), c. 1972, facing Northwest



Figure 10-198 Florida Medical Center (8BD8517), c. 1972, facing North



Figure 10-199 Florida Medical Center (8BD8517), c. 1972, facing North



Figure 10-200 Florida Medical Center (8BD8517), c. 1972, facing Southwest



Figure 10-201 Florida Medical Center (8BD8517), c. 1972, facing Southwest



Figure 10-202 Florida Medical Center (8BD8517), c. 1972, facing West



Figure 10-203 Florida Medical Center (8BD8517), c. 1972, facing West



Figure 10-204 Hawaiian Gardens Condominiums (8BD8518), c. 1969, facing West



Figure 10-205 Hawaiian Gardens Condominiums (8BD8518), c. 1969, facing Southwest



Figure 10-206 Hawaiian Gardens Condominiums (8BD8518), c. 1969, facing Southeast



Figure 10-207 Hawaiian Gardens Condominiums (8BD8518), c. 1969, facing South



Figure 10-208 Hawaiian Gardens Condominiums (8BD8518), c. 1969, facing North



Figure 10-209 3901 NW 52nd Avenue (8BD8519), c. 1970, facing Northeast



Figure 10-210 5190 NW 39th Street (8BD8520), c. 1969, facing Southwest



Figure 10-211 5160 NW 39th Street (8BD8521), c. 1971, facing Southwest



Figure 10-212 4431 Rock Island Road (8BD8524), c. 1965, facing Southwest



Figure 10-213 4431 Rock Island Road (8BD8524), c. 1965, facing West



Figure 10-214 4431 Rock Island Road (8BD8524), c. 1965, facing North



Figure 10-215 4431 Rock Island Road (8BD8524), c. 1965, facing Northwest



Figure 10-216 4794 NW 49th Road (8BD8525), c. 1969, facing South



Figure 10-217 4796 NW 49th Road (8BD8526), c. 1969, facing Northeast



Figure 10-218 4798 NW 49th Road (8BD8527), c. 1969, facing Northeast



Figure 10-219 5601 NW 49th Avenue (8BD8528), c. 1969, facing Southwest



Figure 10-220 5602 NW 49th Avenue (8BD8529), c. 1970, facing East



Figure 10-221 City of North Lauderdale Fire/Rescue Training Center (8BD8530), c. 1962, facing Southeast



Figure 10-222 City of North Lauderdale Fire/Rescue Training Center (8BD8530), c. 1962, facing Southwest



Figure 10-223 2100 SR 7 (8BD8531), c. 1972, facing Southeast



Figure 10-224 McNab 7 Plaza (8BD8532), c. 1973, facing Northwest



Figure 10-225 McNab 7 Plaza (8BD8532), c. 1973, facing Southwest



Figure 10-226 McNab 7 Plaza (8BD8532), c. 1973, facing Northwest



Figure 10-227 McNab 7 Plaza (8BD8532), c. 1973, facing Southwest



Figure 10-228 McNab 7 Plaza (8BD8532), c. 1973, facing Southwest



Figure 10-229 6201 NW 34th Avenue (8BD8533), c. 1974, facing Southwest



Figure 10-230 South Creek Townhomes (8BD8535), c. 1973, facing North



Figure 10-231 South Creek Townhomes (8BD8535), c. 1973, facing East



Figure 10-232 South Creek Townhomes (8BD8535), c. 1973, facing West



Figure 10-233 South Creek Townhomes (8BD8535), c. 1973, facing West



Figure 10-234 South Creek Townhomes (8BD8535), c. 1973, facing West



Figure 10-235 South Creek Townhomes (8BD8535), c. 1973, facing Northeast



Figure 10-236 South Creek Townhomes (8BD8535), c. 1973, facing Northwest



Figure 10-237 South Creek Townhomes (8BD8535), c. 1973, facing Northwest



Figure 10-238 South Creek Townhomes (8BD8535), c. 1973, facing East



Figure 10-239 South Creek Townhomes (8BD8535), c. 1973, facing East



Figure 10-240 South Creek Townhomes (8BD8535), c. 1973, facing Southeast



Figure 10-241 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing East



Figure 10-242 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing West



Figure 10-243 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing West



Figure 10-244 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing West



Figure 10-245 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing West



Figure 10-246 Golf View Estates Mobile Home Park (8BD8538), c. 1970, facing Northwest



Figure 10-247 Budgetel Pompano Beach (8BD8540), c. 1974, facing Northwest



Figure 10-248 Budgetel Pompano Beach (8BD8540), c. 1974, facing Northwest



Figure 10-249 Budgetel Pompano Beach (8BD8540), c. 1974, facing Southwest



Figure 10-250 Budgetel Pompano Beach (8BD8540), c. 1974, facing West



Figure 10-251 Budgetel Pompano Beach (8BD8540), c. 1974, facing Southwest



Figure 10-252 Budgetel Pompano Beach (8BD8540), c. 1974, facing West



Figure 10-253 Amerika Gas Station (8BD8541), c. 1967, facing Southwest



Figure 10-254 Amerika Gas Station (8BD8541), c. 1967, facing North



Figure 10-255 2790 Hammondville Road (8BD8543), c. 1957, facing South



Figure 10-256 2859 Hammondville Road (8BD8544), c. 1964, facing Southwest



Figure 10-257 2840 Hammondville Road (8BD8545), c. 1967, facing Southwest



Figure 10-258 2840 Hammondville Road (8BD8545), c. 1967, facing South-Southwest



Figure 10-259 2840 Hammondville Road (8BD8545), c. 1967, facing South



Figure 10-260 2851 Hammondville Road (8BD8546), c. 1958, facing Northwest



Figure 10-261 2731 Hammondville Road (8BD8547), c. 1955, facing Northwest



Figure 10-262 2721 Hammondville Road (8BD8548), c. 1960, facing Southwest



Figure 10-263 2711 Hammondville Road (8BD8549), c. 1954, facing West



Figure 10-264 2701 Hammondville Road (8BD8550), c. 1953, facing West

11.0 Conclusions

The majority of the archaeological APE is located within areas of existing road right of way (ROW) that have been previously surveyed for archaeological resources during various previous cultural resources survey efforts. Most of the archaeological APE is located in areas of existing road ROW that have been previously disturbed during the construction of and subsequent maintenance and modification of transportation corridors. They have also been disturbed by the installation of collocated underground utility corridors, linear drainage facilities, retention ponds, and other transportation and drainage features. No archaeological sites were recorded within or adjacent to the current APE during prior archaeological survey efforts, and no archaeological sites or archaeological occurrences were newly identified within the current APE as a result of the current survey.

While subsurface testing was not feasible within segments of the APE due to hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 34 shovel tests were excavated within the archaeological APE where feasible. Based on the results of the current and previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

The historic resources field survey and research resulted in the identification of 149 historic resources within the APE, consisting of 21 previously recorded resources and 128 newly recorded resources. Of the 149 total resources, there is one linear resource (8BD3226), one cemetery (8BD8423), two bridges, 18 resource groups, and 127 structures. Two of the newly-identified resources are recommended eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the 2879 Coconut Creek Parkway Turnpike Toll Plaza, Turnpike Southern Regional Office/8BD8542. The Plantation Village Shopping Center/8BD8428 is an example of a Colonial Revival Style commercial structure with excellent integrity. The structure is recommended individually eligible for the National Register under Criterion C for Architecture. The Turnpike Toll Plaza/8BD8542 is the last remaining original toll booth constructed by the Florida Turnpike Authority when the Sunshine State Parkway was constructed through the project area in the 1950s. It is recommended individually eligible under Criterion A in the area of Transportation for its association with the development of the state in the Post World War II era.

The remaining 147 historic resources have been determined ineligible or are considered ineligible for listing on the National Register. Historical research and field survey did not reveal any significant associations with the resources. Several of the resources also are examples of typical architecture found in South Florida and have significant alterations. There were multiple types of resource groups recorded within the APE. These include condominium/apartment complexes, golf courses, a hospital, and mobile home parks. Historical research, field survey, and reconnaissance survey of the surrounding areas outside of the APE did not reveal any potential historic districts. FMSF forms for newly recorded and select previously recorded historic resources are included in **Volume II**.

11.1 Unanticipated Finds

Should construction activities uncover any archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, Chapter 872.05, *F.S.* will apply and FDOT's Standard Specifications for Road and Bridge Construction require that all construction cease. Chapter 872.05, *F.S.* states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist may assume jurisdiction if the remains are 75 years of age or more.

11.2 Curation

A copy of this report, site file forms (**Volume II**), digital photographs, and a Survey Log (**Volume II**) are curated at the FMSF in Tallahassee. Recovered materials, field notes, and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

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Appendix A

Select Previous FDHR/SHPO Concurrence Letters



8757 Broward
DOT 1

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
Post, Buckley, Schuh and Jernigan, Inc.
1901 Commonwealth Lane
Tallahassee, Florida 32303

April 28, 2003

Re: DHR Project No. 2003-3081 / Received by DHR: April 10, 2003 *LAK 4/24/03*
Financial Project I.D. No. 406097-1-52-01
*Cultural Resource Assessment Survey of the Widening of Florida's Turnpike Mainline
From North of Sunrise Boulevard to Atlantic Boulevard, Broward County, Florida*

Dear Mr. Penton,

Our office received and reviewed the referenced project in accordance with Chapters 267, *Florida Statutes*, and implementing state regulations, regarding possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value. The State Historic Preservation Officer is to advise and assist state and federal agencies when identifying historic properties, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

No archaeological or historic properties were identified during the survey. It is the opinion of Janus Research, that the proposed road widening project will have no effect on any historic properties eligible for listing in the *National Register of Historic Places*, or otherwise of historical or archaeological value. Based on the information provided, this agency concurs with this determination and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Alissa Slade, Historic Sites Specialist, at amslade@mail.dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

Xc: Mr. Raymond Ashe, FDOT Turnpike District
Mr. C. Leroy Irwin, FDOT, CEMO

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

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9518 Broward
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FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
Post, Buckley, Schuh and Jernigan, Inc.
1901 Commonwealth Lane
Tallahassee, Florida 32303

August 5, 2003

RE: DHR Project File Number: 2003-6193 / Received by DHR July 16, 2003
Financial Project No.: 406094-1 / Federal-Aid Project ID No.: N/A
*Cultural Resource Assessment Survey of the Widening of Florida's Turnpike Mainline
PD&E Study, From Griffin Road to Sunrise Boulevard, Broward County, Florida*

Dear Mr. Penton:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

No archaeological or historic properties were identified during the survey. It is the opinion of Janus Research, that the proposed road project will have no effect on any historic properties eligible for listing in the *National Register of Historic Places*, or otherwise of historical or archaeological value. Based on the information provided, our office concurs with this determination and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Alissa Slade, Historic Sites Specialist, at amslade@dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Deputy SHPO

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

XC: Mr. John Whitaker, Janus Research

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FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

September 13, 2005

RE: DHR Project File Number: 2005-9325
Received by DHR: August 17, 2005
Financial Project ID Number: 406150-1
Project: *Cultural Resource Assessment Review Request: Widening of Florida's Turnpike from south of Atlantic Boulevard to north of the Sawgrass Expressway*
County: Broward

Dear Mr. Penton:

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

A cultural resources assessment survey was conducted and no archaeological sites or historic structures were identified. As a result, Post, Buckley, Schuh & Jernigan, Inc. concluded that the proposed project will have no effect on any historic properties listed or eligible for listing in the National Register of Historic Places. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us or at 850-245-6432 or

Sincerely,

Brian C. Mattick
Chief, BHP & DSHPO

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

xc: Raymond Ashe, Florida's Turnpike Enterprise
John Post, Florida's Turnpike Enterprise
500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

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FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. David C. Gibbs
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

January 9, 2006

RE: DHR Project File Number: 2005-12519
Received by DHR: November 29, 2005
Project: *Cultural Resource Assessment Survey (CRAS) for the SR-862 (I-595) Project Development and Environment (PD&E) Study from I-75 Interchange West of 136th Avenue to the I-95 Interchange*
Federal-aid Project No.: ~~5951-547~~ 5951 539-1 (*project numbers corrected*)
Financial Management #: ~~413282-1-52-04~~ 409354-1-22-01 (*project numbers corrected*)
County: Broward

Dear Mr. Gibbs:

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

A cultural resources assessment survey (CRAS) was conducted and two archaeological sites (8BD82 and 8BD3208) and five historic resources (8BD58, 8BD3279, 8BD4072-4074) were identified within the project's area of potential effect. The *Sewell Lock* (8BD58) is listed in the National Register of Historic Places (NRHP) and two resources, the *Cherry Camp* site (8BD82) and the *North New River Canal* (8BD3279), have been previously determined potentially eligible for listing. The four remaining resources (8BD3208, 8BD4072-4074) were determined to be ineligible for NRHP listing. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

As you may be aware, in December of 2005, Sherry Anderson from our office along with representatives from the Florida Department of Transportation, District Five, conducted a field visit to the project

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Mr. David C. Gibbs
January 9, 2006
Page 2

corridor. Although the *Cherry Camp* site is located outside of the project area, it was the subject of a Conservation Plan that was recommended in the CRAS for the Westbound I-595 to Westbound SR 84 Slip Ramp project. As part of this plan, the installation of a boundary fence was proposed in order to prevent staging areas or temporary access roads from impacting the site. We recently asked that this fence be erected as soon as possible due to the fact that an emergency response staging area is currently located in the vicinity of the site. Our office further recommends that this boundary fence be kept in place for the duration of the I-595 project.

The field visit also indicated that there would be some changes occurring in the vicinity of the *Sewell Lock* and the *North New River Canal*. Our office looks forward to further consultation with you regarding the project plans and assessment of effects to these two significant resources.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,

A handwritten signature in black ink, appearing to read "Frederick P. Gaske", with a stylized flourish at the end.

Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Ms. Ann Broadwell, FDOT, District Four



FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. David C. Gibbs
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

January 9, 2005

RE: DHR Project File Number: 2005-12519
Received by DHR: November 29, 2005
Project: *Cultural Resource Assessment Survey (CRAS) for the SR-862 (I-595) Project Development and Environment (PD&E) Study from I-75 Interchange West of 136th Avenue to the I-95 Interchange*
Federal-aid Project No.: 5951 547
Financial Management #: 413282-1-52-01
County: Broward

Dear Mr. Gibbs:

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

A cultural resources assessment survey (CRAS) was conducted and two archaeological sites (8BD82 and 8BD3208) and five historic resources (8BD58, 8BD3279, 8BD4072-4074) were identified within the project's area of potential effect. The *Sewell Lock* (8BD58) is listed in the National Register of Historic Places (NRHP) and two resources, the *Cherry Camp* site (8BD82) and the *North New River Canal* (8BD3279), have been previously determined potentially eligible for listing. The four remaining resources (8BD3208, 8BD4072-4074) were determined to be ineligible for NRHP listing. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

As you may be aware, in December of 2005, Sherry Anderson from our office along with representatives from the Florida Department of Transportation, District Five, conducted a field visit to the project

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Mr. David C. Gibbs
January 9, 2006
Page 2

corridor. Although the *Cherry Camp* site is located outside of the project area, it was the subject of a Conservation Plan that was recommended in the CRAS for the Westbound I-595 to Westbound SR 84 Slip Ramp project. As part of this plan, the installation of a boundary fence was proposed in order to prevent staging areas or temporary access roads from impacting the site. We recently asked that this fence be erected as soon as possible due to the fact that an emergency response staging area is currently located in the vicinity of the site. Our office further recommends that this boundary fence be kept in place for the duration of the I-595 project.

