CULTURAL RESOURCE ASSESSMENT SURVEY
TECHNICAL MEMORANDUM

US 41 (SR 45) at Gulfstream Avenue Intersection Improvement Project
Project Development and Environment (PD&E) Study
Sarasota County, Florida

Financial Management Number: 438137-1
Federal Aid Number: N/A
ETDM Number: 14232

Prepared for:

FDOT
Florida Department of Transportation
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April 2018
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.
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1.0 INTRODUCTION

1.1 Project Description

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to the intersection at US 41 and Gulfstream Avenue in the City of Sarasota, Sarasota County, Florida. Along US 41, the project limits extend from north of the intersection at US 41 and Main Street to south of the intersection at US 41 and 1st Street. Along Gulfstream Avenue, the project limits extend from west of the intersection at Gulfstream Avenue and Sunset Drive to east of the intersection at Gulfstream Avenue and Cocoanut Avenue (Figure 1). This project proposes the construction of a multi-lane roundabout at the intersection of US 41 and Gulfstream Avenue as part of an overall plan to enhance multimodal mobility along US 41.

Figure 1. Project Location Map.
1.2 Project Alternatives

Alternatives for this project include the following:

- No-Build
- Roundabout Alternative 1 – Four-leg roundabout with no crosswalk on the west side
- Roundabout Alternative 2 – Four-leg roundabout with crosswalks on all sides
- Roundabout Alternative 3 – Three-leg roundabout with an exit lane on the east side and crosswalks on all sides

No-Build Alternative

The No-Build Alternative assumes no improvement to the intersection at US 41 and Gulfstream Avenue. It provides a benchmark for comparative purposes with the Build Alternatives.

The advantages of the No-Build Alternative include the following:

- No impact to the adjacent natural, physical, and human environments
- No expenditure of funds for right-of-way (ROW) acquisition, engineering, design or construction
- No short-term traffic delays during construction

The disadvantages of the No-Build Alternative include the following:

- Does not support the City of Sarasota’s goals identified in the Downtown Masterplan and Connecting Downtown to the Bayfront Study.
- Does not enhance pedestrian and bicycle accommodations through the intersection
- Does not improve vehicular traffic flow through the intersection
- Does not reduce the number of vehicle-to-vehicle and vehicle-to-pedestrian conflict points
- Does not relieve traffic congestion, eliminating the opportunity to reduce idling of cars and thus, the potential for localized improvement in air quality.

The No-Build Alternative remains a viable alternative throughout the study and the public involvement process.

Roundabout Alternative 1

This alternative proposes to construct a multi-lane roundabout at the intersection of US 41 and Gulfstream Avenue as shown in Figure 2. The roundabout would generally consist of two circulatory lanes except for the northbound and eastbound entries where three lanes would be provided. The east leg of the intersection would be opened to westbound traffic entering from Gulfstream Avenue. Pedestrian crosswalks would be provided except on the west side of the roundabout. A pedestrian hybrid beacon is proposed at all crossings of two or more lanes to ensure the safety of pedestrians. This alternative will require approximately 55 square feet of additional ROW from the northeast quadrant of the intersection.

Roundabout Alternative 2

This alternative proposes to construct a multi-lane roundabout at the intersection of US 41 and Gulfstream Avenue as shown in Figure 3. The roundabout proposed under this alternative is similar to Roundabout Alternative 1 except that it includes a pedestrian crosswalk on the west side. To accommodate the additional crosswalk, the roundabout under this alternative was shifted by approximately 12 feet towards the southwest. No additional ROW is required for this alternative.
Roundabout Alternative 3

This alternative proposes to construct a multi-lane roundabout at the intersection of US 41 and Gulfstream Avenue as shown in Figure 4. Similar to Alternatives 1 and 2, this alternative generally consist of two circulatory lanes except for the northbound and eastbound entries where three lanes would be provided. However, for Alternative 3, the east leg of the intersection would remain as an exit-only. Pedestrian crosswalks would be provided on all sides. No additional ROW is required for this alternative.

Figure 2. Roundabout Alternative 1.

Figure 3. Roundabout Alternative 2.
1.3 Purpose and Need

The purpose of this project is to enhance pedestrian and bicycle accommodations through the intersection of US 41 and Gulfstream Avenue while improving vehicular traffic flow and operations. The intersection of US 41 and Gulfstream Avenue serves as a major pedestrian crossing point between Downtown Sarasota and the Bayfront area. US 41 is a major arterial roadway with high traffic volumes and speeds and currently acts as a physical and visual barrier to residents, employees, and visitors by separating the primary community and regional focal points of Downtown Sarasota from amenities and destinations along the waterfront. The need for the project is based on the following criteria:

System Linkage

This project is intended to provide a safe, convenient, and comfortable environment for pedestrians and bicyclists between Downtown and the Bayfront while improving vehicular travel conditions and operations through the intersection. US 41 divides Downtown Sarasota from Bayfront Park. Downtown Sarasota is a major business, residential, commercial, cultural, and tourism center for the City and the southwest Florida region while the Bayfront serves as a major recreational focal point for residents and visitors. Numerous pedestrians utilize the intersection at US 41 and Gulfstream Avenue for access between Downtown and the Bayfront. Pedestrian counts taken in February 2017 at the intersection shows that over 200 pedestrians cross US 41 during a typical weekday and over 400 pedestrians cross US 41 on Saturdays.

