

**CULTURAL RESOURCE ASSESSMENT SURVEY OF
STATE ROAD 33 FROM OLD COMBEE ROAD
TO NORTH OF TOMKOW ROAD
POLK COUNTY, FLORIDA**

**FINANCIAL MANAGEMENT # 430185-1-22-01
SEARCH PROJECT # 2779_12046T**

PREPARED FOR

THE FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT ONE

AND

INWOOD CONSULTING ENGINEERS, INC.

BY

SOUTHEASTERN ARCHAEOLOGICAL RESEARCH, INC.

SEPTEMBER 2013

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A handwritten signature in black ink, appearing to read "Michal A. Arbuthnot", is positioned above a solid horizontal line.

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SEPTEMBER 2013

EXECUTIVE SUMMARY

In June 2013, Southeastern Archaeological Research, Inc. (SEARCH) conducted a cultural resource assessment survey (CRAS) of State Road (SR) 33 from Old Combee Road to north of Tomkow Road in Polk County, Florida, a distance of approximately 6.9 kilometers (4.3 miles). The CRAS was conducted on behalf of Inwood Consulting Engineers, Inc., in support of the Florida Department of Transportation (FDOT) District 1 Project Development and Environment (PD&E) study for proposed improvements within the project corridor. Proposed improvements include the widening of SR 33 from a two-lane undivided roadway to a four-lane divided roadway, the reconstruction of the SR 33/Interstate 4 (I-4) interchange, and the addition of retention ponds. The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential historic districts within the project area and to assess their potential for listing in the National Register of Historic Places (NRHP). This study complied with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 12, of the FDOT PD&E Manual (revised January 1999) and the Cultural Resource Management Handbook (revised November 2004), as well as the Florida Division of Historical Resources (FDHR) recommendations for such projects as stipulated in the FDHR's Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-42). This study also complies with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulation, 36 CFR Part 800 (Protection of Historic Properties).

The Area of Potential Effect (APE) was developed to consider any physical, access, visual, audible, and atmospheric effects that the project may have on historic properties. The APE defined for this project includes the eight proposed pond footprints and a 100-meter (328-foot) buffer extending from the outer edges of the current right-of-way or the back or side property lines of adjacent parcels. Previous archaeological surveys have been conducted within the APE; the CRAS included archaeological survey within untested portions. The architectural history survey included the entire APE.

A total of 82 shovel tests were excavated within the APE, including 12 within the proposed pond areas. Three of the proposed ponds in the vicinity of the I-4/SR 33 interchange were not subjected to archaeological survey due to their very low archaeological potential (e.g., existing pavement, subsurface disturbance, standing water, negative results of previous surveys). None of the shovel tests yielded cultural material. Additionally, SEARCH architectural historians documented 50 resources within the APE. These included 32 previously recorded historic structures, 16 newly recorded historic resources, one previously recorded resource group, and one newly recorded resource group; none were recommended eligible for inclusion in the NRHP. No NRHP-eligible or -listed resources were identified within the SR 33 APE, and no further work is recommended.

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INTRODUCTION

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) of State Road (SR) 33 from Old Combee Road to north of Tomkow Road in Polk County, Florida, a distance of approximately 6.9 kilometers (4.3 miles) (**Figure 1**). The CRAS was conducted on behalf of Inwood Consulting Engineers, Inc., in support of the Florida Department of Transportation (FDOT) District 1 Project Development and Environment (PD&E) study for proposed improvements within the project corridor. Proposed improvements include the widening of SR 33 from a two-lane undivided roadway to a four-lane divided roadway, the reconstruction of the SR 33/Interstate 4 (I-4) interchange, and the addition of retention ponds. The project Area of Potential Effect (APE) was developed to consider physical, access, visual, audible, and atmospheric effects that the project may have to historic properties eligible for listing in the National Register of Historic Places (NRHP). The SR 33 APE was defined to include the existing 60-meter (200-foot) right-of-way and was extended to the back or side property lines of parcels adjacent to the corridor, limited to a distance of no more than 100 meters (328 feet) from the right-of-way. The APE also included eight proposed pond locations. The archaeological survey included previously untested portions of the APE, and the architectural survey included the entire APE.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential historic districts within the project area and to assess their potential for listing in the NRHP. This study complied with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 12, of the FDOT PD&E Manual (revised January 1999) and the Cultural Resource Management Handbook (revised November 2004), as well as the Florida Division of Historical Resources (FDHR) recommendations for such projects as stipulated in the FDHR's Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-42). This study also complies with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulation, 36 CFR Part 800 (Protection of Historic Properties).