The field visit also indicated that there would be some changes occurring in the vicinity of the *Sewell Lock* and the *North New River Canal*. Our office looks forward to further consultation with you regarding the project plans and assessment of effects to these two significant resources.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,

A handwritten signature in black ink, appearing to read "Frederick P. Gaske", with a long horizontal line extending to the right.

Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Ms. Ann Broadwell, FDOT, District Four



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

February 2, 2004

RE: DHR Project File Number: 2004-12779
Received by DHR: December 20, 2004
RAI Received by DHR: January 27, 2005
Financial Project ID Number: 406095-4
Project: *Cultural Resource Assessment Survey Report: Widening of Florida's Turnpike
from North of Johnson Street to Griffin Road*
County: Broward

Dear Mr. Penton:

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

A survey was conducted to identify historic structures or archaeological sites within the Area of Potential Effect (APE) of the proposed undertaking and to assess their eligibility for listing in the National Register of Historic Places (NRHP). Results of the survey indicate two newly recorded resources, the *South New River Canal* (8BD4153) and the *Hollywood Memorial Gardens Cemetery* (8BD4045), were identified within the APE. The survey report concluded that the *Hollywood Memorial Gardens Cemetery* was not potentially eligible for NRHP listing. The *South New River Canal* was determined to be potentially eligible because it is one of the six original canals associated with the Everglades Drainage District established in 1905.

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Mr. Dan Pecton
February 2, 2005
Page 2

The proposed roadway widening project will occur within the existing right-of-way and will not affect those qualities of the *South New River Canal* that contribute to its NRHP eligibility. As a result, PBS&J concluded that the proposed undertaking will have no effect on historic properties which are listed, determined eligible, or considered potentially eligible for listing in the NRHP, or otherwise of historical or archaeological value. Our office finds the submitted report complete and sufficient and concurs with these findings.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us or at 850-245-6432.

Sincerely,

Barbara C. Mattick
Deputy SAPO

Frederick Gaske, Director, and
State Historic Preservation Officer

cc: Raymond Ashe, Florida's Turnpike Enterprise
John Post, Florida's Turnpike Enterprise
Jean Deming, ACH



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
Senior Program Manager
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

May 16, 2005

RE: DHR Project File Number: 2005-3374
Received by DHR: April 1, 2005
Financial Aid Project #: 406095-1
Project: *Cultural Resource Assessment Survey of the Widening of Florida's Turnpike (HEFT) to Johnson Street*
County: Broward

Dear Mr. Penton:

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

A survey was conducted to identify historic structures or archaeological sites within the Area of Potential Effect (APE) of the proposed undertaking and to assess the effects of the project on those historic properties. Results of the survey indicate the identification of four previously recorded buildings (8BD2584-2587) and 21 newly identified historic buildings (8BD4050-4070). None of the buildings were determined to be potentially eligible for listing on the National Register of Historic Places (NRHP). Therefore, PBS&J concluded that archaeological or historic properties listed, or eligible for listing in the NRHP will not be affected by the proposed project.

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Mr. Daniel T. Penton
May 16, 2005
Page 2

Based on the information provided, our office concurs that 8BD2584-2587 and 8BD4050-4070 are ineligible for NRHP listing and will not be affected by the proposed project.

It is important to note that the project corridor runs through the oldest sections of Miramar and Pembroke Pines, two communities that developed during the 1950s. Even though it appears that the building at 6700 SW 13th Street (8BD4050) has been significantly altered, research suggests that it may have been the original city hall associated with Pembroke Pines. Accordingly, the report will be considered complete and sufficient conditional upon submission of the following:

- Revision of FMSF form for 8BD4050 complete with any verifiable historical associations.
- Addendum to the report to include contextual histories for those communities located within the project's APE.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by electronic mail at sanderson@dos.state.fl.us.

Sincerely,

Barbara C. Mattick
Chief, Bureau of Historic Preservation

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Raymond Ashe, Florida's Turnpike Enterprise
John Post, Florida's Turnpike Enterprise
Ken Hardin, Janus Research



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

September 13, 2005

RE: DHR Project File Number: 2005-9325
Received by DHR: August 17, 2005
Financial Project ID Number: 406150-1
Project: *Cultural Resource Assessment Review Request: Widening of Florida's Turnpike from south of Atlantic Boulevard to north of the Sawgrass Expressway*
County: Broward

Dear Mr. Penton:

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

A cultural resources assessment survey was conducted and no archaeological sites or historic structures were identified. As a result, Post, Buckley, Schuh & Jernigan, Inc. concluded that the proposed project will have no effect on any historic properties listed or eligible for listing in the National Register of Historic Places. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@doh.state.fl.us or at 850-245-6432 or

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

cc: Raymond Ashe, Florida's Turnpike Enterprise
John Post, Florida's Turnpike Enterprise
500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

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FLORIDA DEPARTMENT OF STATE

Sue M. Cobb

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. David Parham
Florida Gas Transmission Company
601 S. Lake Destiny Road, Suite 450
Maitland, FL 32751

August 15, 2006

Re: DHR Project File No. 2006-06466 / Date Received by DHR: July 18, 2006
*Cultural Resource Assessment Survey of the SR91 Florida's Turnpike Widening-Griffin Road to
HEFT (SR821) and Atlantic Boulevard to West Hillsboro Boulevard Broward County, Florida*

Dear Mr. Parham:

Our office received and reviewed the above referenced survey report in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992; *36 C.F.R., Part 800: Protection of Historic Properties*; and Chapter 267, *Florida Statutes*, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the *National Register of Historic Places (NRHP)*, or otherwise of historical, architectural or archaeological value.

Janus Research conducted a cultural resource assessment survey of SR91 Florida's Turnpike Widening Project on behalf of the Florida Gas Transmission Company. Janus Research was unable to locate any historic structures or archaeological sites during the course of the investigation.

It is the opinion of Janus Research that the proposed development will have no effect on cultural resources listed or eligible for listing in the *NRHP*, or otherwise of historical, architectural or archaeological value. Janus Research recommends no further investigation of the subject parcel.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Scott Sorset, Historic Sites Specialist, by phone at (850) 245-6333, or by electronic mail at ssorset@dos.state.fl.us. Your continued interest in protecting Florida's historic properties is appreciated.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

Xc: Kathleen Hoffmann- Janus Research

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6303 • FAX: 245-6436

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

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

☐ Historical Museums
(850) 245-6410 • FAX: 245-6433

☐ Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340



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

Mr. Daniel T. Penton
PBS&J
2639 N. Monroe Street, Bldg. C
Tallahassee, FL 32303-4027

December 16, 2008

RE: DHR Project File Number: 2008-7623
Received by DHR: November 12, 2008
Project: *Cultural Resources Assessment Survey, Project Development and Environmental (P.D & E) Study, Sunrise Boulevard Interchange Modification, Turnpike Mainline and Sunrise Boulevard, Broward County*
Financial Project ID Number: 406103-1
County: Broward

Dear Mr. Penton:

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

On behalf of the Florida Department of Transportation, District Four, it is the opinion of Post, Buckley Schuh & Jernigan that the proposed project will have no effect on any archaeological or historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, archaeological, or architectural value. Based on the information provided, our office concurs with this determination. If you have any questions concerning our comments, please contact Brian Yates, Compliance Review Archaeologist, by electronic mail byates@dos.state.fl.us, or at 850-245-6372.

Sincerely

Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Tom Percival
Fred Gaines

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
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☐ Archaeological Research
(850) 245-6444 • FAX: 245-6452

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

#21126



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

May 2, 2014

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2014 AUG 13 A 10:12

Mr. Luis Lopez
U.S. Department of Transportation
Federal Highway Administration
400 W. Washington Street, Room 4101
Orlando, FL 32801

Subject: **Request for Review**
Cultural Resources Assessment Survey (CRAS)
State Road (SR) 862/ I-595 from the I-75 Interchange to the I-95 Interchange
Financial Management #: 420809-3-52-01
Broward County, Florida

Dear Mr. Lopez:

FDOT, District Four, is currently conducting a Reevaluation of the SR-862 (I-595) Project Development and Environment (PD&E) study from the I-75 Interchange to the I-95 Interchange, Broward County. The limits of this CRAS reevaluation extend for approximately 10 miles in length from the I-75/Sawgrass Expressway Interchange to the eastern reconstruction limit of the Public-Private Participation (P3) reversible lanes project, which is the west end of the Pond Apple Slough viaduct (west of the I-95 Interchange). The purpose of the CRAS reevaluation was to identify and evaluate resources that have become historic since the last survey work, and also reevaluate any previously identified resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (National Register) according to criteria set forth in 36 CFR Section 60.4. A separate CRAS reevaluation will be prepared for any future projects east of these limits.

The original CRAS of the SR-862 (I-595) PD&E Study from the I-75 Interchange west of 136th Avenue to the I-95 Interchange was conducted in 2005. The 2005 study was a continuation of the I-595 Master Plan Study completed in March of 2003. This Master Plan produced a Locally Preferred Alternative (LPA). The LPA was approved by the Broward County Metropolitan Planning Organization (MPO) on January 7, 2003, and subsequently approved by the Federal Highway Administration (FHWA).

Two archaeological sites were identified within the project APE established for the 2005 survey: Cherry Camp (8BD82) and Hacienda Village (8BD3208). Cherry Camp (8BD82) was previously determined by

the SHPO to be eligible for listing in the National Register prior to the 2005 survey. The Cherry Camp site (8DA82) is located outside of the current project limits, and over 800 feet to the west of the current archaeological APE. The Hacienda Village (8BD3208) site was formerly located to the north of the project improvements, outside of the I-595 ROW. Fieldwork conducted as part of the 2005 survey found that the Hacienda Village (8BD3208) site had been destroyed by modern land clearing and development. The SHPO concurred with the results of the 2005 survey and also determined that this Hacienda Village (8BD3208) was ineligible for listing in the National Register in 2006. The current survey confirmed the disturbed nature of the archaeological APE. An updated FMSF search identified no archaeological sites within the current archaeological APE.

The historic resources survey resulted in the identification of five previously recorded historic resources. Three of these previously recorded resources are historic linear resources: North New River Canal (8BD3279), Holloway Canal (8BD3917), and North Snake River Creek Canal North Fork (8BD4048). The remaining two previously recorded resources are historic structures: Sewall Lock (8BD58) and Florida Aquatic Nurseries, Inc./880 S. Flamingo Road (8BD4864). The Sewall Lock (8BD58) and the North New River Canal (8BD3279) were documented as part of the original 2005 CRAS and determined to be eligible for listing in the National register. FMSF forms were not updated for these two previously recorded historic resources and information pertaining to these resources can be referenced in the original 2005 CRAS. The remaining previously recorded historic resources (8BD3917, 8BD4048, and 8BD4864) have been determined by SHPO to be ineligible for listing in the National Register. FMSF forms were not updated for these three previously recorded historic resources as there have been no notable modifications since their last recordation.

A total of 67 historic resources were identified as part of the current study. FMSF forms were prepared for all 67 newly identified historic resources (8BD5000-8BD5067). These resources include 66 historic buildings (8BD5000-8BD5066) and one historic linear resource, the SW 136th Avenue Canal (8BD5067). All newly identified historic buildings (8BD5000-8BD5066) are of common construction found throughout Broward County and the State of Florida and are not considered eligible for listing in the National Register individually or as part of a historic district. The SW 136th Avenue Canal (8BD5067) is a branch canal that appears to connect to the South New River Canal (8BD4153), located outside of the current project APE. This canal is of common canal engineering techniques and possesses no known significant historical associations. Due to this, the SW 136th Avenue Canal (8BD5067) is ineligible for listing in the National Register.

Based on the results of this survey, FDOT has determined that the ongoing improvements will not have an adverse effect on any sites or properties that have historical, cultural or sacred significance or that otherwise meet the minimum criteria for listing in the National Register. FDOT requests concurrence with this determination.

Please complete the signature block below and forward the additional report copy to SHPO. If you have questions regarding the subject project, please contact me at 954-777-4325, or Lynn Kelley at 954-777-4334.

- *Cultural Resources Assessment Survey*
I-595 Reevaluation
FM 420809.3

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures

Cc: Paul Lampley - District Four
Project File

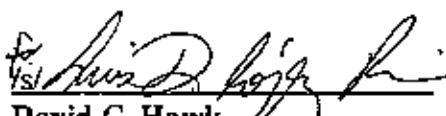
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Cultural Resources Assessment Survey
I-595 Reevaluation
FM 420809.3

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and / approves / does not approve the above recommendations and findings.


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

FHWA Comments:


David C. Hawk
Acting Division Administrator,
Florida and Puerto Rico Divisions
Federal Highway
Administration

08-11-2014
Date

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 2014-3413.


Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

8/25/14
Date

The Sewell Lock (88058) was determined no longer eligible for the National Register of Historic Places by this office (SHPO/DHR) in 2004. It is anticipated that the resource will be delisted from the NRHP.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069
Ocoee, FL 34761

MIKE DEW
SECRETARY

July 12, 2017

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources and
State Historic Preservation Officer
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Re: Addendum to the Cultural Resource Assessment Survey for the Reevaluation of the
Turnpike Widening from Atlantic Boulevard to Wiles Road, Broward County
FPID No. 406150-1-32-01

Attention: Mr. Daniel McClarnon, Compliance Review

Dear Dr. Parsons:

Florida's Turnpike Enterprise (FTE) is pleased to submit the enclosed final *Addendum to the Cultural Resource Assessment Survey (CRAS) for the Reevaluation of the Turnpike Widening from Atlantic Boulevard to Wiles Road, Broward County* (FPID No. 406150-1-32-01). The project is within the boundaries of the *Cultural Resource Assessment Survey: Turnpike Widening from South of Atlantic Boulevard to North of Sawgrass Expressway Study, Broward County, Florida* (Florida Master Site File [FMSF] Survey No. 12005) conducted in 2005.

This assessment complies with the revised Chapter 267, 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 (FAC). In addition, this report conforms with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (effective June 14, 2017). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 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.

This project is approximately five-miles in length and proceeds from south of Atlantic Boulevard to south of Wiles Road on the Turnpike (SR 91) in Broward County. A State Environmental Impact Report (SEIR) was approved on March 27, 2006, and the Commitments and

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Timothy A. Parsons, Ph.D.
Addendum to CRAS
Turnpike Widening from Atlantic Blvd. to Wiles Rd.
FPID No. 406150-1-32-01
July 12, 2017
Page 2 of 3

Recommendations were to construct the build alternative, consisting of widening the mainline from six to eight lanes, and to keep the public informed throughout the design phase. The original SEIR also extended to the Sawgrass Expressway, from Mile Post (MP) 65.7 to MP 71.5, whereas the current design limits end at Wiles Road, MP 70.3.

In September 2015, the design scope was further changed due to updated traffic projections, and operational and safety concerns for the two interchanges. These changes consisted of widening the mainline to 10 lanes instead of 8 lanes, adding express lanes with an Automated Electronic Tolling (AET) conversion, and significantly modifying the interchanges, including new ramps and signals on the west side of the mainline. The ramp modifications will also require right-of-way (ROW) acquisition within Broward College and Tradewinds Park.