Legislation

The City of Sarasota Downtown Master Plan was adopted in 2001 by the City Commission (January 22, 2001, Resolution 01R-1336) to guide the development of a better integrated transportation system for all travel modes while maintaining the character and theme of the Downtown area. This plan was developed through community participation and resulted in the development of strategies whose major emphasis was on connecting Downtown with the Bayfront while providing a balanced transportation
system for all users. Specifically, the plan calls for actions “to eliminate the barrier of existing high-speed traffic on US 41” for connecting Downtown to the Bayfront. Part of the strategy identified in the plan calls for the construction of a roundabout at the intersection of US 41 and Gulfstream Avenue.

In 2007, the City Commission directed staff to initiate the Connecting Downtown to the Bayfront Study to reconnect the two using the most effective and efficient means possible with an emphasis on pedestrian comfort. The goal was to identify ways for changing the relatively high-speed, pedestrian unfriendly character of US 41. The study recommended a variety of short-term and long-term improvements including the construction of a series of roundabouts along US 41 (the intersection at US 41 and Gulfstream Avenue was included in the list). These roundabouts were identified by the study as a measure for reducing vehicle speeds and improving pedestrian comfort. This study was ultimately approved by the City Commission on March 15, 2010.

**Transportation Demand**

According to FDOT’s *Project Traffic Report for US 41, from Ringling Boulevard to Fruitville Road* (2017), the intersection at US 41 and Gulfstream Avenue is currently operating at a Level of Service (LOS) “D” during the weekday peak hour. Future growth will further degrade the existing intersection and, if no improvements are made, the intersection will be overcapacity by the year 2040. Under the no-build option, it is expected that traffic would spill-back more frequently into the intersection of Gulfstream Avenue and Sunset Drive during the PM peak period and into the intersection of US 41 and Fruitville Road during the AM peak period. Along with growth in travel demands, additional population growth will bring about a growth in pedestrian crossings between Downtown and the Bayfront as more residential and hotel units are expected and planned in the area. The goal of this project is to identify a solution that will balance the growing travel demands through the intersection with the need to accommodate other modes of travel.

**Safety**

According to FDOT’s *Project Traffic Report for US 41, from Ringling Boulevard to Fruitville Road* (2017), a total of 108 crashes occurred at the intersection of US 41 and Gulfstream Avenue between 2010 and 2014. One fatality and 30 injury crashes occurred during this period. The most common crash types were rear-end and sideswipe crashes with 58 and 27 of each occurring, respectively. Twenty (20) of the rear-end crashes and 9 of the sideswipe crashes were associated with vehicles using the channelized eastbound right-turn lane along Gulfstream Avenue. The angle of this lane requires drivers to look back over their shoulder before entering the southbound lanes of US 41. The goal of the project is to improve the safety conditions for all travelers by reducing the number of vehicle-to-vehicle and vehicle-to-pedestrian conflict points.

The purpose of the CRAS was to locate and identify any cultural resources within the project Area of Potential Effects (APE), and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). Background research preceded the field investigation and provided an informed set of expectations concerning the kinds of cultural resources that might be anticipated to occur within the project area, as well as a basis for evaluating any newly discovered sites. The historical/architectural field survey was conducted in December 2016 and the archaeological field survey occurred in January 2017.

This survey complies with Section 106 of the National Historic Preservation Act of 1966, as amended and its implementing regulations in 36 CFR Part 800: Protection of Historic Properties, as amended; the Archaeological and Historic Preservation Act, as amended; Executive Order 11593; and Chapters 267 and 373, *Florida Statutes* (FS); as well as Florida’s Coastal Management Program. All work carried out is in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”) of the
Florida Department of Transportation’s (FDOT) Project Development and Environment (PD&E) Manual (June 2017 revision); the standards and guidelines contained in the Cultural Resource Management Standards and Operational Manual: Module 3 (Florida Division of Historical Resources [FDHR] 2003); and Rule 1A-46, Florida Administrative Code (FAC).

1.4 **Description of the APE and Project Setting**

As defined in 36 CFR Part § 800.16(d), the APE is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” For this project, the archaeological APE was defined as the existing right-of-way (ROW) of US 41 (SR 45) and Gulfstream Avenue; the historic APE included the archaeological APE and immediately adjacent property parcels within the project limits. Based on the scale and nature of the proposed activities, the project has a low potential for indirect (visual or audible) or cumulative effects outside the immediate footprint of construction.