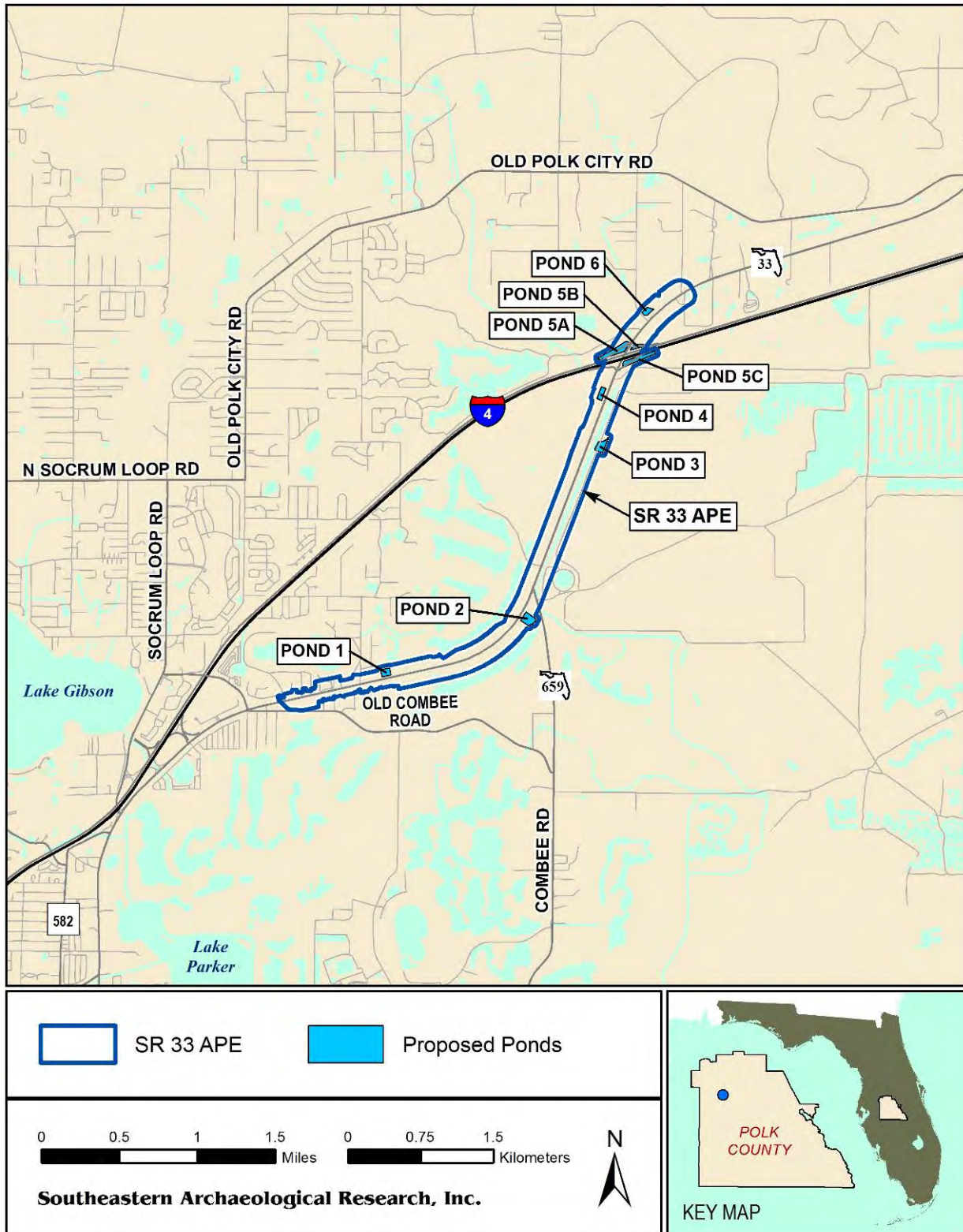


Figure 1. Location of the SR 33 APE in Polk County, Florida.

PROJECT LOCATION AND ENVIRONMENT

LOCATION AND MODERN CONDITIONS

The SR 33 APE is just east of the city of Lakeland in western Polk County, Florida, as shown in Sections 10, 15, 21, 22, 28, and 29 of Township 27 South, Range 24 East, on the 1988 *Providence, Fla.* and 1987 *Lakeland, Fla.* US Geological Survey (USGS) quadrangles (**Figure 2**). The project corridor is within a physiographic region of Florida known as the Central Highlands, Central Florida Ridge, or Central Lake District in the Eastern Flatwoods ecosystem (Myers and Ewel 1990; White 1970). This region is characterized by sandhill karst terrain, sand pine scrub, and numerous solution lakes. The project corridor is set within low sand ridges at elevations between 42 and 45 meters (138 and 149 feet) above mean sea level (amsl). The largest lakes in the vicinity of the project corridor are Lake Gibson and Lake Deeson to the west and Lake Parker to the south. Historically, the landscape has been modified by phosphate mining operations, resulting in undulating hills of sand spoil interspersed with artificial ponds.

Soils within the project corridor are dominated by sediments that are poorly drained or disturbed (**Figure 3**). Approximately half of the APE, including the proposed locations of Pond 2, Pond 4, and a portion of Pond 3, are classified as Arents, 0 to 5 percent slopes, which corresponds to urban or modified terrain. Remaining soil types within the southern portion of the APE including the proposed location of Pond 1 consist chiefly of St. Lucie fine sand, 0 to 5 percent slopes (excessively drained), which is characteristic of sandy ridges and knolls. The northern portion of the corridor including the proposed locations of Ponds 5A, 5B, 5C, and 6 is comprised of Eaton mucky fine sand, depressional (very poorly drained); Pomona fine sand (poorly drained); and Hontoon muck (very poorly drained). The proposed Pond 3 location consists of a mixture of Arents and Neilhurst sand, 1 to 5 percent slopes (excessively drained), which corresponds to sandy spoil deposited as a result of mining activity (US Department of Agriculture [USDA] 2013).

Vegetation within poorly drained, acidic soil zones consists of slash pine, hydrophytic shrubs (wax myrtle and gallberry), and longleaf pine with a dense understory of saw palmetto. Moderately well-drained soils typically support water oak, live oak, and turkey oak along with slash and longleaf pine. The understory is usually native grasses, such as pineland threeawn, and saw palmetto. Excessively drained soils are associated with the Lake Wales Ridge and support scrub ecosystems characterized by vegetation adapted to dry conditions, such as prickly pear cactus.

Modern land use within and adjacent to the APE includes residential and commercial development as well as livestock pasture. Much of the APE is disturbed as a result of historic mining operations as well as modern road and utilities construction. The project corridor has been mostly cleared, but the proposed locations of Ponds 1 and 6 remain thickly vegetated.