The purpose of the CRAS reevaluation was to identify and document all cultural resources within the proposed new ROW included in the land exchanges between the FTE and Tradewinds Park, as well as within three proposed pond sites, and assess their eligibility for inclusion in the *National Register of Historic Places* (National Register) according to criteria set forth in 36 CFR Section 60.4. The reevaluation also identified and evaluated resources which have become historic since the 2005 CRAS or that were not otherwise included in that report.

No archaeological sites were identified during the current survey. The historic resource field survey resulted in the identification of an undocumented segment of the previously recorded Pompano Canal (8BD3226) and newly recorded FDOT Bridge No. 860082 (8BD6076). Both resources are considered ineligible for inclusion in the National Register.

We respectfully request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, *F.S.* If you have any questions regarding the subject project, please contact me at martin.horwitz@dot.state.fl.us or (407) 264-3022.

Sincerely,



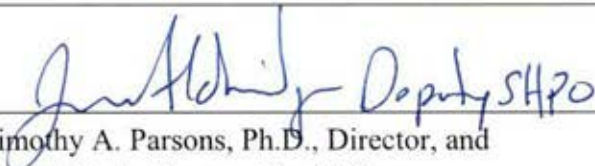
Martin Horwitz
Environmental Administrator & Permit Coordinator
Florida's Turnpike Enterprise

Cc: Andy Healy, P.E., Atkins
Daniel Kelly, P.E., HNTB
Paul Sebert, E Sciences
Kathleen Hoffman, Ph.D., Janus Research

Timothy A. Parsons, Ph.D.
Addendum to CRAS
Turnpike Widening from Atlantic Blvd. to Wiles Rd.
FPID No. 406150-1-32-01
July 12, 2017
Page 3 of 3

The Florida Division of Historical Resources finds the attached document complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2017 3746

Comments:

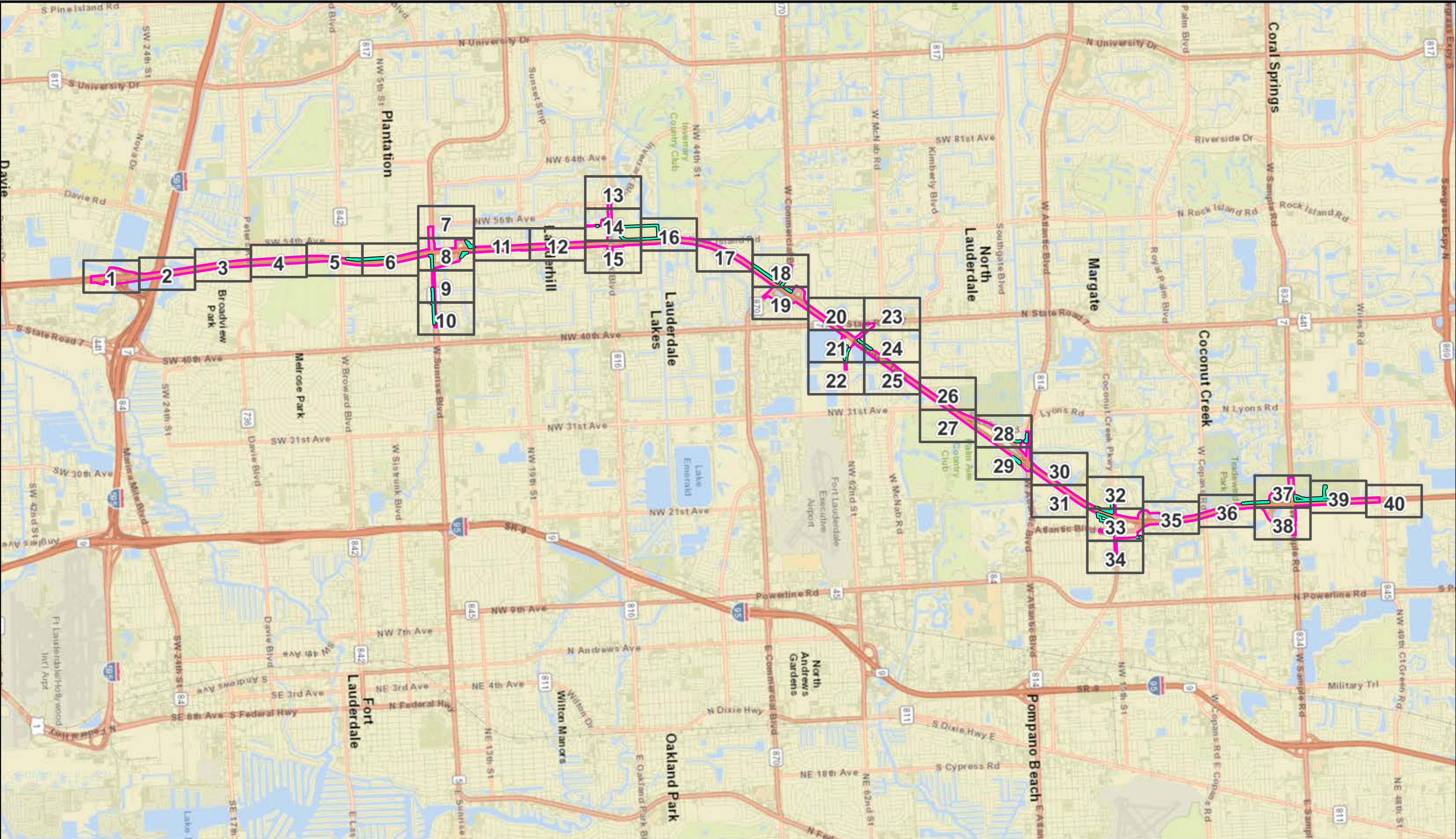
 Deputy SHPO

Timothy A. Parsons, Ph.D., Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

7/21/2017
[DATE]

Appendix B

Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests



Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Overview Map)

*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-95 to Wiles Road
(442212-1-22-01)*

Mapping Frames

Archaeological APE

Existing ROW in Project Corridor

Proposed ROW/Easement

Broward County

0

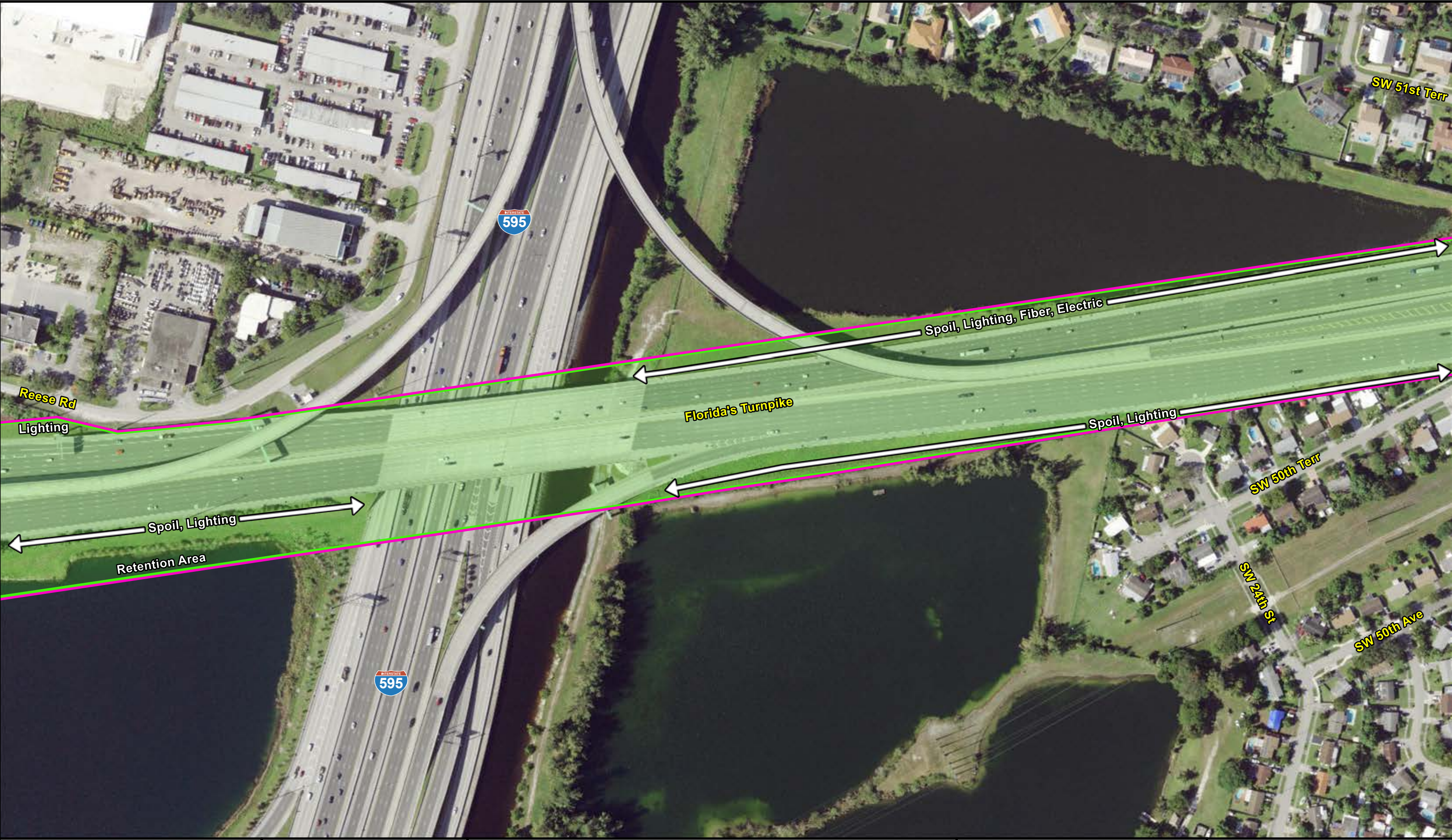
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2

Miles






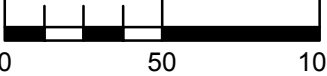



<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 1 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 2 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 3 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none"> Existing ROW in Project Corridor Proposed ROW/Easement	<ul style="list-style-type: none"> Shovel Test (Negative) Zone of High Archaeological Site Potential Zone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <div></div> <p>Meters</p>
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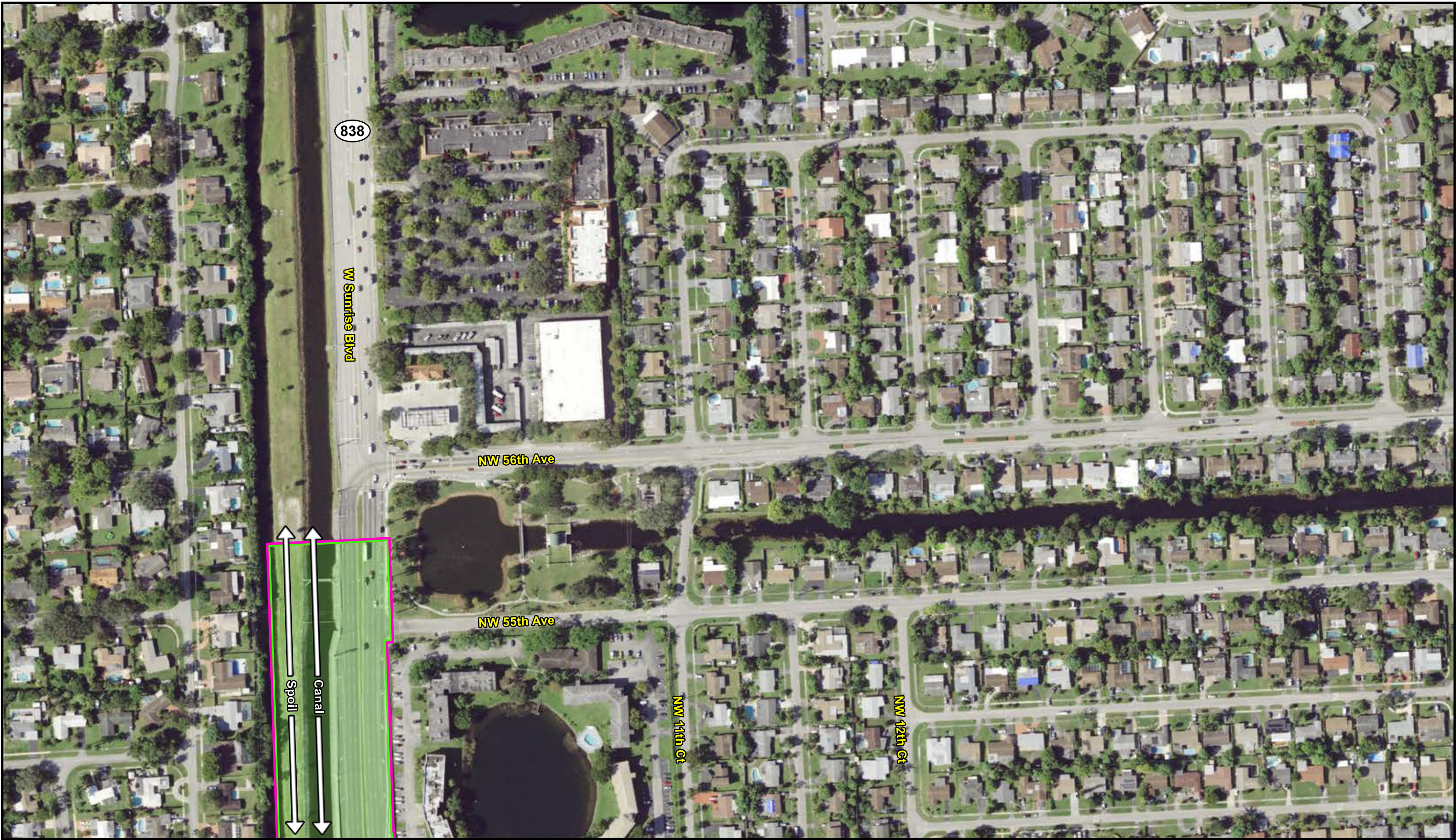
<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 4 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 5 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 6 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 7 of 40)

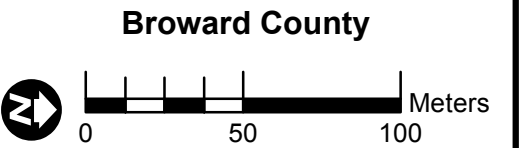
Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)