The project segment of US 41 (SR 45) is located on the border of Township 36 South, Range 17 East, Section 24 and Township 36 South, Range 18 East, Section 19 in Sarasota County, Florida (United States Geological Survey [USGS] Sarasota, 1973). The project limits along US 41, extends from north of the intersection at US 41 and Main Street to south of the intersection at US 41 and 1st Street. Along Gulfstream Avenue, the project limits extend from west of the intersection at Gulfstream Avenue and Sunset Drive to east of the intersection at Gulfstream Avenue and Cocoanut Avenue (Figure 1). The section of US 41 north of Gulfstream Avenue to 1st Street is being resurfaced under a separate contract with the Florida Department of Transportation. As part of the resurfacing, the median opening at Palm Avenue will be closed (Garau 2017). With regards to this project, that undertaking will be considered an existing condition; therefore, will not be regarded as an impact on this project’s findings.

The project area can be characterized as an extensively developed commercial area, with high rise residential buildings (Photo 1) and recreational facilities (Photo 2). Land use along the east and west side is primarily mixed residential and commercial, while land use along the south side is primarily public/recreational (Sarasota Bayfront). There are two pieces of non-historic public art located within the APE. South of the intersection of US 41 and Gulfstream Avenue along US 41 (SR 45)/Bayfront Drive stands the Unconditional Surrender sculpture (Photo 3) installed in 2005. Standing at the corner of US 41 (SR 45) and Gulfstream Avenue, in the northern ROW of Gulfstream Avenue is the sculpture Complexus (Photo 4) purchased by the city in 2012.
Photo 1. US 41 (SR 45) and Gulfstream Avenue, looking west.

Photo 2. US 41 (SR 45) and Gulfstream Avenue, looking southeast towards Sarasota Bayfront and the marina.
**Photo 3.** Intersection of N Tamiami Trail and Gulfstream Avenue along US 41 (SR 45)/Bayfront Drive stands the Unconditional Surrender sculpture by Seward Johnson.

**Photo 4.** Corner of US 41 (SR 45) and Gulfstream Avenue, Complexus sculpture by artist John Henry.
The Shift from Downtown to Bayfront

Sarasota has undergone many development changes. While the downtown area remained the center of community activities in the 1950s, the spread was slowly but surely moving outward. As the 1960’s approached, a new era of development and expansion was ushered in which brought a shift from the historic downtown to the Bayfront (Photos 5-8). Dredging and in-fill campaigns allowed the City of Sarasota to expand the Bayfront area farther west, and US 41 (SR 45) was rerouted to hug the Sarasota Bay (Lahurd 2014). In conjunction with the rerouting project, land was manufactured to create the new highway along the Bayfront. The in-fill used to generate the artificial land within the project area buried the old seawall that once supported the land along Bayfront Drive. Markings along the roadway indicate that the seawall is buried approximately 1.5 ft to 2.5 ft deep within the project area. The seawall can be seen in photo 5.

While the overall intent of the road was to show off the natural beauty of the Bayfront area and to serve as a gateway to the keys, the project controversially cut off the downtown area from the Sarasota Bay. By the 1990s, widespread development and a new appreciation of Sarasota’s unique character resulted in the revitalization of the downtown area as well as the increased recognition of the area’s architectural significance. Today, the City of Sarasota is looking for new ways to ease the flow of traffic along the Bayfront and make it more hospitable to tourists, residents, pedestrians, and cyclists.

Photo 5. Sarasota Bayfront in 1954.
Photo courtesy of Sarasota Herald Tribune.
**Photo 6.** 1957 Aerial View of the Bayfront. Red circle indicates the current location of the proposed roundabout at US 41 (SR 45) and Gulfstream Avenue.

**Photo 7.** Sarasota Bayfront in 1959. Note the rerouting of the enlarged US 41 (SR 45)/Tamiami Trail and the expansion of the Bayfront area after dredging and in-fill. Photo courtesy of Sarasota Herald Tribune.
2.0 BACKGROUND RESEARCH

The field survey was preceded by background research, which included a comprehensive review of historical literature, records, and other documents and data. This research was conducted to ascertain the types of cultural resources known in the project area and vicinity, their cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the Florida Master Site File (FMSF), cultural resource survey reports, published books and articles, unpublished manuscripts, maps, historic aerials, a review of the Sarasota quadrangle map (USGS 1973), the Sarasota County Property Appraiser, Sarasota County Geographical Information Systems (via internet), the Sarasota County History Center, City of Sarasota’s Register of Historic Properties, and information from the files of ACI. The FMSF data used in this report were obtained in December 2016.