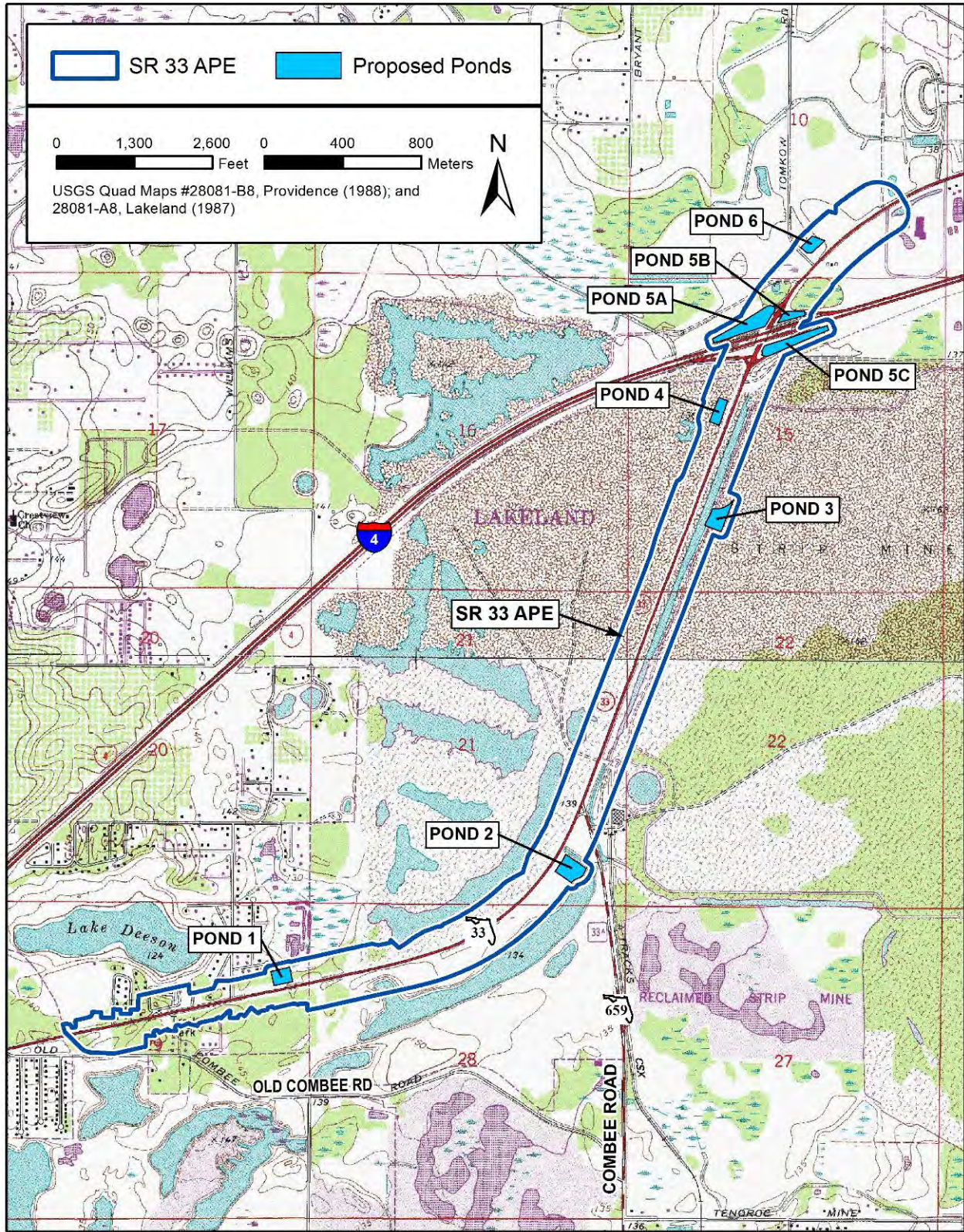


Figure 2. Topographic map of the SR 33 APE in Polk County, Florida.

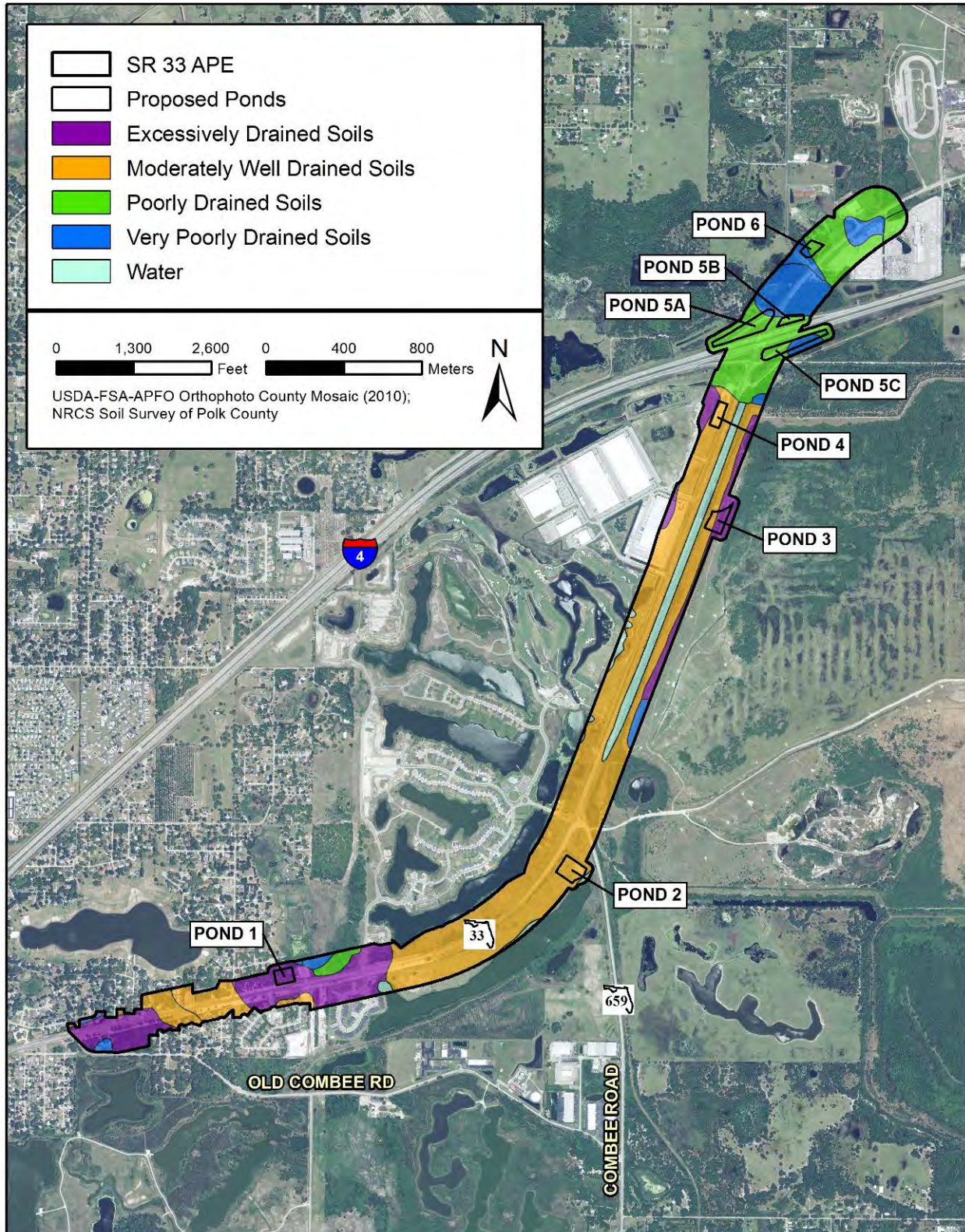


Figure 3. Soil drainage characteristics within the SR 33 APE.