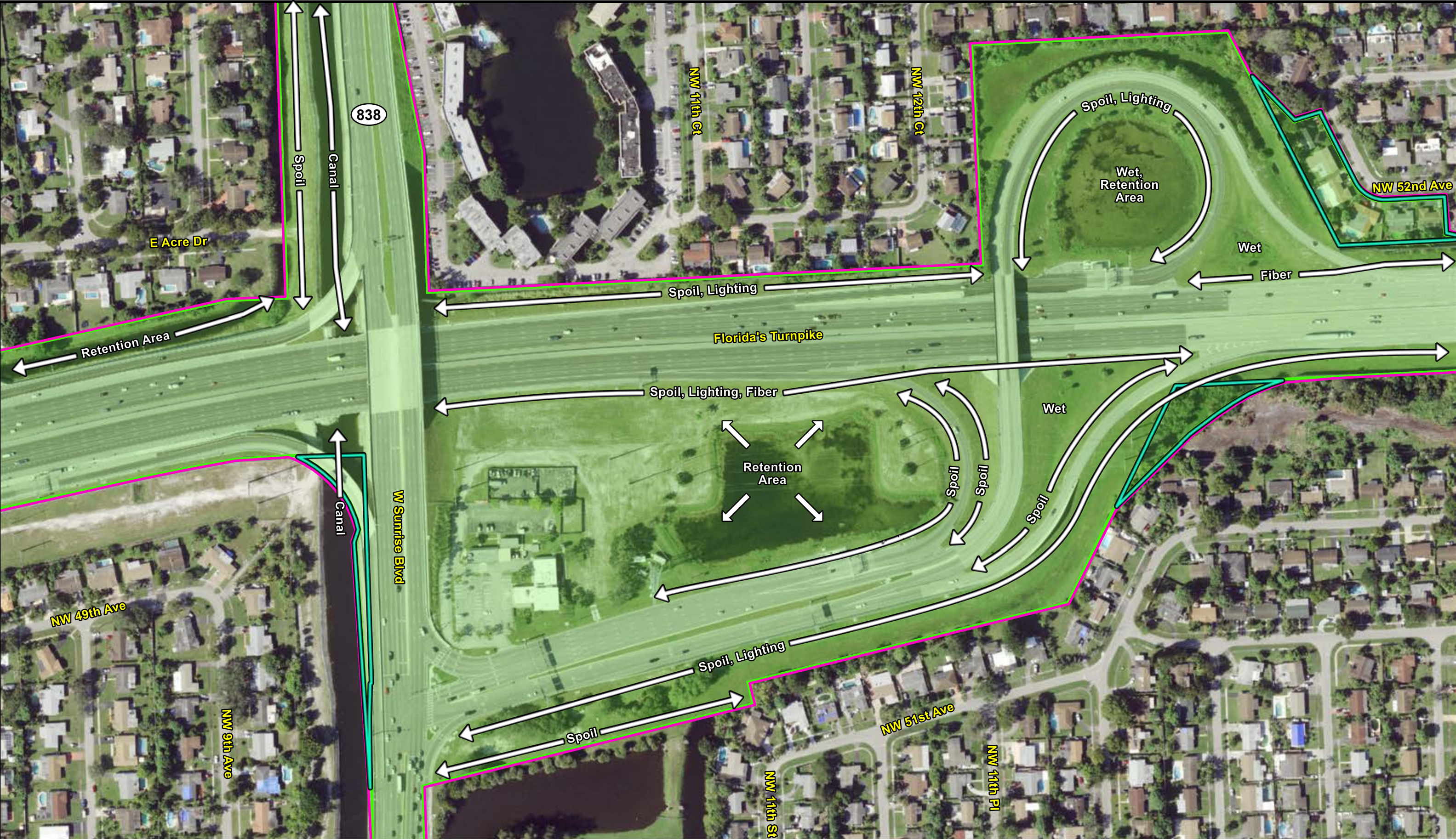
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

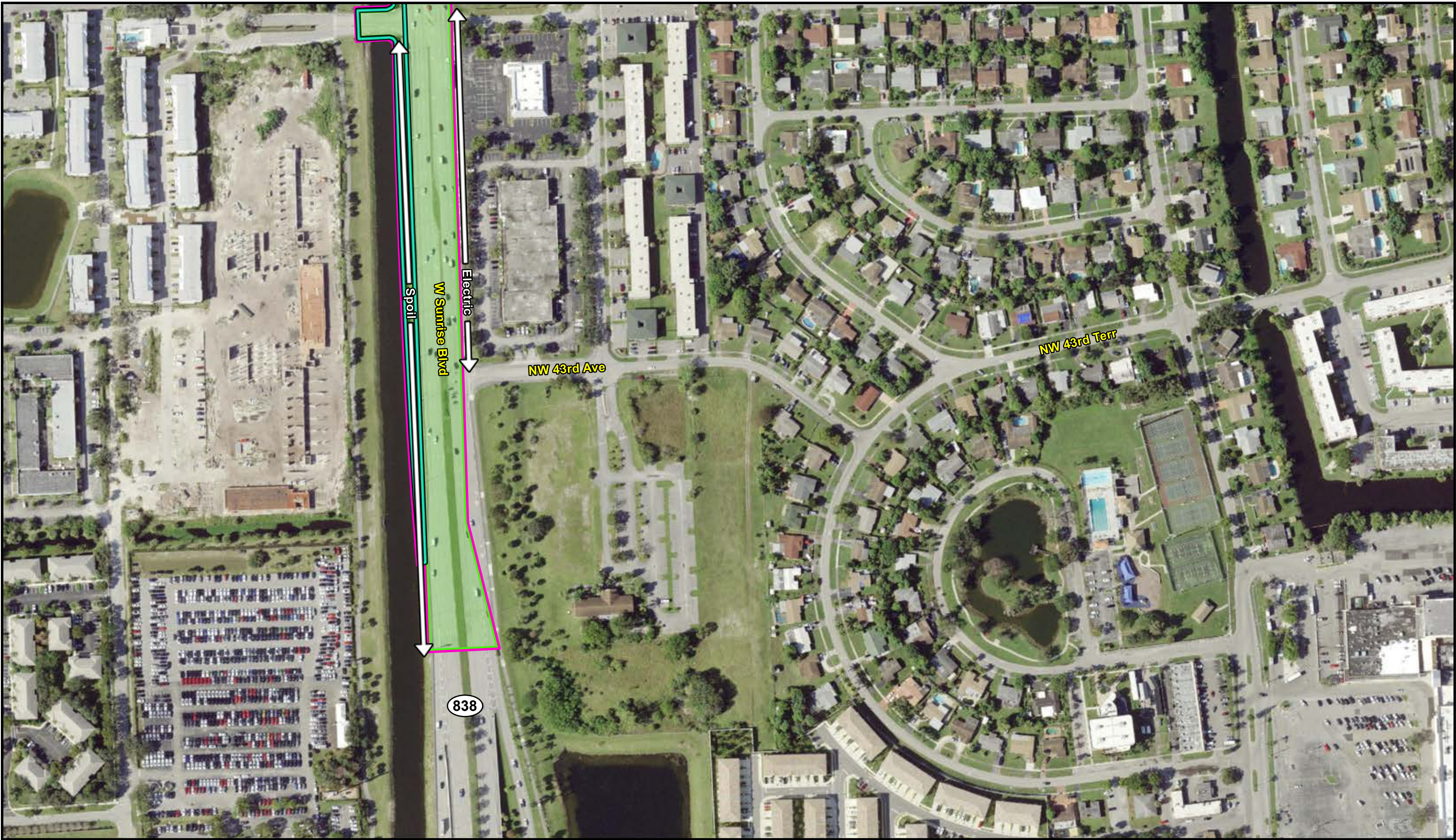
- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 8 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 10 of 40)

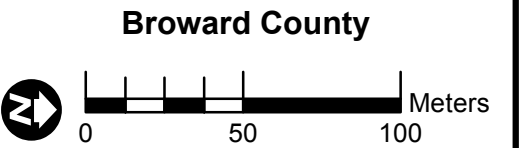
*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

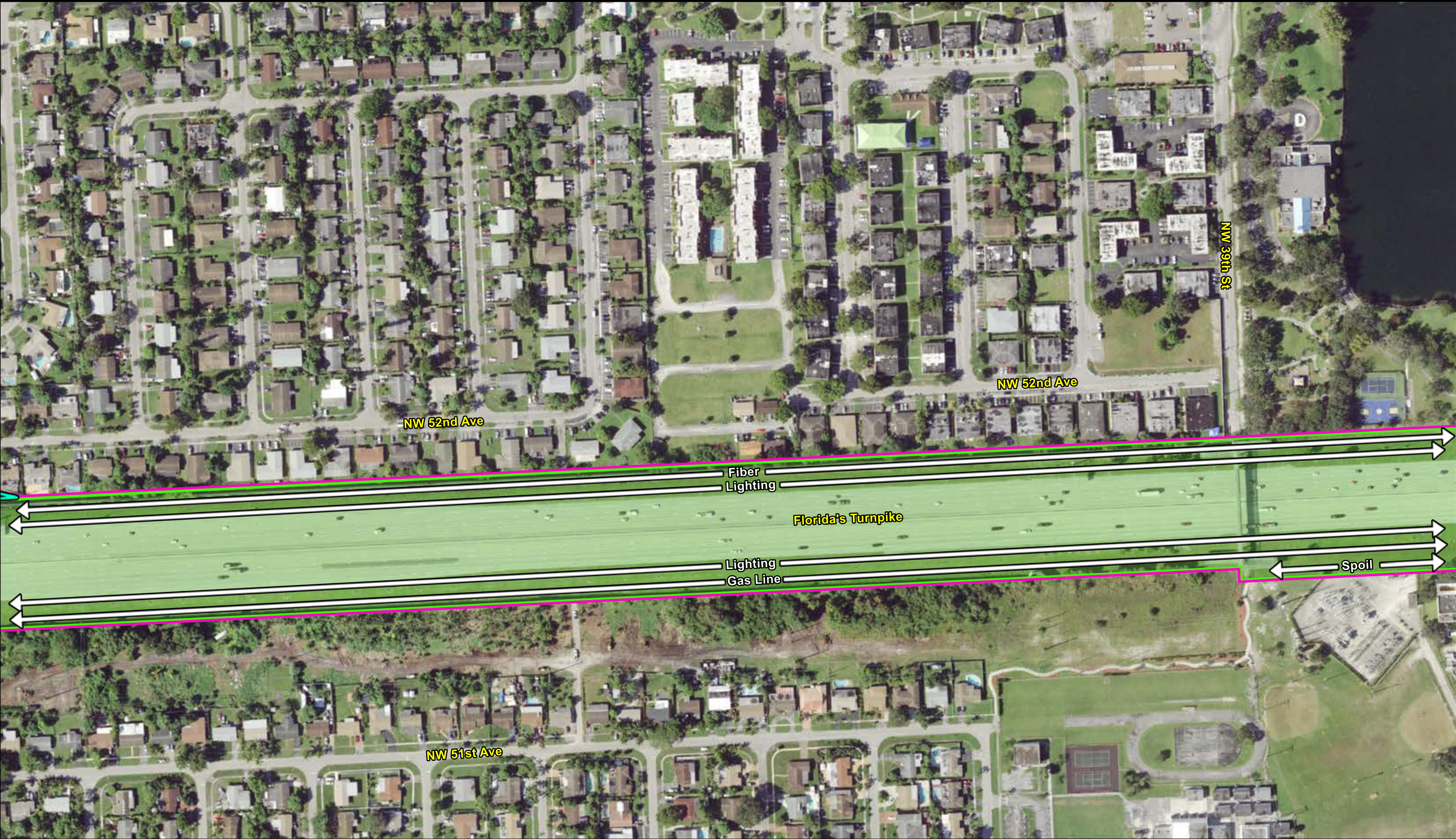
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 11 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 12 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 13 of 40)

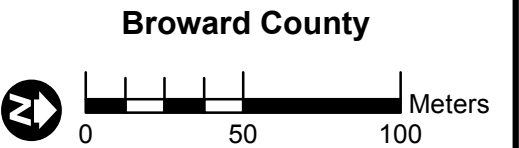
Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)

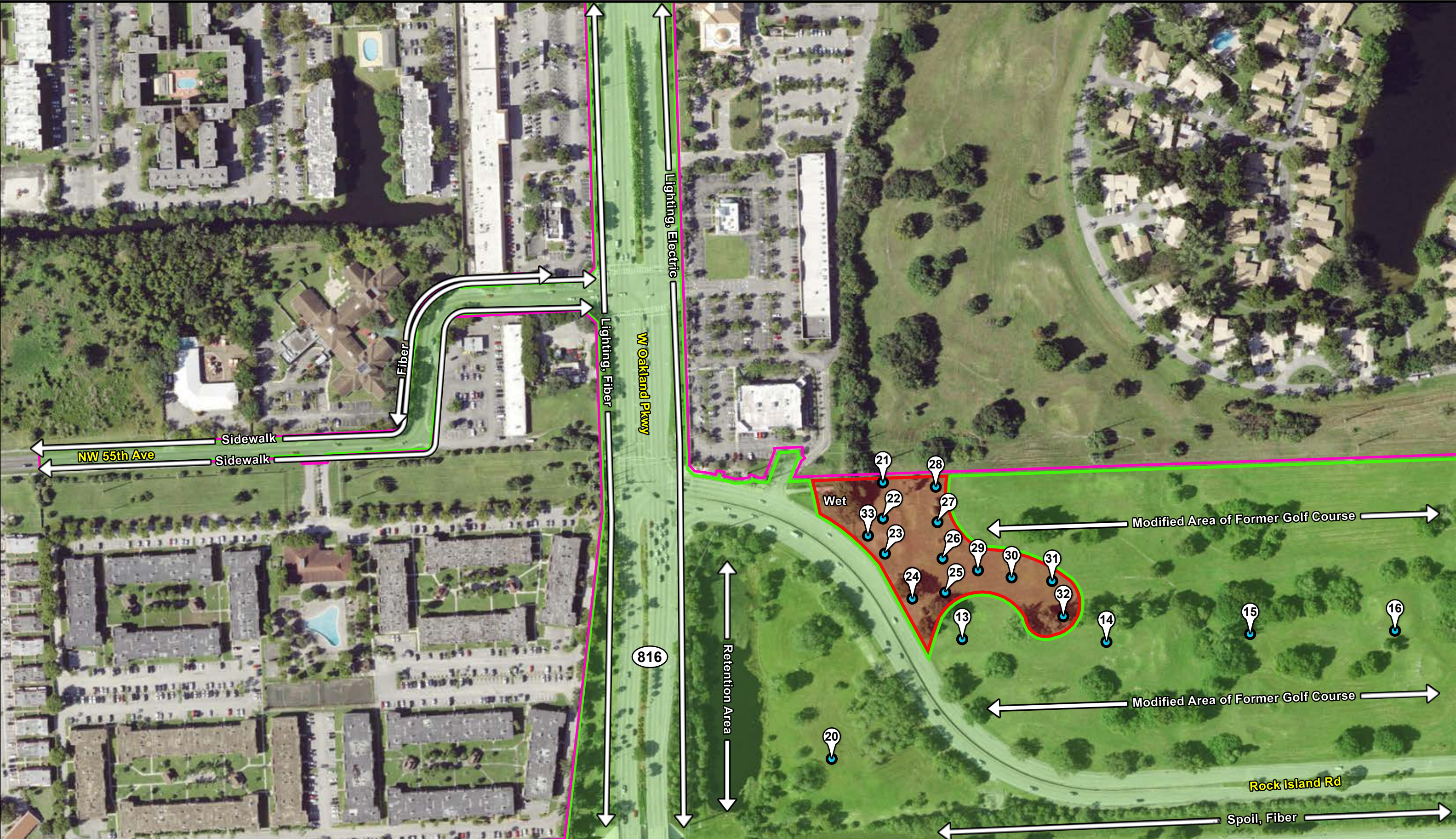
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