Archaeological background research revealed no historic or prehistoric archaeological sites recorded within the APE (Figure 5). In addition, the APE is highly disturbed with the addition of fill, utilities, pavement, and so forth, thus the likelihood of finding intact cultural resources was considered low.

Historical/architectural background research revealed that one historic resource was previously recorded within the historical APE (Figure 5). The historic resource includes a segment of US 41/Tamiami Trail (8SO01853) that runs through the project APE. While the segment within the APE has not been evaluated by the State Historic Preservation Officer (SHPO), other roadway segments outside the project area have been evaluated and determined ineligible. The segment within the APE does not appear eligible for listing in the NRHP.
Figure 5. Previously recorded cultural resources within the project APE.
Background research indicated that there is a previously recorded historic district close to, but outside the project APE. The western limits of the NRHP-listed Downtown Sarasota Historic District (8SO06730) sits outside the northern limit of the project APE. Only three of the previously recorded historic buildings that comprise the 51 contributing buildings of the historic district are near this vicinity located on the block east of US 41 (SR 45) between N. Palm Avenue and 1st Street. The proposed project will have no effect to any of the listed or potentially eligible historic resources.

The in-fill area south of Gulfstream Avenue is owned by the Trustees of the Internal Improvement Trust Fund (TIITF) with part of it under a perpetual easement to FDOT for State Road ROW (Figure 6). Within the perpetual easement for State Road ROW and adjacent to US 41, the City of Sarasota has utilized this area as part of Bayfront Park and contains two pieces of non-historic public art. The Unconditional Surrender sculpture sits south of the intersection of US 41 and Gulfstream Avenue along US 41 (SR 45)/Bayfront Drive and the sculpture Complexus sits in the northern ROW of Gulfstream Avenue.

3.0 STUDY METHODS AND EXPECTATIONS

Archaeological field methodology consisted of visual reconnaissance and subsurface testing. Following ground surface inspection, subsurface shovel testing was carried out in order to locate sites not exposed on the ground, as well as to test for the presence of buried cultural deposits in areas yielding surface artifacts. Shovel tests were excavated judgmentally where possible given the extensively developed nature of the project area. Shovel test pits were circular, and measured approximately 0.5 meters (m) (20 inches [in]) in diameter by 1 m (39 in) in depth, unless impeded by buried utilities or fill. All soil removed from the test pits was screened through 6.4 millimeter (mm) (0.25 in) mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on project aerials, and following the recording of relevant data such as stratigraphic profile and disturbances noted, all test pits were refilled.

Figure 6. Land under Perpetual Easement for State Road ROW.
Historical field methodology consisted of a visual reconnaissance of the project APE to determine and verify the location of all buildings and other historic resources (i.e. bridges, roads, cemeteries) believed to have been built prior to 1967, and to establish if any such resources could be determined eligible for listing in the NRHP. This was followed by an in-depth study of any identified historic resources which appeared to be potentially NRHP-eligible. Photographs were taken and information needed for the completion of FMSF forms was collected. In addition to an architectural description, each historic resource was reviewed to assess style, historic context, condition, and NRHP eligibility. Pertinent records housed at the Sarasota County Property Appraisers’ Office were examined, and residents or other knowledgeable persons were interviewed to obtain information concerning site-specific building construction dates and/or possible association with individuals or events significant to local or regional history.

4.0 SURVEY RESULTS

4.1 Archaeological Results

Archaeological field survey included both ground surface reconnaissance and the excavation of three shovel tests within the APE (Figure 7). As a result of these efforts, no archaeological sites were discovered. As expected, based on background research, much of the project area has been disturbed by development and associated infrastructure, including extensive utility installation. Typical stratigraphy consists of 25+ centimeters (cm) (10 in) of mottled dark brown-gray sand with compact fill. No artifacts were recovered from the shovel tests, nor were any features or intact, non-disturbed soils noted.

4.2 Historical/Architectural Results

The background research revealed one previously recorded historic resource was identified. A 1,100 ft segment of US 41/Tamiami Trail (8SO01853) runs through the project APE (Figure 5). While this segment within the APE has not been evaluated by the SHPO, other segments outside the project area have been evaluated and determined ineligible. The segment within the APE does not appear eligible for listing in the NRHP because it has lost much of its integrity through realignments and various road improvements including widening and resurfacing projects. Moreover, the historic setting of the majority of the road has been compromised by recent development.

The section of Bayfront Park within the project APE is the result of manufactured land during the development boom in the 1960’s. This section of the park is located on TIITF land under a perpetual easement to FDOT for State Road ROW (Figure 6). Therefore, no ROW taking is proposed for any of the project alternatives.