PALEOENVIRONMENT

Between 18,000 and 12,000 years before present (BP), Florida was a much cooler and drier place than it is today. Melting of the continental ice sheets led to a major global rise in sea level (summarized for long time scales by Rohling et al. 1998) that started from a low stand of -120 meters at 16,000 BP. The rise was slow while glacial conditions prevailed at high latitudes but became very rapid in the latest Pleistocene and earliest Holocene. It became warmer and wetter rather rapidly during the next three millennia. By about 9000 BP, a warmer and drier climate began to prevail. These changes were more drastic in northern Florida and southern Georgia than in southern Florida, where the “peninsular effect” and a more tropically influenced climate tempered the effects of the continental glaciers that were melting far to the north (Watts 1969, 1971, 1975, 1980). Sea levels, though higher, were still much lower than at present; surface water was limited, and extensive grasslands probably existed, which may have attracted mammoth, bison, and other large grazing mammals. By 6000–5000 BP, the climate had changed to one of increased precipitation and surface water flow. By the late Holocene, ca. 4000 BP, the climate, water levels, and plant communities of Florida attained essentially modern conditions. These have been relatively stable with only minor fluctuations over the past 4,000 years.

HISTORIC OVERVIEW

NATIVE AMERICAN CULTURE HISTORY

The following prehistoric overview of central Florida consists of a four-part chronology, with each period based on distinct cultural and technological characteristics recognized by archaeologists. From oldest to most recent, the four temporal periods are Paleoindian, Archaic, Woodland, and Mississippian. While each period is briefly discussed below, readers are referred to Milanich (1994) for a more comprehensive treatment of the prehistory of Florida.

Polk County is located within the East and Central Florida archaeological region (Milanich 1994). This area is known for abundant wetland and lacustrine resources as well as dry sand ridges, and supports varied ecosystems ranging from dry scrub forests to hardwood hammocks. Its boundaries are generally the Lake Okeechobee basin to the south (corresponding roughly with the southern border of Polk County), the Peace River drainage to the west (in Hillsborough and Manatee Counties), the karst North-Central region to the northwest (corresponding to Alachua County), and the Atlantic sea islands to the northeast and east. The following prehistoric overview of east and central Florida serves as a framework for understanding prehistoric land use in this region. The ensuing discussion begins with the earliest Native American settlements in the region and concludes with the more recent time periods.

Paleoindian Period (10,000–8000 BC)

The most widely accepted model for the peopling of North and South America argues that Asian populations migrated to North America over the Bering land bridge that formerly linked Siberia and Alaska some 12,000 years ago (Smith 1986). However, archaeological data are mounting in support of migrations that date to before 12,000 years ago (Adovasio et al. 1990; Dillehay et al. 2008). Alternative pre-10,000 BC migration routes that have been hypothesized include populations traveling along the Pacific and Atlantic coasts using boats or following an exposed shoreline (Anderson and Gillam 2000; Bradley and Stanford 2004; Dixon 1993; Faught 2008; Fladmark 1979). These sites would now be inundated as a result of higher sea levels. Regardless of the precise timing of the first occupations of North and South America, the current evidence suggests that Florida was not intensively inhabited by humans prior to about 12,000 years ago. Claims for an earlier occupation (e.g., Purdy 1981, 2008; Purdy et al. 2011) are controversial. The best evidence comes from the Sloth Hole and Page-Ladson sites in Jefferson County where radiocarbon dates predating 10,000 BC have been obtained from levels containing lithic waste flakes, but no diagnostic tool forms (Dunbar 2002, 2006; Hemmings 1999, 2004). Both sites are inundated river sites, and although the contexts are thought to be intact, there is a possibility of the downward movement of artifacts from the overlying artifact-bearing levels.

Paleoindian activity is most readily recognized by the presence of the uniquely shaped lanceolate projectile points that were crafted during the period. Significant work has gone into tracking the location of where these stone tools were recovered, and the online Paleoindian Database of the Americas (PIDBA) is an important source for garnering county-by-county data on these specimens (PIDBA 2013). This database was most recently updated on June 13, 2011, and it reveals that only six Paleoindian projectile points have been recorded within Polk County, including four of the Clovis type and two of the Suwannee type. Most Florida sites of this time period are in the karstic region near the center of the state.

The earliest radiocarbon dates firmly associated with human artifacts in unquestioned contexts indicate that people were living in north Florida by at least 9000 BC (Hemmings 2004). This was during the Clovis phase of the Early Paleoindian subperiod. While distinctive fluted Clovis lanceolate bifaces have been recovered from several north Florida rivers, only two sites have yielded Clovis points from excavated contexts: the Silver Springs site in Marion County (Neill 1958) and the aforementioned Sloth Hole site in Jefferson County. It is from this latter site that the 9000 BC date was obtained from a Clovis level.

Evidence for occupation of Florida during the subsequent Middle Paleoindian subperiod is much more secure. The diagnostic Suwannee and Simpson lanceolate bifaces are relatively common in north and central Florida, and although no radiocarbon dates have been obtained in association with these artifacts, they are believed to date sometime around 9000–8500 BC (Goodyear 1999). Two sites have yielded these point types in stratigraphic context: the Harney Flats site in Hillsborough County (Daniel and Wisenbaker 1987) and the Wakulla Springs Lodge site in Wakulla County (Tesar and Jones 2004). The final subperiod, the Late Paleoindian

(8500–8000 BC), saw the production of both fluted and unfluted forms of Dalton projectile points elsewhere in the Southeast (Goodyear 1982), but evidence for a true Dalton phase in Florida is limited. Dalton points appear to be transitional between the lanceolate forms of the Early and Middle Paleoindian periods and the notched shapes of the Early Archaic period (Ledbetter et al. 1996). Shallow-notched forms such as the Greenbriar point may represent a Late Paleoindian manifestation in Florida.