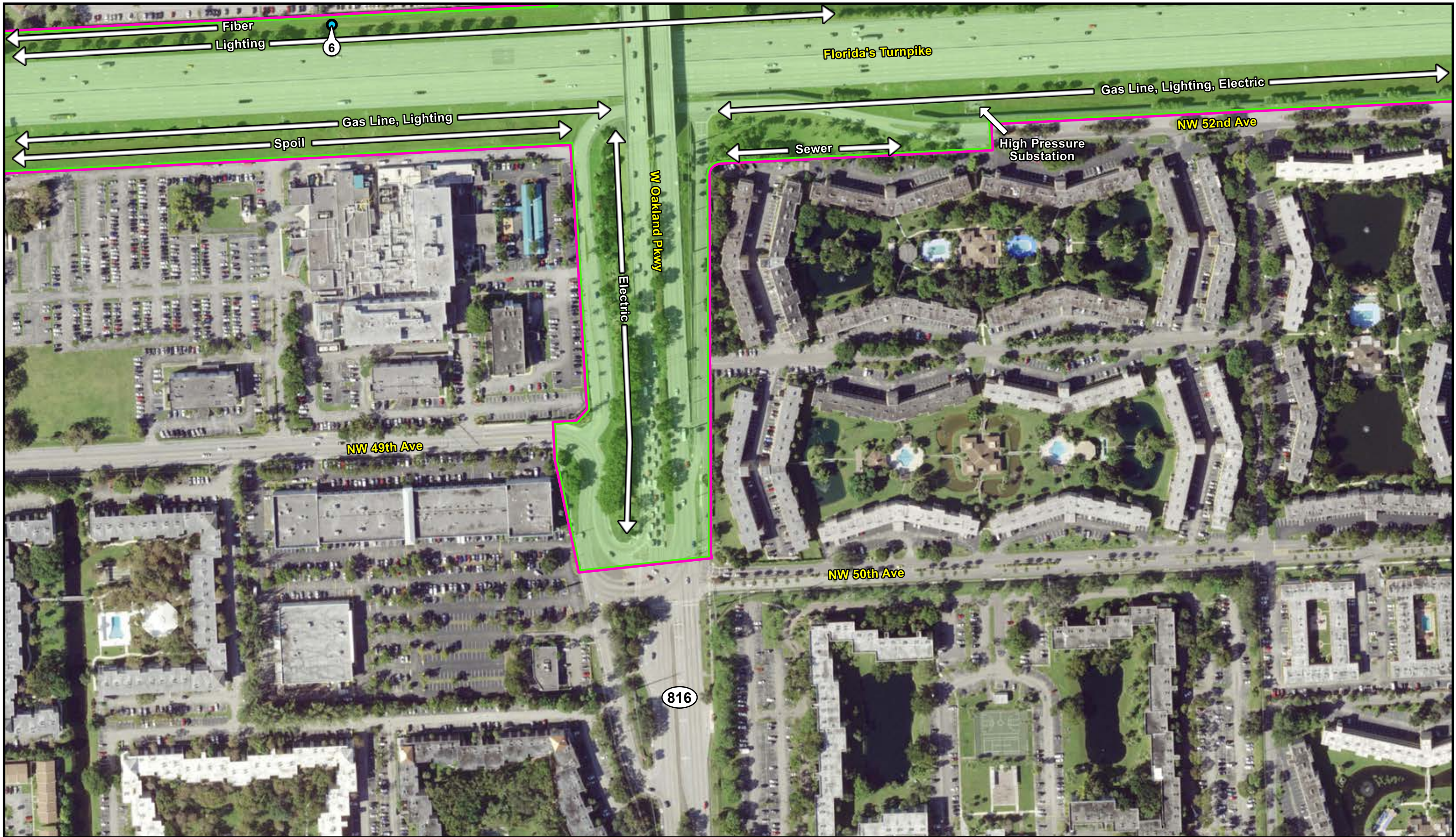
- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 14 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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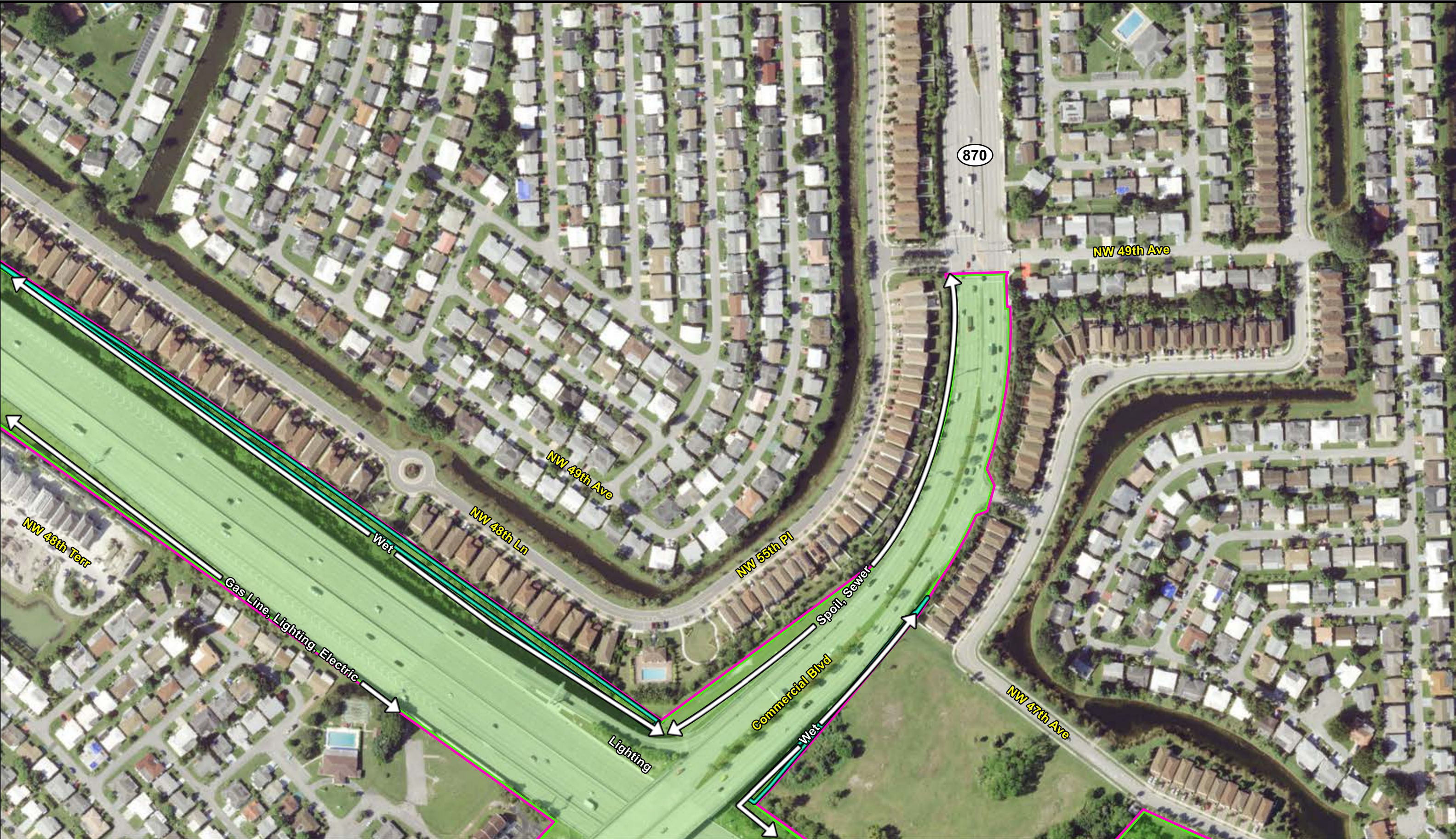




<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 16 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 17 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 18 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 19 of 40)

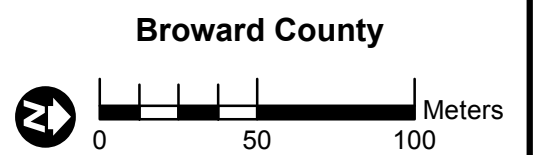
Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)

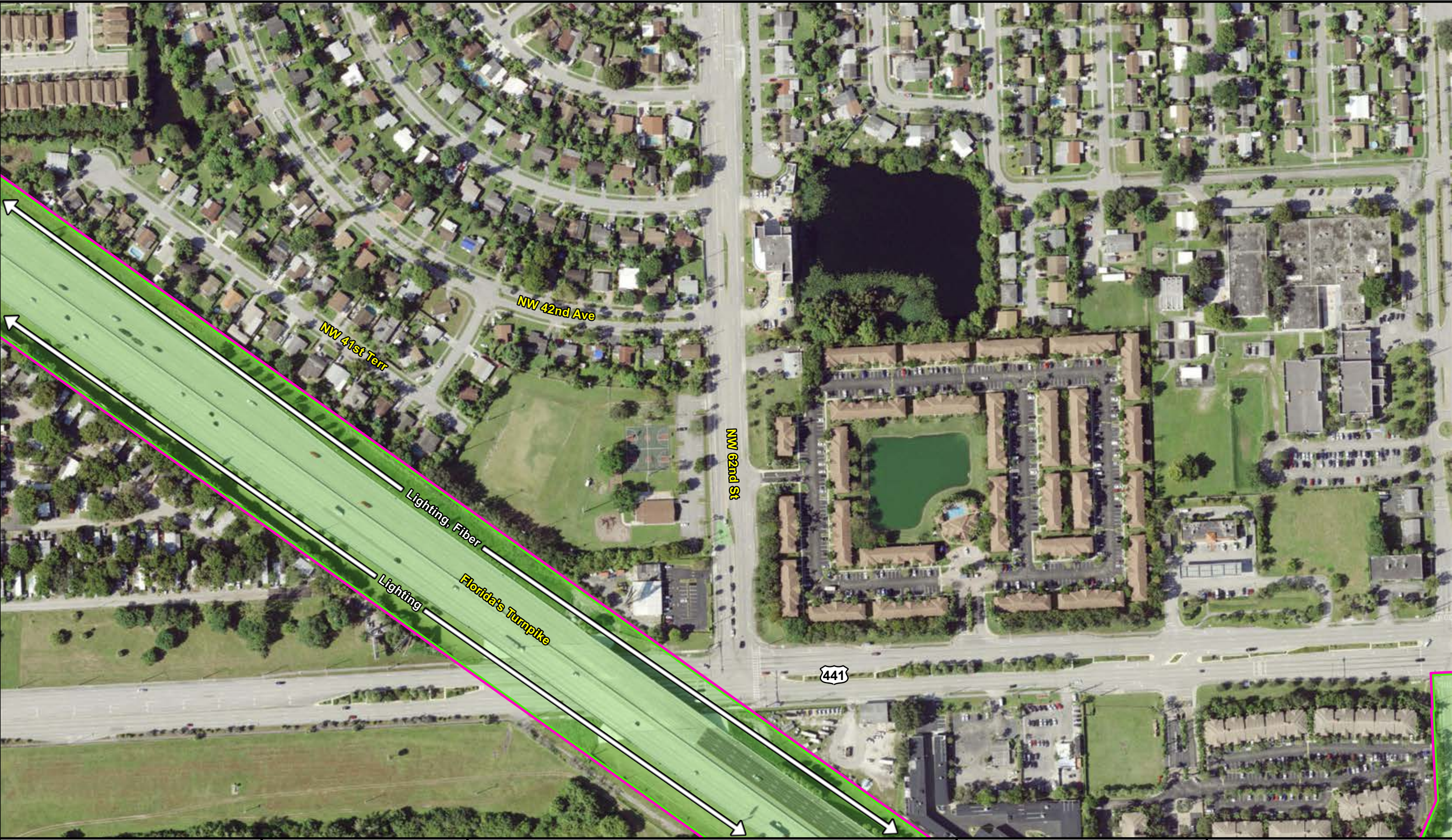
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





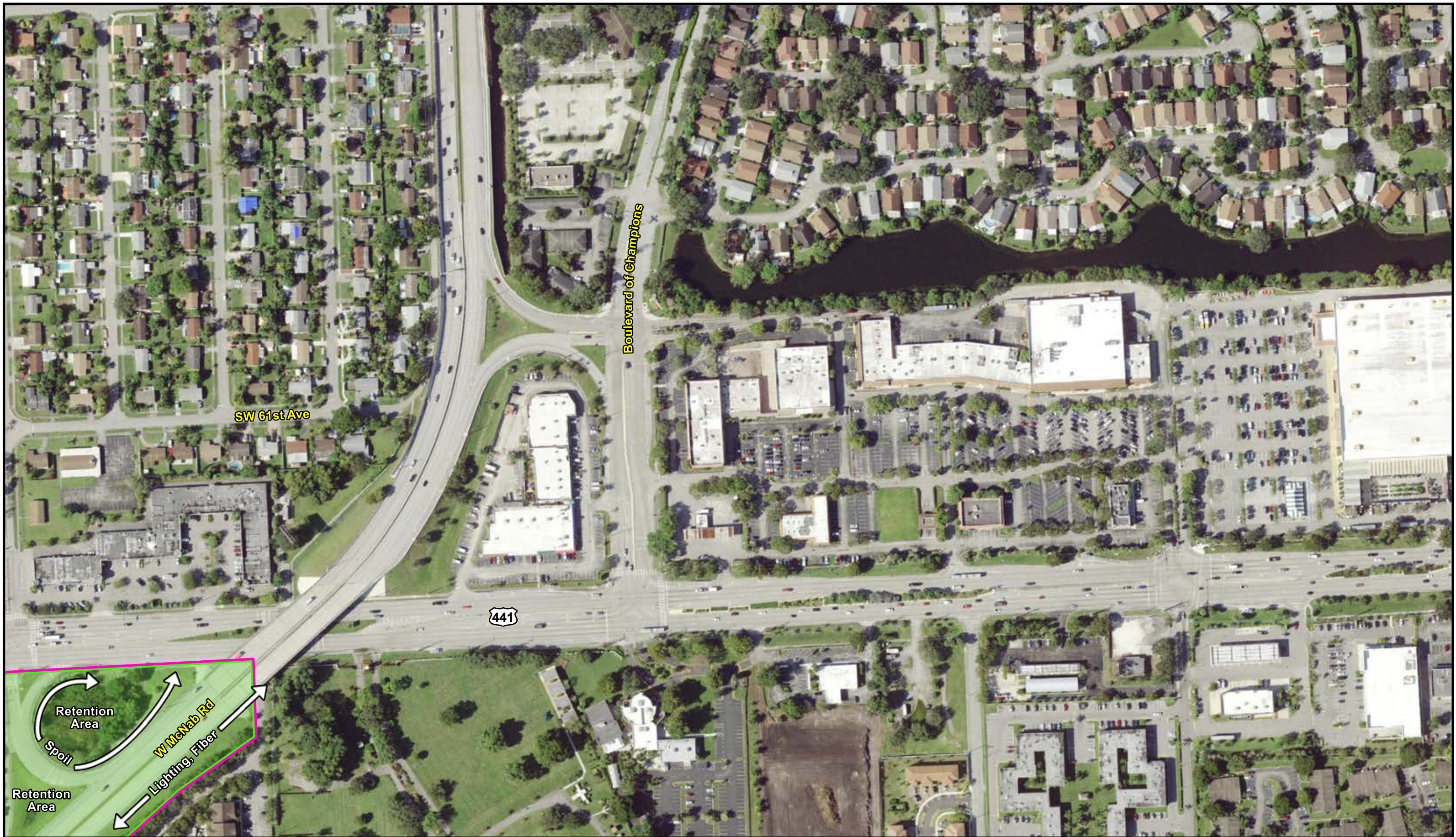
<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 20 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 21 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 22 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 23 of 40)