There are two pieces of non-historic public art located in Bayfront Park within the project APE. South of the intersection of US 41 and Gulfstream Avenue along US 41 (SR 45)/Bayfront Drive stands the Unconditional Surrender sculpture by Seward Johnson. The statue was first installed in 2005. While not historic, it is a tourist icon for Sarasota and a much visited/photographed location. Standing at the corner of US 41 (SR 45) and Gulfstream Avenue, within the northern ROW of Gulfstream Avenue is the sculpture Complexus, by artist John Henry. The sculpture stands seven stories high and was purchased by the city in 2012. Again, while not historic it is an important feature on the Sarasota landscape within the APE.
Figure 7. Location of shovel tests (not to scale) and newly recorded historic resource within the APE.
As a result of the historic field survey, one new historic resource was newly identified, recorded, and evaluated (Figure 7). This is a Commercial style building that was constructed in 1967 and represents a common type of architecture found throughout Florida and the City of Sarasota (8SO07032). The newly recorded resource does not appear eligible for listing in the NRHP due to its commonality of design and background research did not reveal any significant associations to important historic events or persons. The building shares no historic or stylistic similarities with the listed resources within the historic district on 1st Street and N Palm Avenue and does not utilize in-kind materials or architectural forms regarding its close proximity to NRHP-listed resources. Lastly, the building appears to have been renovated circa 2000, further diminishing any integrity it has retained since it was constructed in 1967. Thus, it does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

An updated FMSF form was created for the previously recorded linear resource within the project APE and a new FMSF form was prepared for the newly identified Commercial style building (SO7032). Copies of the forms are included in Appendix A, and photos and descriptions follow. No informant interviews were conducted during the field survey. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to survey all areas of the project APE.

Photo 9. 50 N Tamiami Trail (8SO07032), looking south.

8SO07032: The Commercial style building at 50 N Tamiami Trail was constructed circa 1967 (Photo 9). The one-story, irregular plan building sits on a concrete slab and has concrete block walls covered in stucco and partially clad with fixed pane windows. The flat roof is sheathed in a built-up roof membrane. There is one partial-width recessed entry area on the north elevation. The entrance is on the north elevation through a single full-view glass panel door with a transom. Windows include grouped metal fixed pane units on both the north and south elevations and paired corner fixed pane units on the west elevation. The building currently operates as a retail shop selling swim wear. The main entrance was on the south elevation, but has since moved to the north elevation. Distinguishing features include concrete overhangs with a recessed entryway with tile flooring. The building is in good condition and retains some original exterior fabric. Overall it is a typical example of an altered Commercial style building found throughout Sarasota County, and research revealed no significant historic associations. As a result, 8SO07032 does not appear individually eligible for listing in the NRHP.
8SO01853: US 41 (Tamiami Trail) within the project area is located in Section 19 of Township 36 South, Range 18 East and Section 24 of Township 36 South, Range 17 East (USGS 1973); the segment within the APE is approximately 1,100 ft long. This segment of US 41 is located along the Sarasota Bayfront in downtown Sarasota and intersects Gulfstream Avenue before continuing north as N Tamiami Trail. The viewshed is dominated by modern commercial and residential development.

In 1915, a group of businessmen met to discuss the feasibility of a cross-state highway from Tampa to Miami by way of Sarasota. A portion of this route, which stretched from the Hillsborough County line to Sarasota, was constructed as early as 1911 by Manatee County with the passage of a bond issue. By the 1920s, the Sarasota portion of the Tamiami Trail from Bradenton followed the path of Banana Avenue, later renamed Broadway, before joining Main Street in Sarasota. The Trail then extended east along Main Street through downtown Sarasota to Washington Boulevard (now US 301), where it once again turned south toward Venice. This road was eventually designated US 41, or the Tamiami Trail, but was not fully completed from Tampa to Miami until April 1928 (Scupholm 1997:20-22). The section of highway within the project APE has lost much of its integrity through realignments and various road improvements including widening and resurfacing projects.

US 41 within the project APE was developed as part of a dredging and in-fill campaign that allowed the City of Sarasota to expand the Bayfront area farther west. As a result, US 41 (SR 45) was rerouted to hug the Sarasota Bay (Lahurd 2014). In conjunction with the rerouting project, manufactured land was created to expand the mainland to make way for the new highway along the Bayfront. US 41 (SR 45) is of common design for the state, and while important to the development of Sarasota County, the approximately 1,100 ft segment of US 41 (SR 45) within the APE has undergone substantial alterations in the form of realignments and road improvements. Moreover, the historic setting of the majority of the road has been compromised by recent development. As a result, the segment of US 41 within the project APE no longer retains integrity of location, design, setting, and workmanship. Therefore, this segment of US 41 does not appear eligible for listing in the NRHP.
5.0 CONCLUSIONS

Archaeological background research and field survey indicated that no archaeological sites had been recorded within the project APE. The historic field survey confirmed one previously recorded historic resource: a 1,100 ft segment of US 41/Tamiami Trail (8SO01853) runs through the project APE. While the segment within the APE has not been evaluated by the SHPO, other segments outside the project area have been evaluated and determined ineligible. The 1,100 ft segment within the APE does not appear eligible for listing in the NRHP.