The climate and landscape during the Paleoindian period were much different from those of today. Not only was it cooler and drier than at present, but coastal sea levels and the inland water table were much lower (Carbone 1983; Dunbar 2002, 2006; Watts and Hansen 1988). The scarcity of potable surface water sources is thought by some archaeologists to have played a crucial role in the distribution of Paleoindian bands across the landscape (Dunbar 1991; Milanich 1994; Neill 1964). They hypothesize that human groups frequented sinkholes and springs to collect water and exploit the flora and fauna that were also attracted to these “oases.” As an added bonus, many of these freshwater sources were located in areas of exposed Tertiary-age limestone that had become silicified, providing Paleoindians with a raw material source (chert) for tool manufacture. Thus, it is thought that permanent freshwater sources (sinkholes, springs) along with locations of high-quality chert were primary factors influencing Paleoindian settlement patterns in Florida.

The conventional view of Paleoindian existence in Florida has been that they were nomadic hunters and gatherers who wandered into an environment quite different than that of the present. Excavations at the Harney Flats site in Hillsborough County (Daniel and Wisenbaker 1987) have altered this view, and many archaeologists now believe that Paleoindian people lived part of the year in habitation sites that were located near critical resources such as fresh water.

Archaic Period (8000–500 BC)

Around 8000 BC the environment and physiography of Florida underwent pronounced alterations as a result of climatic change. These included a gradual warming trend, a rise in sea levels, a reduction in the width of peninsular Florida, and the spread of oak-dominated forests and hammocks throughout much of Florida (Milanich 1994; Smith 1986). Concomitant with these environmental changes were adaptations in native subsistence strategies, which became more diverse due to the emergence of new plant, animal, and aquatic species. There was a significant increase in population numbers and density, with native groups developing regional habitat-specific cultural practices and material assemblages (Milanich 1994; Smith 1986:10). Coastal, riparian, and lacustrine adaptations became increasingly common as conditions became wetter. The Archaic period is typically divided into Early, Middle, and Late subperiods by archaeologists.

Within the Central Lakes physiographic district, evidence of the earliest occupations usually consists of lithic scatters containing chert debitage and occasional projectile points. While Early Archaic Bolen projectile points have been recovered at sites in central Florida, Middle Archaic

points, such as Hardee, Sumter, Alachua, Putnam, and Newnan, are typically much more common (Smith and Bond 1984:53–55). As life became more settled during the Archaic period, an array of site types evolved that included residential bases, short-term settlements, specialized procurement camps, and cemeteries (Milanich 1994:75–85). Collectively, these comprised the regional settlement-subsistence system.

The trend toward increased sedentism and more circumscribed territories continued into the Late Archaic period, as environmental and climatic conditions approached those of today. A major technological innovation of the Late Archaic was the development of fired-clay pottery prior to 2000 BC. Referred to as Orange pottery by archaeologists, this early ceramic ware was tempered with vegetal fibers, either thin strands of palmetto or Spanish moss (Bullen 1972; Griffin 1945). During a span of approximately 1,500 years, plain, incised, and punctated types were produced; decorated variants, however, underwent periods of stylistic popularity. With regard to vessel form, early pots were hand-molded and tended to be thick-walled, whereas some of the later vessels were thinner and formed by coiling. This Transitional period is characterized by the emergence of ceramic traditions and the inception of limited horticulture. Horticulture preceded the early fiber-tempered pottery, but was not initially a major contributor to the diet of Native American peoples (Sassaman 1993). While fiber-tempered pottery is found sparingly throughout Florida, it is primarily recovered in Eastern and Central portions of the state.

Woodland and Mississippian Periods (500 BC–AD 1565)

St. Johns Culture

The Central Lakes physiographic district is not well studied archaeologically, but research to date finds that St. Johns is the dominant ceramic type in the region. Culturally, it is currently included within the East and Central Florida archaeological region, which is dominated by the St. Johns tradition (Milanich 1994). St. Johns is characterized by chalky pottery produced between 500 BC and AD 1565, increased population and settlement numbers compared to the Archaic period, construction of sand burial mounds, continued economic dependence on aquatic resources, and greater emphasis on plant cultivation (Goggin 1952:40; Milanich 1994:243–274). While St. Johns ceramics are found across the peninsula, the St. Johns River drainage in central and northeastern Florida was the core area of the St. Johns culture. In the East and Central Florida region, the St. Johns culture grew directly out of the Orange culture. This is evidenced by the carryover of late Orange-period designs to early St. Johns-period pottery. Within the St. Johns period there are two major subdivisions (I and II).

In addition to St. Johns wares, sites in the Central Lakes district typically contain Glades and Belle Glade ceramics, which originate in the Everglades and Lake Okeechobee regions, respectively. These are more common in the south-central portion of this district, whereas purer St. Johns assemblages are found in the northern portion of the region (Sears 1959). Sites in the Central Lakes district are often characterized by freshwater shell and black earth middens

located along the banks of inland rivers and lakes (Austin and Hansen 1988; Endonino and Hosford 2007; Hardin et al. 1984).

St. Johns I

The St. Johns I period is divided into three subperiods (I, Ia, and Ib) on the basis of observable changes in material culture, most notably ceramics (Goggin 1952:40; Milanich 1994:247). People of the St. Johns I culture (500 BC–AD 100) were foragers who relied primarily on hunting, fishing, and wild-plant collecting. During this time, the resources found near freshwater wetlands, swamps, and the coastal zones were typically the most heavily exploited. St. Johns I sites are typically shell middens in coastal zones that contain St. Johns Plain and St. Johns Incised pottery.

At St. Johns Ia sites (AD 100–500), St. Johns Plain and Incised pottery continued to be produced and a red-painted St. Johns variant called Dunns Creek Red was also made. Exotic Hopewellian artifacts also occur in burial mounds. Weeden Island pottery (a primarily Gulf Coast ware) has been recovered from late St. Johns Ia sites, apparently acquired as a trade ware. The St. Johns Ib period (AD 500–750) is similar to the Ia period, with the carryover of St. Johns Plain and Incised wares and Dunns Creek Red, but Weeden Island pottery becomes more common. However, the majority of everyday ceramics are plain. As the St. Johns culture progressed, sand mounds continued to be constructed and became larger through time.

St. Johns II

St. Johns II period is further divided into three subperiods (IIa, IIb, and IIc); the former two periods are prior to European contact, and are discussed here, while St. Johns IIc is a protohistoric period, discussed below.