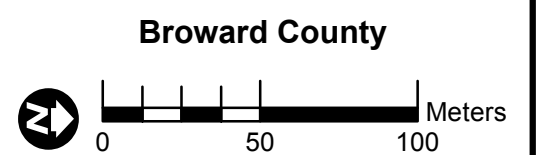
Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)

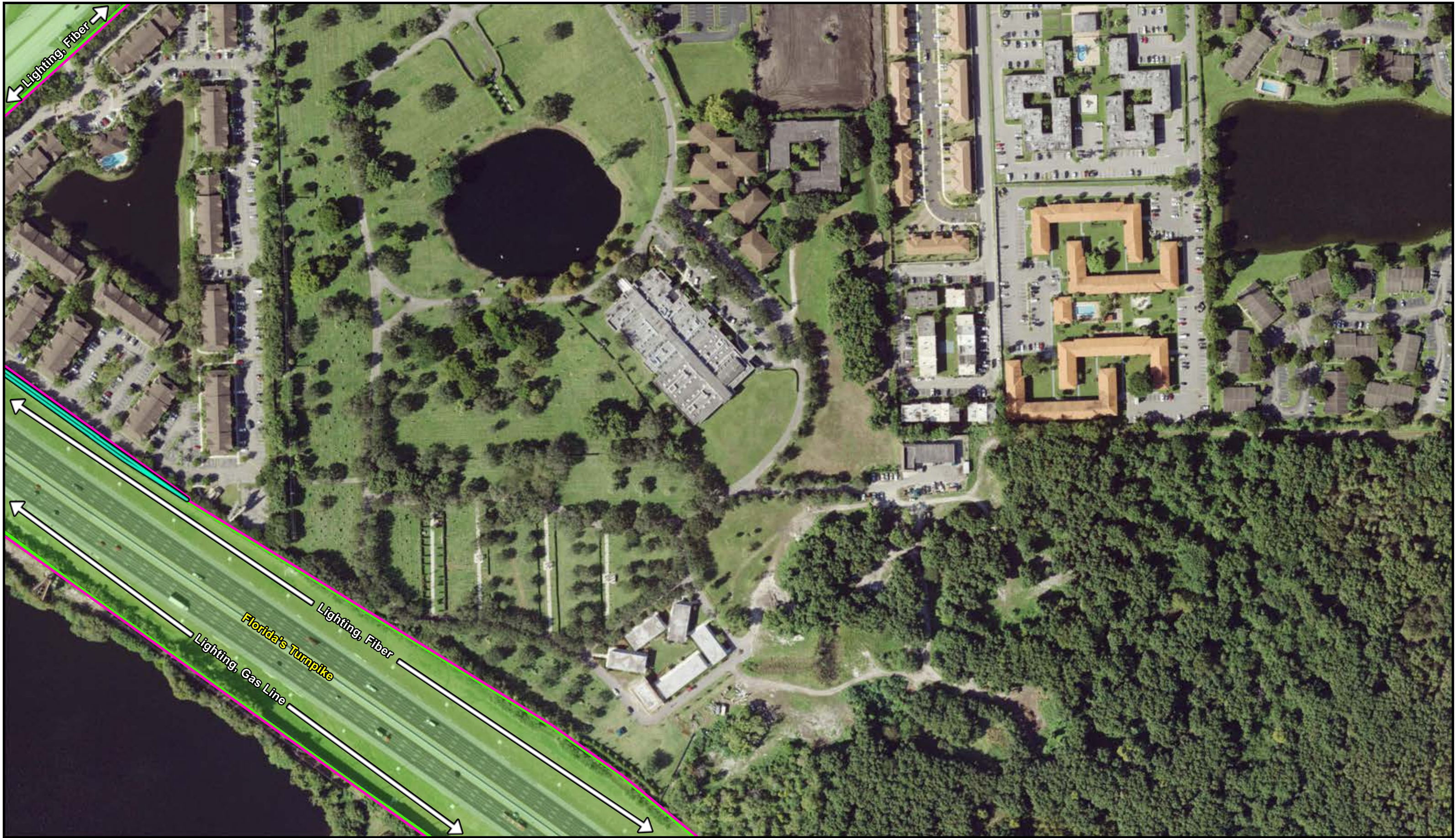
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 24 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1-8 and 10-35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 25 of 40)

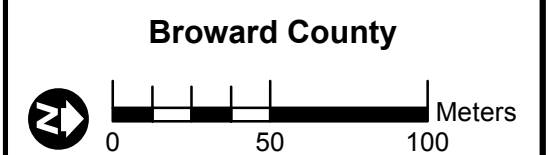
*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 26 of 40)

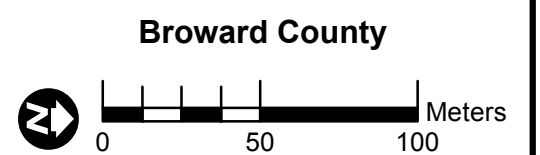
*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.





Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 27 of 40)

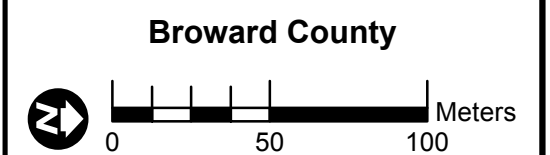
Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)

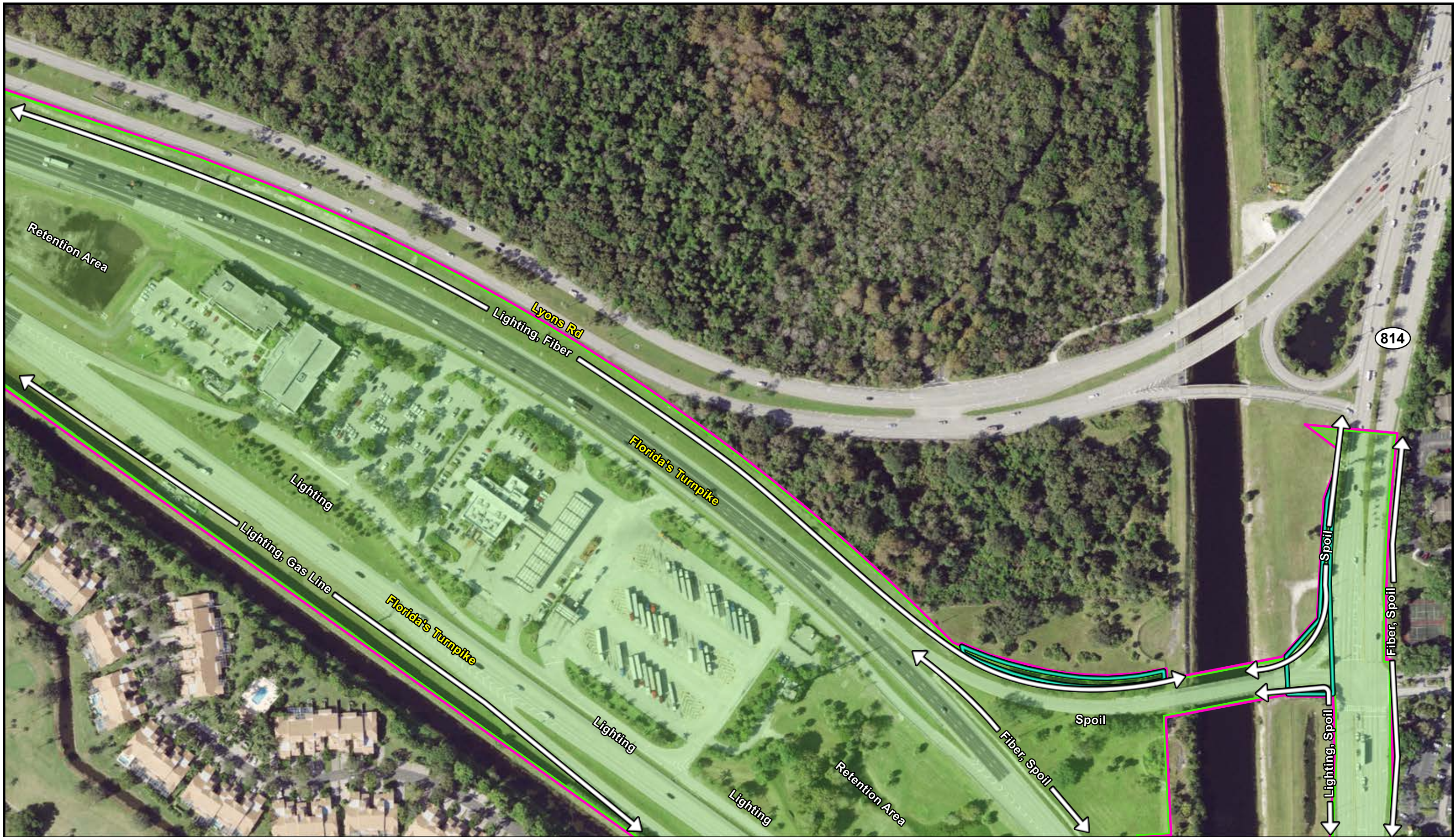
Archaeological APE


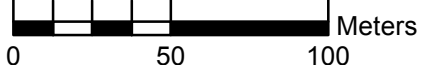
- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.

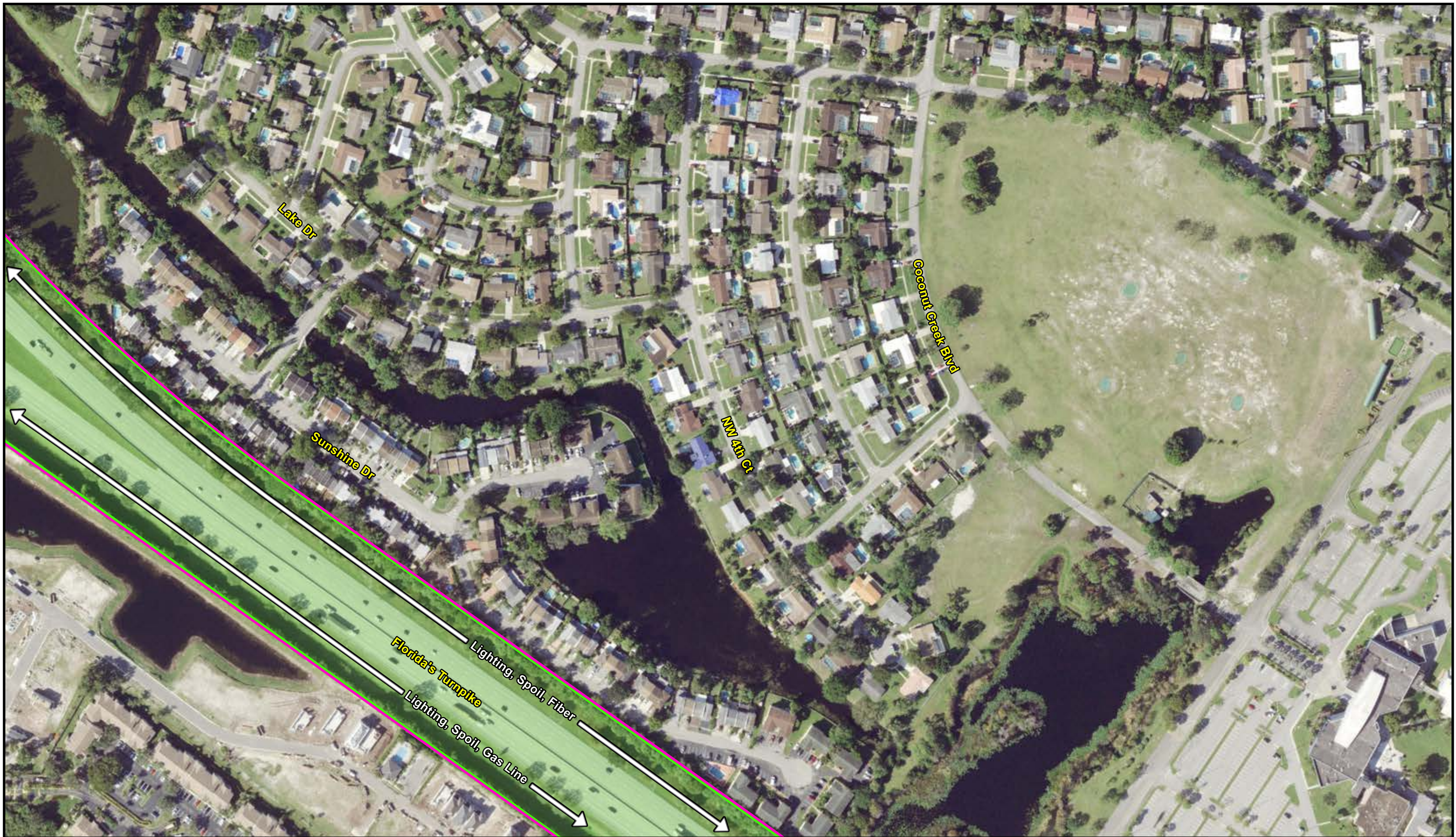




<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 28 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <p> Existing ROW in Project Corridor</p> <p> Proposed ROW/Easement</p>	<p>● Shovel Test (Negative)</p> <p> Zone of High Archaeological Site Potential</p> <p> Zone of Low Archaeological Site Potential</p>	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p> </p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 29 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 30 of 40)

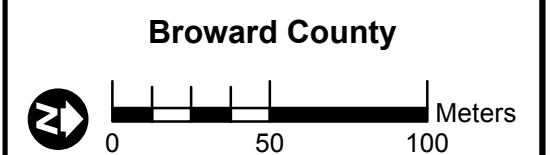
*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