Based on the results of field survey and the scope of the undertaking, the proposed construction of a roundabout at US 41 (SR 45) and Gulfstream Avenue will have no effect to any listed or potentially eligible historic resources.
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APPENDIX A
Florida Master Site File Forms
NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs). National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

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

Resource Group Name: Tamiami Trail
Multiple Listing [DHR only] __________
Project Name: US 41 (SR 45) at Gulfstream Ave
FMSF Survey # __________
National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object
Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe):
Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address: Street Number ___________________________ Street Name ___________________________ Street Type ___________________________ Suffix Direction ___________________________
City/Town (within 3 miles) ____________________________ In Current City Limits? ☐ yes ☐ no ☐ unknown
County or Counties (do not abbreviate) Sarasota
Name of Public Tract (e.g., park) NA
1) Township 36S Range 18E Section 18 & 17 ☐ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: ___________________________
2) Township ______ Range ______ Section ______ ☐ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
3) Township ______ Range ______ Section ______ ☐ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
4) Township ______ Range ______ Section ______ ☐ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

USGS 7.5’ Map(s) 1) Name SARASOTA USGS Date 1973
2) Name ___________________________ USGS Date __________

Plat, Aerial, or Other Map (map’s name, originating office with location)

Verbal Description of Boundaries (description does not replace required map) Within current project boundaries, the segment of US 41 consists of approximately 1,100 feet of roadway south of Gulfstream Avenue to 1st Street.

DHR USE ONLY

Owner Objection

SHPO – Appears to meet criteria for NR listing: ☐ yes ☐ no ☐ insufficient info Date ___________ Init. ___________
KEEPER – Determined eligible: ☐ yes ☐ no Date ___________
NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see National Register Bulletin 15, p. 2)
RESOURCE GROUP FORM

HISTORY & DESCRIPTION

Construction Year: 1928  ❑ approximately  ☐ year listed or earlier  ☐ year listed or later
Architect/Designer(last name first): ____________________________  Builder(last name first): ________________________________

Total number of individual resources included in this Resource Group: # of contributing ________  # of non-contributing ________

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1929)
1. 1915-1928  3. ________________
2. ________________  4. ________________

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) ________________________ See continuation sheet

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF Manuscript # if relevant) ______________________________________________________________________

Potentially eligible individually for National Register of Historic Places?  ❑ yes  ☐ no  ❑ insufficient information

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible as contributor to a National Register district?  ❑ yes  ☐ no  ❑ insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.) ________________________ See continuation sheet

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

DOCUMENTATION

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

1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
   Document description photos, notes File or accession #’s P16116

2) Document type
   Document description

RECORDER INFORMATION

Recorder Name  Kimberly M. Irby  Affiliation Archaeological Consultants Inc
Recorder Contact Information  8110 Blaikie Court, Suite A, Sarasota, FL 34240/941-379-6206/ACIFlorida@comcast.net

Required Attachments

1. PHOTOCOPY OF USGS 7.5’ MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
2. LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
3. TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
4. PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
   Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.
Narrative Description

US 41 (Tamiami Trail) within the project area is located in Section 19 of Township 36 South, Range 18 East (United States Geological Survey [USGS] Sarasota); the segment within the Area of Potential Effects (APE) is approximately 1,100 feet long. This segment of US 41 is located along the Sarasota Bayfront in downtown Sarasota and intersects Gulfstream Avenue before continuing north as N Tamiami Trail. The viewshed is dominated by modern commercial and residential development.

In 1915, a group of businessmen met to discuss the feasibility of a cross-state highway from Tampa to Miami by way of Sarasota. A portion of this route, which stretched from the Hillsborough County line to Sarasota, was constructed as early as 1911 by Manatee County with the passage of a bond issue. By the 1920s, the Sarasota portion of the Tamiami Trail from Bradenton followed the path of Banana Avenue, later renamed Broadway, before joining Main Street in Sarasota. The Trail then extended east along Main Street through downtown Sarasota to Washington Boulevard (now US 301), where it once again turned south toward Venice. This road was eventually designated US 41, or the Tamiami Trail, but was not fully completed from Tampa to Miami until April 1928 (Scupholm 1997:20-22). The section of highway within the project APE has lost much of its integrity through realignments and various road improvements including widening and resurfacing projects.