As populations grew, the number and size of mounds and villages increased. The emergence of check stamping marks the beginning of the St. Johns II period around AD 750 and, along with plain pottery, dominates the assemblages throughout the period. During St. Johns IIa (AD 750–1050), incised and punctated wares, possibly a reflection of Gulf Coast influences, occur with some frequency in mounds and middens. Late Weeden Island pottery continued to be traded into the St. Johns region and is recovered in sand burial mounds.

The St. Johns II culture reached its apex in terms of social, political, and ceremonial complexity during the St. Johns IIb period (AD 1050–1513). Classic Mississippian traits such as the construction of large truncated mounds and the presence of Southeastern Ceremonial Complex burial paraphernalia in association with perceived elite burials are evident (Milanich 1994; Smith 1986), indicating influence from northwest Florida. Some sand burial mounds were quite large and ceremonially complex, including truncated pyramidal mounds with ramps or causeways leading up to their summits (Milanich 1994:269–270). The rise in the number of St. Johns village and mound sites implies greater cultural complexity compared to that of the earlier St. Johns I period (Milanich 1994:267–274; Miller 1991). Shell and bone ornaments,

worked copper, and other exotic materials and artifacts occur with some frequency in burial mounds (Goggin 1952; Milanich 1994).

In addition to the exploitation of aquatic resources for subsistence, it has been suggested that there was an increased dependence on horticulture during St. Johns II times (Goggin 1952; Milanich 1994:263–264). In fact, sixteenth-century French and Spanish documents allege that beans, squash, and maize were heavily cultivated in northern Florida (Bennett 1964, 1968, 1975; Lawson 1992), although direct evidence of prehistoric horticulture is lacking for the St. Johns region.

POST-CONTACT HISTORY

Colonial Period (1513–1821)

The St. Johns IIc period (AD 1513-1565) represents the protohistoric period and is characterized by the introduction of European artifacts. Prior to the settling of St. Augustine by Pedro Menéndez in 1565, Spain made several forays into Florida beginning with Ponce de León in 1513. Except for the natives' intermittent exposure to European goods and diseases, the St. Johns IIc seems to represent a continuation of the earlier St. Johns II period. Items such as glass beads, European pottery, hawk's bells, mirrors, and metal hoes, axes, and chisels have been recovered in association with St. Johns IIc burials. Other metals such as copper, silver, and gold were also acquired and reworked by native artisans.

According to colonial accounts, the Indian groups living in the Central Lakes region at the time of Spanish contact were known as the Jororos, named for one of their larger villages. The Jororos subsisted primarily by hunting animals, collecting locally available roots, nuts, fruits, and tubers, and fishing (Milanich 1995:68). Their settlements were nearly always located either on islands or along the shore of the larger lakes in central Florida. The Jororos spoke Mayaca, a language distinct from Timucua, and appear to have been tied linguistically and politically to the Ais and other peoples of south-central Florida.

Spanish records document four large Jororo villages in the central lakes region: Jororo, Atissimi, Atoyquime, and Piaja. The Spanish established missions in the largest of these villages in order to convert the Jororos to Christianity. These efforts were not completely successful. In 1696, Friar Luis Sanchez was killed along with a local chief and two boys who had been converted to Christianity at the mission at Atoyquime (Hann 1996:244). The Spanish retaliated and later captured the Indians involved, but many of the Jororos had already left the area and moved to the St. Augustine area (Hann 1993:130–131).

Little is known about the material culture of the Jororo people. They had some contact with the Spanish mission system in the late seventeenth century, but most of the Spanish artifacts

have been recovered from burial contexts. None of the village sites identified in the Spanish documents have ever been identified, and there are no known Jororo village sites.

After the destruction of the mission system by the British in 1702, much of Florida was essentially abandoned (Milanich 1995). Warfare and disease had a severe effect on the native Florida populations. Groups of Creek Indians began to move south into sparsely populated central Florida from Georgia and Alabama after European settlers and inter-Creek warfare pushed them off their ancestral lands. These people settled in Spanish Florida and utilized some of the feral cattle abandoned by the Spanish 50 years before. They later became known as the Seminoles.

Seminoles

Much of the Florida interior lay abandoned at the outset of the eighteenth century, but over the next hundred years it was gradually resettled by various groups that would come to be known as the Seminoles. Seminole folklore through oral traditions link Seminoles to earlier Florida Native American groups and their hunting grounds (Wickman 1999:197). Wickman (1999:218–219) contends that the people who became known as the Seminoles were in fact “survivors of the earlier tribes” of Florida who were later joined by groups of Creek Indians, their “cultural relatives.”

According to Mahon (1985), the Oconee Creeks of Central Georgia, led by Cowkeeper (so named because of his large cattle herd), migrated into the savannah region of Alachua County south of Gainesville between 1739 and 1750, eventually becoming the nucleus of the Seminole tribe. Two other regions of early Seminole settlement are the Brooksville Ridge in Hernando County and the area around Dunnellon in Marion County (Weisman 1989).

In addition, former slaves who had escaped from southern plantations found refuge among the Seminoles. In the present, historians refer to these individuals and their descendants as Black Seminoles. The relationship between Seminoles and blacks has been described as mutually beneficial by both contemporaries and present-day scholars. Blacks shared agricultural knowledge and provided labor; some served as interpreters. Whites viewed the relationship between runaways and Seminoles as slavery, but the Black Seminoles had a considerably higher degree of control over their own lives than they did as slaves (Rivers 2000:192–195).

Generally, the Seminoles were divided into bands, and each band lived in a separate autonomous town. The three earliest primary towns in the north-central Florida region are Cuscowilla near modern-day Micanopy in Alachua County, Talahasochte on the east bank of the Suwannee River near the border of Gilchrist and Levy Counties, and a town of unknown name on the west bank of the St. Johns River near Palatka in Putnam County. All three Seminole towns were settled by 1770. The unnamed town near Palatka was adjacent to two trading operations run by British traders, Denys Rolle and James Spaulding (Covington 1993:18). Leery of the English power exerted during the Yamassee War in Georgia, the Seminoles favored the English traders over the Spanish, although they were living in Spanish-claimed territory. The

Seminoles traded deer, wild cattle, and furs in exchange for guns, iron tools, cloth, and a variety of ornamental jewelry (Fairbanks 1973). This trade brought prosperity to some Seminole individuals, but for many individuals trade was limited. Traditional pottery manufacture methods were still employed by the Seminoles, and bows and arrows supplemented their use of flintlock guns.