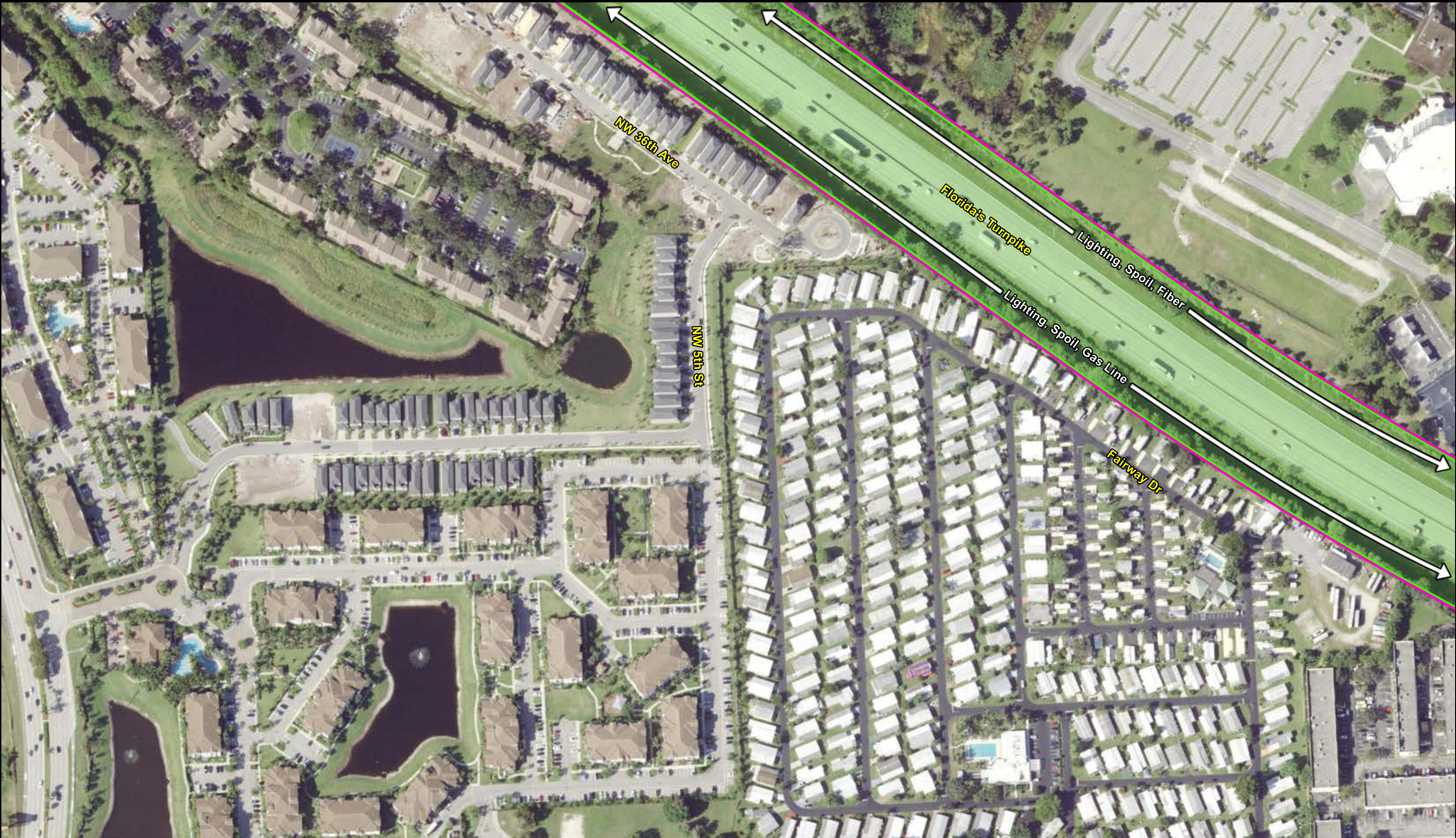
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

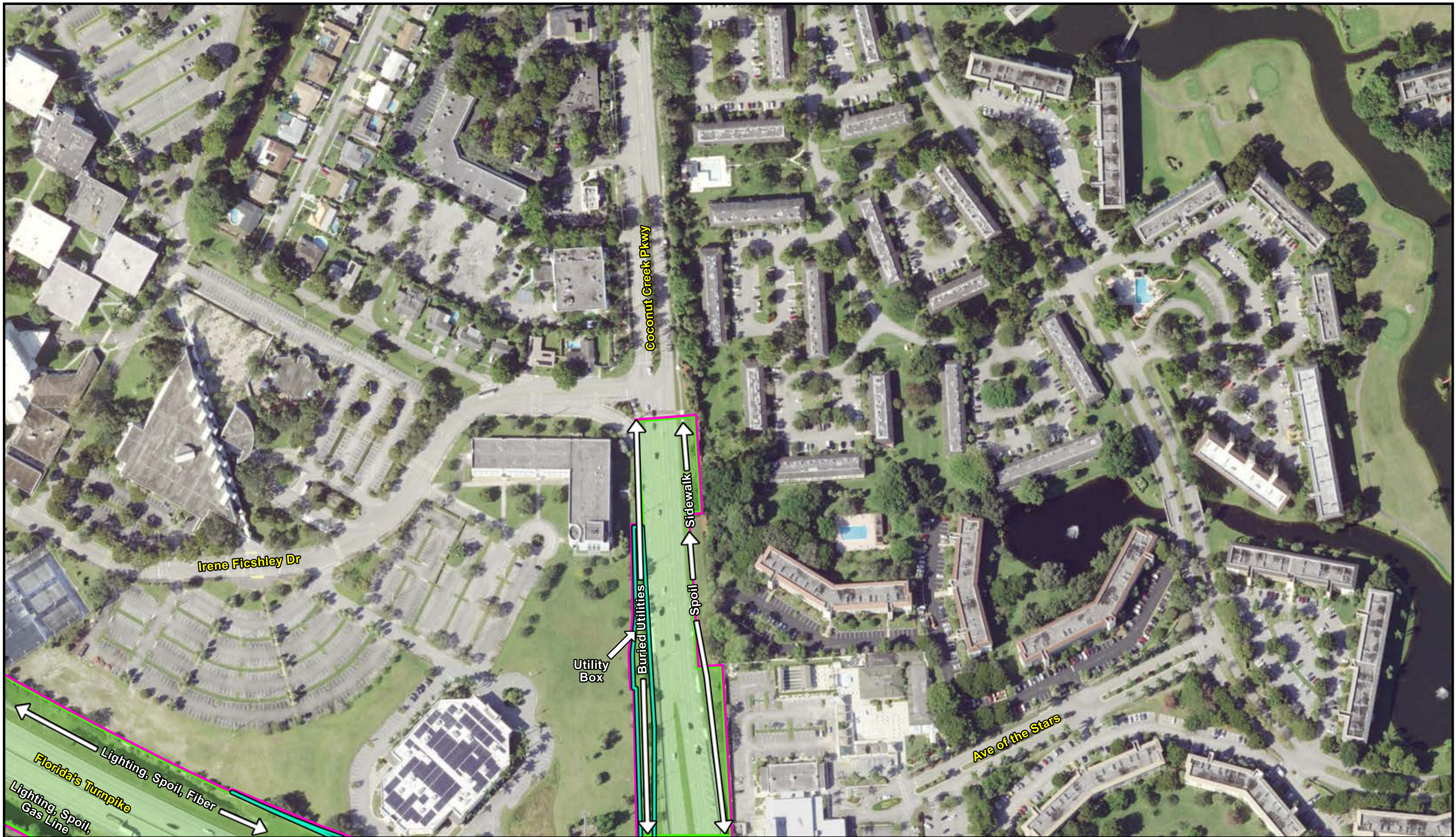
- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.

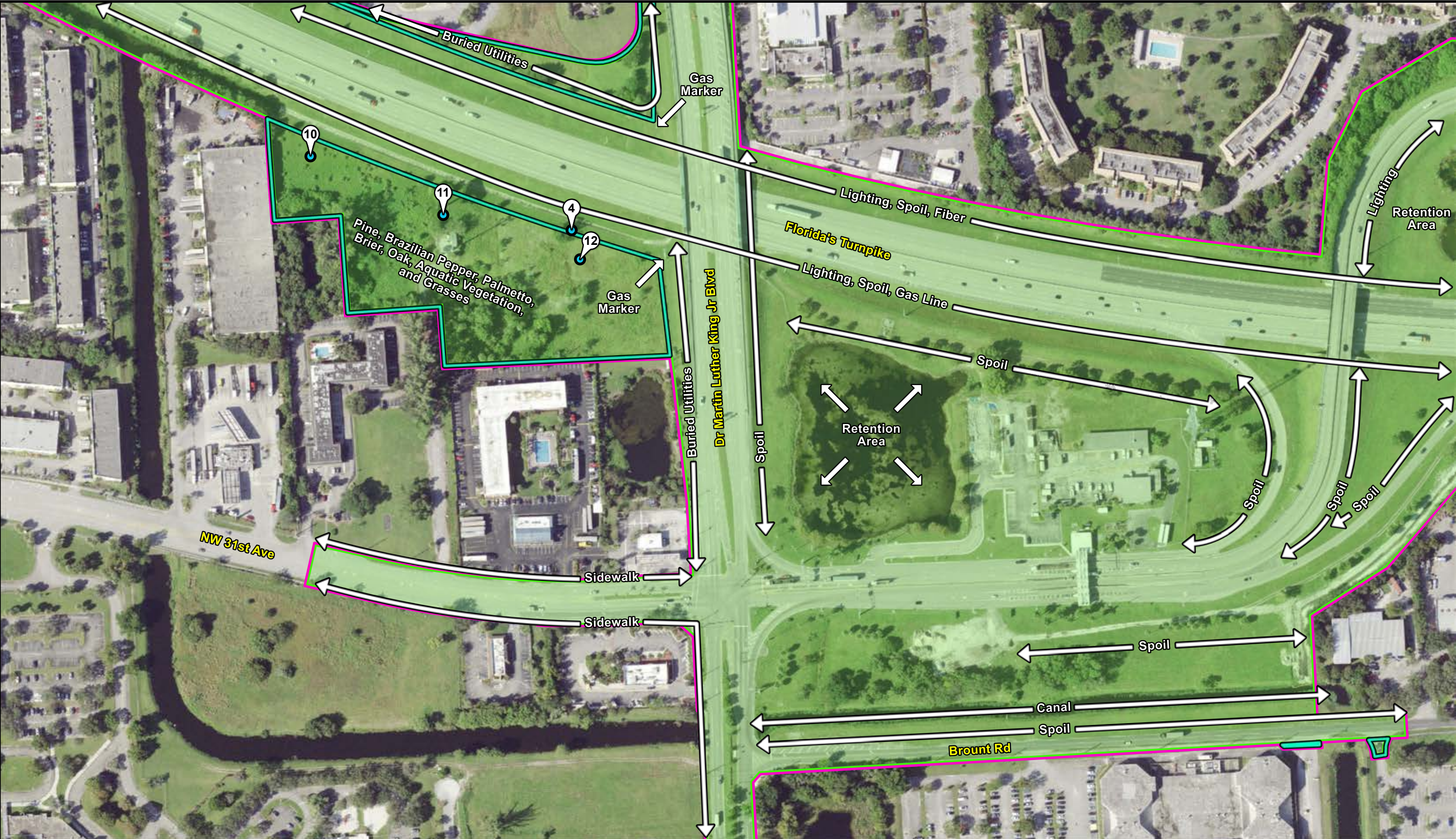




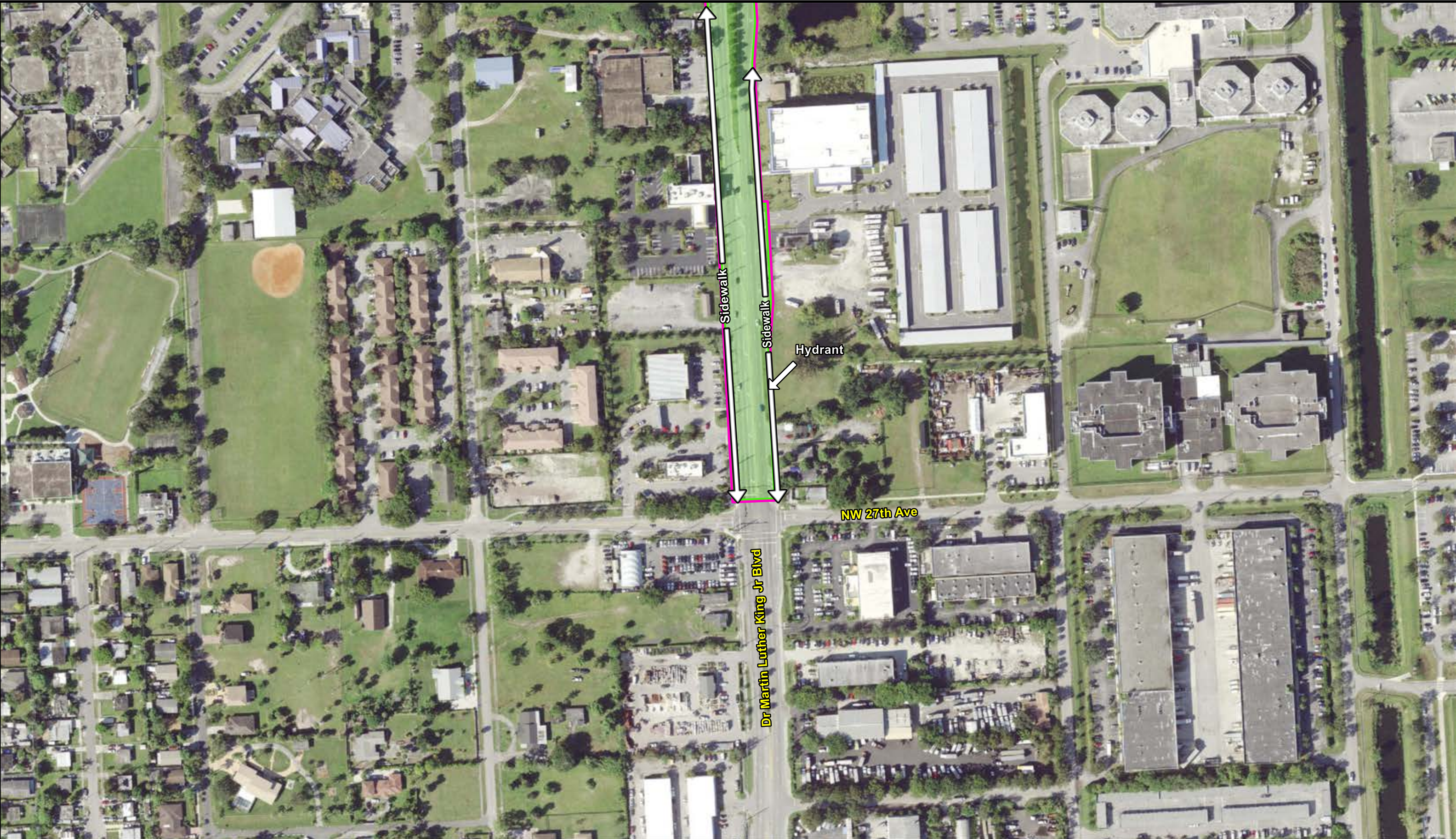
<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 31 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 32 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none"> Existing ROW in Project Corridor Proposed ROW/Easement 	<ul style="list-style-type: none"> Shovel Test (Negative) Zone of High Archaeological Site Potential Zone of Low Archaeological Site Potential 	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 33 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 34 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 35 of 40)

*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

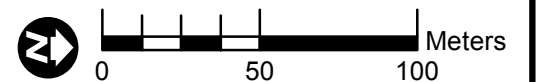
Archaeological APE

- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.