Explanation of Evaluation

US 41 within the project APE was developed as part of a dredging and in-fill campaign that allowed the city of Sarasota to expand the Bayfront area farther west. As a result, US 41 (SR 45) was rerouted to hug the Sarasota Bay (Lahurd 2014). In conjunction with the rerouting project, manufactured land was created to expand the mainland to make way for the new highway along the Bayfront. US 41 (SR 45) is of common design for the state, and while important to the development of Sarasota County, the approximately 1,100 ft segment of US 41 (SR 45) within the APE has undergone substantial alterations in the form of realignments and road improvements. Moreover, the historic setting of the majority of the road has been compromised by recent development. As a result, the segment of US 41 within the project APE no longer retains integrity of location, design, setting, and workmanship Therefore, this segment of US 41 is not considered eligible for listing in the NRHP.

Bibliography

FMSF
1999 8SO1853. On file, FDHR, Tallahassee.
2013 Update to 8SO1853. On file, ACI, Sarasota.
2014 Update to 8SO1853. On file, ACI, Sarasota.
2016 Update to 8SO1853. On file, ACI, Sarasota.

Scupholm, Carrie
**HISTORICAL STRUCTURE FORM**

**FLORIDA MASTER SITE FILE**

Version 4.0  1/07

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

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**Site Name(s) (address if none)**: Swim City

**Survey Project Name**: US 41 & Gulf Stream Roundabout

**National Register Category (please check one)**: x building  structure  district  site

**Ownership**: x private-profit  private-nonprofit  private-individual  private-nonspecific  city  county  state  federal  Native American  foreign  unknown

---

**LOCATION & MAPPING**

<table>
<thead>
<tr>
<th>Street Number</th>
<th>Direction</th>
<th>Street Name</th>
<th>Type</th>
<th>Suffix Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>N</td>
<td>Tamiami Trail</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Cross Streets** (nearest/between): Between N Palm Ave and 1st Street

**USGS 7.5 Map Name**: SARASOTA

**City/Town** (within 3 miles): SARASOTA

**County**: Sarasota

**Tax Parcel #**: 2027040017

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**HISTORY**

**Construction Year**: 1967  x approximately  year listed or earlier  year listed or later

**Original Use**: Store

**Current Use**: Store

**Other Use**: 

**Moves**:  x yes  no  unknown  Date:  Original address

**Alterations**:  x yes  no  unknown  Date:  Nature

**Additions**:  x yes  no  unknown  Date:  Nature

**Architect (last name first):**

**Builder (last name first):**

**Ownership History (especially original owner, dates, profession, etc.)**: T N J Business Ventures, LLC

**Is the Resource Affected by a Local Preservation Ordinance?**:  x yes  no  unknown

**Describe**

---

**DESCRIPTION**

<table>
<thead>
<tr>
<th>Style</th>
<th>Exterior Fabric(s)</th>
<th>Exterior Plan</th>
<th>Number of Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>1. Stucco</td>
<td>Rectangular</td>
<td>1</td>
</tr>
</tbody>
</table>

**Roof Type(s)**: 1. Flat

**Roof Material(s)**: 1. Built-up

**Roof secondary structures**: (dormers etc.)

**Windows**: (types, materials, etc.) Fixed pane, independent and paired

**Distinguishing Architectural Features** (exterior or interior ornaments) extended overhang; corner windows

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

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**DHR USE ONLY**

<table>
<thead>
<tr>
<th>NR List Date</th>
<th>SHPO – Appears to meet criteria for NR listing:  x yes  no  insufficient info</th>
<th>Date</th>
<th>Init.</th>
<th>SHPO – Appears to meet criteria for NR listing:  x yes  no  insufficient info</th>
<th>Date</th>
<th>Init.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>KEEPER – Determined eligible:  x yes  no</td>
<td>Date</td>
<td></td>
<td>KEEPER – Determined eligible:  x yes  no</td>
<td>Date</td>
<td></td>
</tr>
</tbody>
</table>

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**Field Date**: 12-28-2016

**Form Date**: 12-29-2016

**Recorder #**: SO07032

**Phone**: (850) 245-6440  /  Fax  (850)245-6439  /  E-mail  SiteFile@dos.state.fl.us
### Condition (overall resource condition):
- [ ] excellent
- [ ] good
- [ ] fair
- [ ] deteriorated
- [ ] ruinous

### Narrative Description of Resource
One-story Commercial style building retains almost all of its original fabric. Overall, however, a typical example of a style found in the area and throughout the State.

### Archaeological Remains

### RESEARCH METHODS (check all that apply)
- [x] FMSF record search (sites/surveys)
- [x] FL State Archives/photo collection
- [x] property appraiser / tax records
- [x] cultural resource survey (CRAS)
- [x] other methods (describe)

**Bibliographic References**: USDA historic aerial photographs (PALMM)

**Publication of Archival Library & Museum Materials**: (PALMM), accessible online at: [http://susdl.fcla.edu/](http://susdl.fcla.edu/)

### OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [ ] yes [ ] no [ ] insufficient information

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

**Explanation of Evaluation** (required): The building is a common example of a one-story Commercial style building found throughout the City of Sarasota. The building, however, may be locally significant.