Around the same time as the Oconee Creek migration, a group of Lower Creeks and their Yamassee slaves from Southeastern Georgia were led into north Florida by their leader, Secofee. Later, factions of the Upper Creeks from the Alabama Territory also migrated into north Florida as a result of the Creek War of 1813–1814 (Halbert and Ball 1995 [1895]). This conflict was a civil war between the Upper and Lower Creeks. After this battle brought the conflict into white territory and had taken white lives, Andrew Jackson formed an alliance between the US Army and the Lower Creek forces; this alliance then defeated the Upper Creeks, also known as the Red Sticks. Fleeing the hardships of war, the Seminoles and their Red Stick Creek allies moved southward into the peninsula and present-day Polk County. Hundreds settled at Talakchopco, near present-day Fort Meade.

Another village of Red Sticks was located near Lakeland on the southwestern shore of Lake Hancock. The leader Oponay established a large settlement where he grew corn, peaches, potatoes, and other crops. Adjacent to the village, which was later known as Minatti, were quarters for the blacks who had attached themselves to Oponay's band. Following the Treaty of Moultrie Creek in 1823, the Seminoles and their allies were confined to a reservation that included Polk and Osceola Counties. As they had in the past, communities of the formerly enslaved, known as *maroons*, continued to find safe haven with the Seminoles in the 1820s and early 1830s (Brown 2001:10–15). In 1825, approximately 5,000 to 7,000 Native Americans were estimated to reside in Florida (Wickman 1999).

The Second and Third Seminole Wars in Polk and Osceola Counties

After Florida became an American territory in 1821, the government made an effort to increase the territory's white population. Increasing tension between whites and Indians over the issue of runaways, coupled with a national cry for Indian removal, resulted in the Second Seminole War (1835–1842). The military erected forts and established roads throughout much of Florida's interior in an effort to displace the Seminoles from their historic towns and villages. The SR 33 APE is in the general vicinity of Fort Sullivan along the road between Fort Brooke and Fort Davenport (**Figure 4**).

Osceola, who hailed from Talakchopco, and Harry, the Seminole leader at Minatti, stirred the Seminoles to fight for their freedom. The prominence of their villages made them an early target of the US Army, and in April 1836, Talakchopco and Minatti were burned. There were no other military engagements in Polk County for the remainder of the war, although the blazing of trails, construction of forts, and laying of bridges and causeways laid a foundation for future civilian settlement. By war's end, hundreds of Seminoles and their black allies were removed

were estimated to be living near present-day Miami (Covington 1993:156). The present-day Seminole and Miccosukee Tribes of Florida and the Independent Seminoles of Florida are direct descendants of those who could not be forcibly removed during the Seminole Wars. As a result of forced removal, Seminole Indians also now live in Texas and Oklahoma.

The Birth of Polk County

After much objection from Hillsborough County, Polk County was established on February 8, 1861. President James K. Polk, the first president to hold office after Florida became a state, was its namesake (Brown 2001:73–74). Among the early duties of Polk County residents were electing councilmen, determining voting precincts, and designating public roads. The former “Road from Lake Monroe to Tampa” (which ran through the northeastern portion of present-day Polk County) was designated as such. At the same time, the shadow of war again loomed over Polk County. Shortly before Polk became a county, the state of Florida seceded from the United States. Many inhabitants sided with the South during the conflict, but a considerable number supported the Union. The county’s cattlemen were perhaps the most fortunate during the war, for the Confederate government exempted them from military service. Two skirmishes occurred, one of which resulted in the burning of Polk County’s only town, Fort Meade (8PO4791) (Brown 2001:68, 82, 94).

Although the physical destruction wrought by war was minimal in Polk County in comparison to other parts of the South, society was nevertheless broken. Many of the soldiers who returned home had broken or missing limbs. The former slaves of Polk County had been extended their long-awaited freedom, but most left for opportunities elsewhere. Lawlessness thrived in the decade following the war, and cattle barons were the county’s power holders. The economy in Polk County was similarly in shambles. Poverty was widespread among blacks and whites due in large part to the county’s isolation and lack of transportation (Brown 2001:100–117).

Despite these obstacles, new settlers continued to be attracted to the county. In 1867 the population was estimated at 1,508, and within three years it grew to nearly 2,500 (Brown 2001:119–120). A guide to the state of Florida, published in 1871, provided a tellingly brief description of Polk County at this date. Bartow was the most populous and active town. Peace Creek was the county seat. The land was likened to Manatee and other neighboring counties. Stock raising was noted as the major industry, and the individuals listed as holders of political office were mostly cattlemen. To be sure, cattle was king in Polk County. Yet a breakthrough came in the mid-1870s with citrus. The earliest white settlers in the region found citrus trees that likely dated to Spanish times, but few were interested in commercial cultivation of the fruit. Talk of railroad expansion in Florida, together with the inspiration that comes from poverty, convinced many residents to lay out groves and try their hand at citrus growing. In the meantime, they held their breath for the construction of the railroad (Brown 2001:118).

Early Industries and Railroad

Prior to the 1880s, water transportation, both by sea and river, was the dominant mode of long-distance travel for most of Florida's residents. Due to Florida's dearth of population, underdevelopment, and lack of capital, railroads only slowly penetrated into the state. By the mid-1800s, Florida claimed just one successful rail line, and it connected Tallahassee to the Gulf of Mexico at St. Marks (Brown 1991:13–14). Most of Florida's roads were nothing but slow, bumpy, waterlogged (during summer months), sand-laden trails that even ox teams had a difficult time with. As one weary Florida traveler wrote to a friend back home in 1851, "My [horse] rides were somewhat fatiguing, but they secured me two of the greatest comforts of life, a keen appetite & sound sleep" (Norwood 1951:270). With the arrival of Henry Flagler and Henry Plant in the 1880s, trains began piercing the Florida landscape. Especially for communities located in the interior of Florida, trains provided a rapid transit for agricultural produce to northern markets. While agriculture and other Florida products flowed north along the rails, tourist, immigrants, and goods traveled south in the new trains. Railroads generally brought growth to the communities and regions they touched (Covington 1957:136,169; Johnson 1966:129).