Broward County





Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 36 of 40)

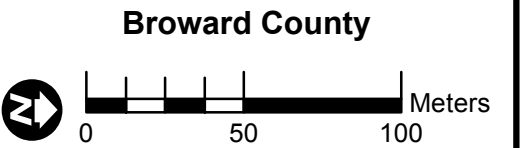
*Florida's Turnpike (SR 91)
Widening PD&E Study from
South of I-595 to Wiles Road
(442212-1-22-01)*

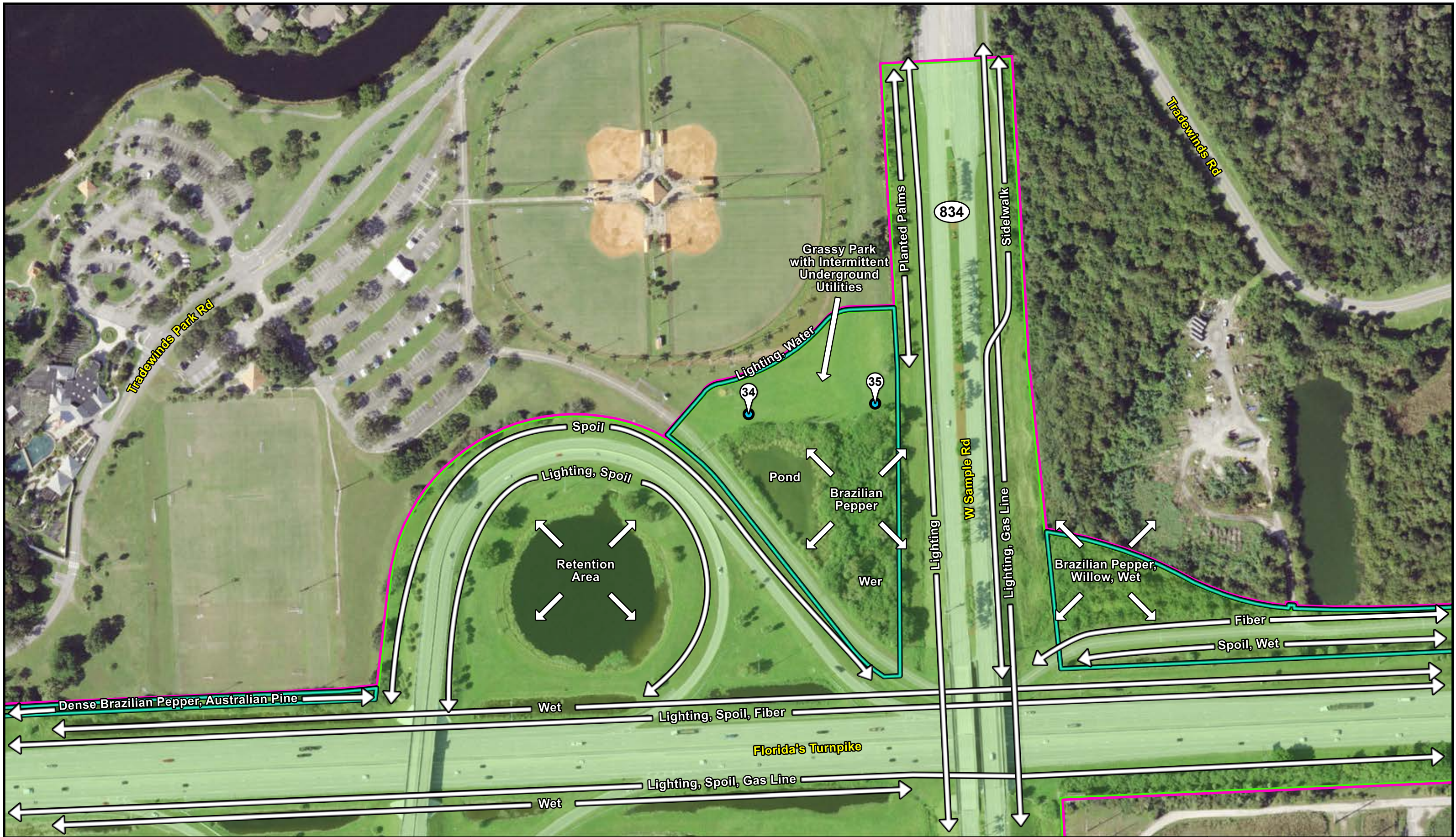
Archaeological APE

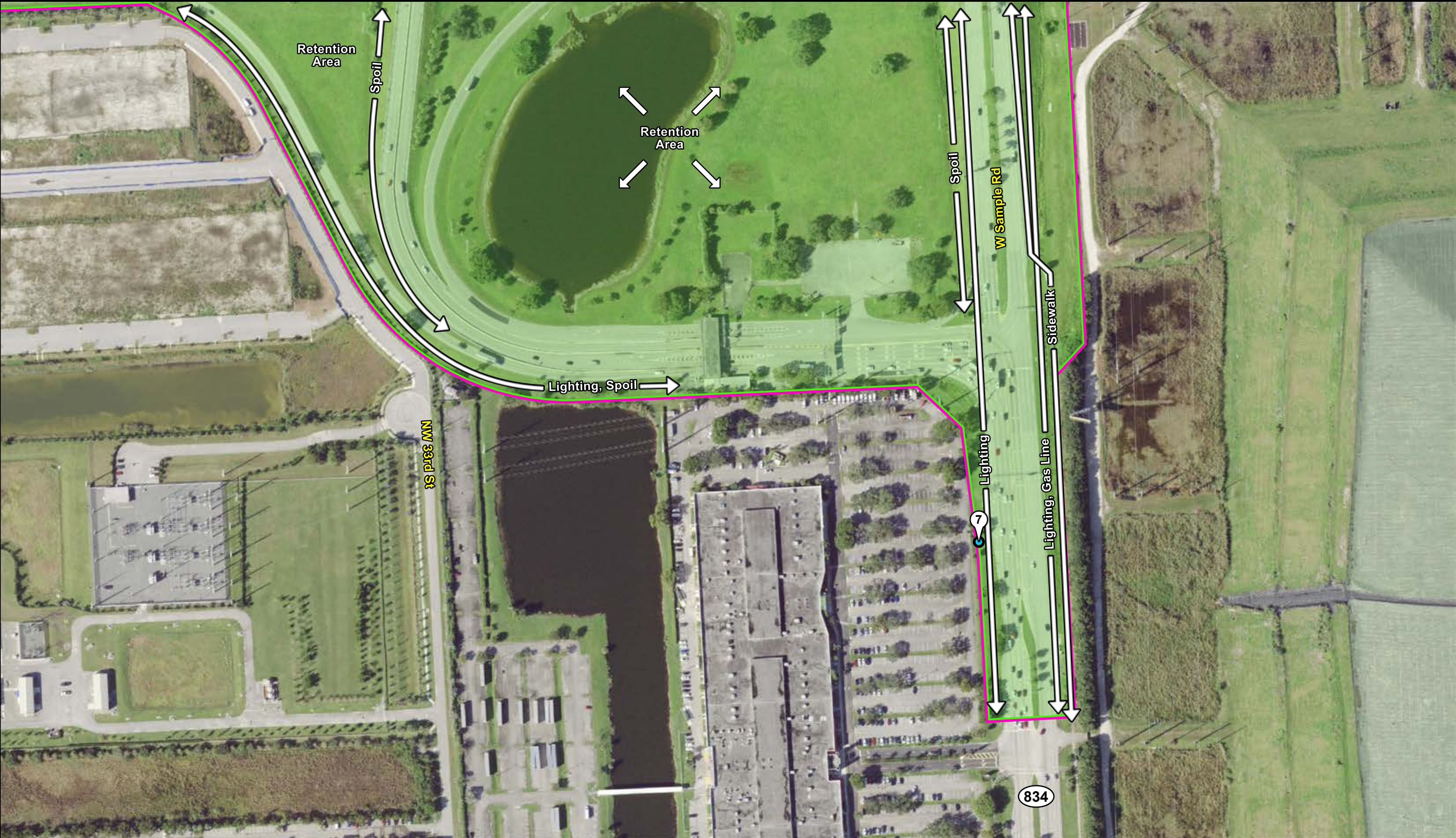
- Existing ROW in Project Corridor
- Proposed ROW/Easement

- Shovel Test (Negative)
- Zone of High Archaeological Site Potential
- Zone of Low Archaeological Site Potential

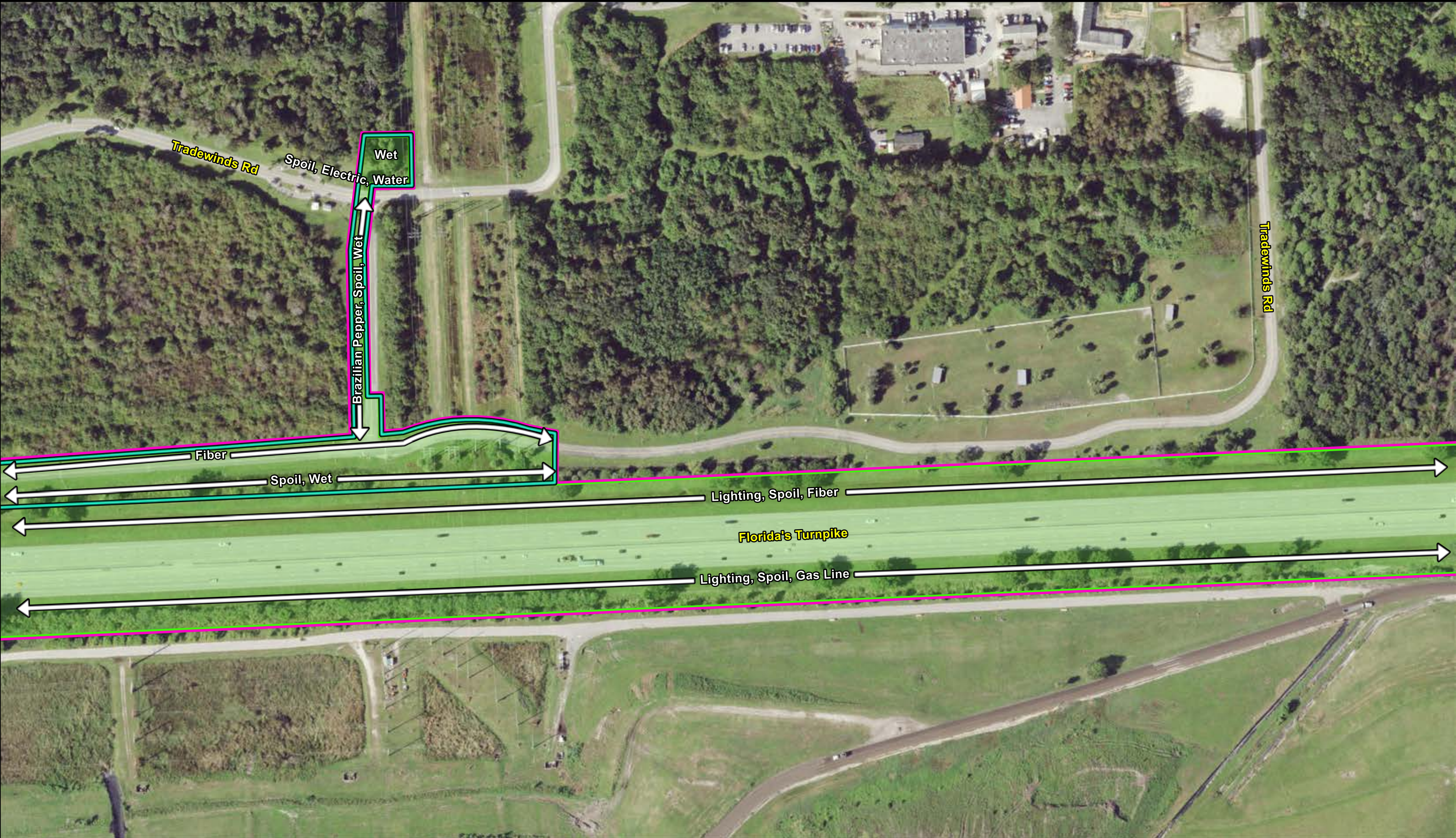
Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.



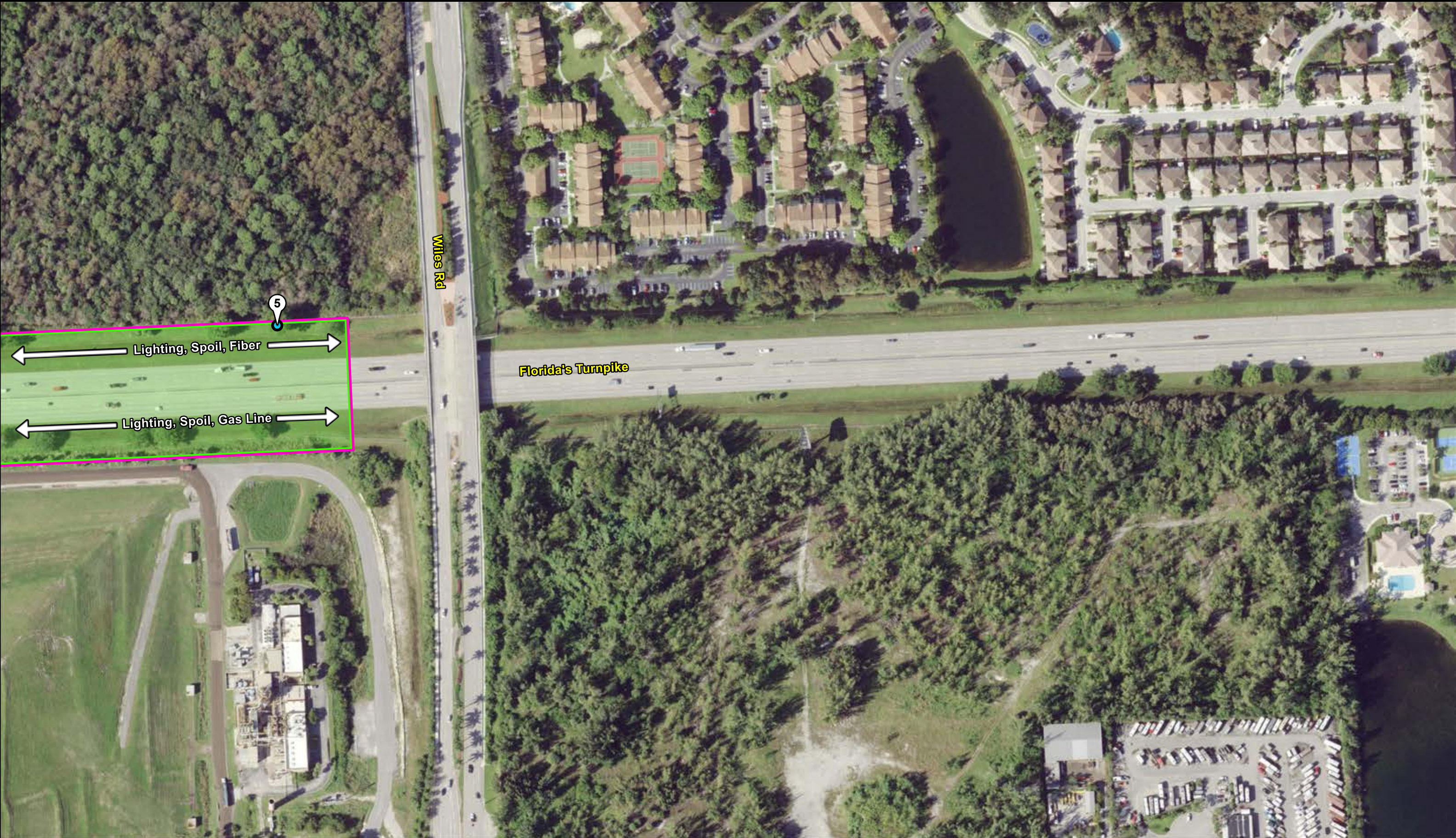




<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 38 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 39 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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<p>Current Conditions, Zones of Archaeological Site Potential, and Locations of Shovel Tests (Map 40 of 40)</p>	<p><i>Florida's Turnpike (SR 91) Widening PD&E Study from South of I-595 to Wiles Road (442212-1-22-01)</i></p>	<p>Archaeological APE</p> <ul style="list-style-type: none">Existing ROW in Project CorridorProposed ROW/Easement	<ul style="list-style-type: none">Shovel Test (Negative)Zone of High Archaeological Site PotentialZone of Low Archaeological Site Potential	<p>Note: 34 shovel tests were excavated in the archaeological APE during the CRAS: ST Nos. 1–8 and 10–35. ST No. 9 is not within the current archaeological APE and therefore is not included in this mapping set. All 35 shovel tests were negative for cultural material.</p>	<p>Broward County</p> <p>0 50 100 Meters</p>
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