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

1. Architecture
2. Community planning & development
3. [ ]
4. [ ]
5. [ ]
6. [ ]

### DOCUMENTATION

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

1) **Document type**: All materials at one location  
**Document description**: Files, photos, research, documentation  
**Maintaining organization**: Archaeological Consultants Inc  
**File or accession #**: P16116

2) **Document type**:  
**Document description**:  
**Maintaining organization**:  
**File or accession #**: 

### RESEARCH METHODS (continued)

### RESEARCH METHODS (check all that apply)

### RECORDER INFORMATION

**Recorder Name**: Kimberly M. Irby  
**Affiliation**: Archaeological Consultants Inc  
**Recorder Contact Information**: 8110 Blaikie Court, Ste. A / Sarasota, FL / 34240 / aciflorida@comcast.net

### Required Attachments

1. **USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED**  
2. **LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)  
3. **PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.
Sarasota
Township 36 South, Range 18 East, Section 19

Copyright © 2013 National Geographic Society, i-cubed, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors.
APPENDIX B
Survey Log Form
Survey Log Sheet  
Florida Master Site File  
Version 4.1 1/07  
Consult Guide to the Survey Log Sheet for detailed instructions.

### Identification and Bibliographic Information

**Survey Project (name and project phase)**  
Cultural Resource Assessment Survey for US 41 (SR 45) at Gulfstream Avenue, Sarasota, Florida

**Report Title (exactly as on title page)**  
Cultural Resource Assessment Survey, Technical Memorandum, US 41 (SR 45) at Gulfstream Avenue Intersection Improvement Project, Sarasota, Florida; FPID No.: 438137-1-22-01; 438137-1-32-01

**Report Authors (as on title page, last names first)**

1. ACI  
2.  
3.  
4.  

**Publication Date (year)** 2018  
**Total Number of Pages in Report** (count text, figures, tables, not site forms) 28

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

**Supervisors of Fieldwork (even if same as author)**

- **Names**  
  - Almy, Marion

**Affiliation of Fieldworkers**

- **Organization**  
  - Archaeological Consultants Inc  
- **City**  
  - Sarasota

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

1. Tamiami Trail  
2. Gulfstream Avenue  
3. US 41  
4. Roundabout  
5.  
6.  
7.  
8.  

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

- **Name**  
  - Irby, Kim  
- **Organization**  
  - Florida Dept of Transportation - District 1

**Address/Phone/E-mail**  
P.O. Box 1249 Bartow, Florida 33831-1249

**Recorder of Log Sheet**  
Irby, Kim  
**Date Log Sheet Completed**

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

### Mapping

**Counties** (List each one in which field survey was done; attach additional sheet if necessary)

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

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

1. Name  
   - SARASOTA  
   - Year 1973
2. Name  
   - Year
3. Name  
   - Year
4. Name  
   - Year

### Description of Survey Area

**Dates for Fieldwork:**

- **Start** 12-28-2016  
- **End** 12-29-2016  
- **Total Area Surveyed (fill in one)**  
  - hectares 7.00  
  - acres

**Number of Distinct Tracts or Areas Surveyed**

**If Corridor (fill in one for each)**

- **Width:**  
  - meters 88  
  - feet  
- **Length:**  
  - kilometers 1.00  
  - miles
Report prepared

Background research, surface reconnaissance, historic structures documented;

Preliminary Methods (check as many as apply to the project as a whole)
- Florida Archives (Gray Building)
- Florida Photo Archives (Gray Building)
- Site File property search
- Site File survey search
- other (describe):

Archaeological Methods (check as many as apply to the project as a whole)
- surface collection, controlled
- surface collection, uncontrolled
- shovel test 1/4" screen
- shovel test 1/8" screen
- shovel test 1/16" screen
- shovel test unscreened
- other (describe):

Historical/Architectural Methods (check as many as apply to the project as a whole)
- building permits
- commercial permits
- interior documentation
- other (describe):

Survey Results (cultural resources recorded)
Site Significance Evaluated? Yes No
Count of Previously Recorded Sites 1 Count of Newly Recorded Sites 1
Previously Recorded Site #’s with Site File Update Forms (List site #’s without “8”. Attach additional pages if necessary.) 8SO01853

Newly Recorded Site #’s (Are all originals and not updates? List site #’s without “8”. Attach additional pages if necessary.) 8SO07032

Site Forms Used: Site File Paper Form Site File Electronic Recording Form

***REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)***
US 41 (SR 45) at Gulfstream Avenue Intersection Improvement Project
Sarasota County, Florida
FPID Nos.: 438137-1-22-01 and 438137-1-32-01

US 41 (SR 45) Roundabout at Gulfstream Avenue
Section 24 of Township 36 South, Range 17 East, and Section 19 of Township 36 South, Range 18 East
USGS Sarasota
Sarasota County, Florida