The efforts of Polk County boosters in the late 1870s and early 1880s garnered attention that ultimately led to the construction of a railroad through the county. Dr. Charles L. Mitchell, John Evans Robeson, and William Van Fleet were prominent among them. They published informational booklets about settling in the region and made sure that Polk County had an entry in guides to the state of Florida. Essays about the county, its resources, and its prospects were circulated in newspapers in Jacksonville and Savannah. The effort paid off, and a new influx of settlers came to Polk County (Brown 2001:128–130, 138).

In late 1883 and early 1884, the South Florida Railroad reached Polk County, bringing prosperity with it. Henry B. Plant, a railroad magnate who had completed numerous construction projects, was focused on establishing a connection between Sanford and Tampa, then a small town that he envisioned as a premier port of the Gulf Coast. Construction reached Polk County at the end of 1883. The route coursed through the hilly, northeastern area of the county before reaching the populous center. In January 1884, the connection was made with Tampa (Pettengill 1998:78). Railroad service was the most significant development since the end of the Civil War and an economic boom. Suddenly, opportunities abounded and residents were prospering. Communities that developed along the South Florida Railroad line from Kissimmee to Tampa included Auburndale, Acton, Bartow Junction, Haines City, and Davenport (Brown 1991:274–275). Given the need for labor in constructing and maintaining the railroad, Polk's African American population experienced a dramatic increase in the 1880s, especially in Lakeland and Bartow (Brown 2001:153–154; Hetherington 1928:146) (**Figure 5**).

Agriculture and timber interests dominated the regional economy during the latter half of the nineteenth century (McNeely and McFadyen 1961:17). During the winter of 1894 and 1895, northern Florida's citrus industry suffered severely due to successive freezes. The citrus industry moved south as a result, taking root and growing in Polk, Orange, Hardee, and DeSoto

Counties. As the local economy continued to grow, local towns including Lakeland expanded and invested in their infrastructure, improving roads and telegraph networks and increasing their numbers of hotels, churches, schools, and stores (Hetherington 1971:129; Wallace 1961:10–11).

The discovery of phosphate in Polk County created a mining rush (**Figure 6**). In 1890, the Pharr Phosphate Company and the Florida Phosphate Company, both near Bartow, established mines, and the first commercial shipments from the area were made in 1891. Several companies were established in Lakeland within the next few years, including the Lakeland Phosphate Company and Pierce Phosphate Company (Johnston 1992:8).

Early Twentieth-Century Boom and Bust

Development of the region continued into the twentieth century, and Polk County received its first paved roads in the 1910s (Brown 2001:238). The industry's first commercial citrus juice processing plant opened in Haines City in 1917, though a killer freeze struck that same year. The entrance of the United States into World War I brought additional challenges, including inflation and curbed exports of phosphates, citrus, and cattle. More than 100 Polk County residents, including both blacks and whites, fought during the war. Though the boom that Polk County had enjoyed since the arrival of the railroad had slowed, the end of the war was a celebrated event as the peace encouraged a vision of "unbounded prosperity" for Polk County (Brown 2001:243–248).

The early 1920s was a period of dramatic development in Florida. At the beginning of the decade, outside investors purchased real estate, which was abundantly available, and thereby injected much-needed capital to the region. Though the early 1920s brought a land boom and



Figure 5. South Florida Railroad Company maintenance crew between Lakeland and Bartow. Florida Memory # N039374.



Figure 6. Dragline in use at Southern Phosphate Company Mine. Florida Memory #GE2409.

much-needed capital investment, the boom had fizzled by the end of the decade (Hetherington 1928:147–149). The economic downturn was accompanied by other difficulties that clouded the county’s horizons. Three hurricanes—in 1926, 1928, and 1933—curtailed the regional citrus crop. In between the latter two storms, Mediterranean fruit flies besieged area groves. These local catastrophes were set against the backdrop of the emergent national depression (Brown 2001:295).

Depression conditions across the county had grown worse by the end of the 1930s. The citrus market was overburdened with fruit while the phosphate industry suffered as a result of disruptions in Germany, the industry’s main customer. Furthermore, drought conditions prevailed throughout the county (Brown 2005:18).

World War II to the Present

Foreboding as it was, the United States’ entry into World War II nonetheless dragged the region, and the rest of the country, out of the throes of economic depression. The opening of numerous military facilities created new jobs and a sense of purpose. The Army began training pilots, both domestic and foreign, at the Lodowick School of Aeronautics in Lakeland late in 1940. Bartow Army Airfield took on similar duties, and Lakeland’s Drane Field was activated as the Lakeland Army Air Field. As the war progressed, a German prisoner-of-war camp opened in Winter Haven. With hungry troops and allies stateside and overseas, the citrus and cattle industries roared into new life. The need for phosphate also increased exponentially. Polk County was injected with new energy during the war. New jobs brought new residents, and the county’s population grew to 112,000 (Brown 2005:30–41, 58–59).

The region has witnessed unforeseen progress in many realms since the World War II era. In the decade after the war, employment levels remained high. The population growth that began during the war continued in new waves, more than doubling during the 1950s (Brown 2005:106, 115). The Florida Citrus Commission made its headquarters in Lakeland in 1956, a development that illustrated the continued importance of the industry in Polk County. By the late twentieth century, the region was producing 70 percent of the nation’s phosphate and 25 percent of its citrus (Hubener 1997).

BACKGROUND RESEARCH

HISTORIC MAP REVIEW

Historic maps and aerial photographs were examined in order to identify past land use in the vicinity of the SR 33 APE. The earliest maps consulted were the General Land Office (GLO) survey maps created by state land surveyors in the first half of the nineteenth century. These maps characteristically show landscape features such as vegetation, bodies of water, roads, and

Spanish land grants. The level of detail in GLO maps varies, with some also depicting structures, Indian villages, railroads, and agricultural fields.

GLO survey maps of Township 27 South, Range 24 East, were first created in 1849 and indicate no settlement within the APE (**Figure 7**). The area includes several marshes and ponds, and there is a route labeled “Road” running east-west through the region, intersecting with the southernmost section of the APE in Section 29 (GLO 1849).

Nineteenth- and early twentieth-century maps provide an overview of development in the general project area within Polk County. An 1874 railroad map shows an unnamed road or trail along the north side of Lake Parker, located just south of the APE, that is likely the same “Road” depicted in the 1849 GLO map intersecting with the southernmost section of the APE. Approximately 24 kilometers (15 miles) east of the APE this road intersects with a north-south-oriented road at Fort Cummings. Bartow, the county seat of Polk County, located on Peace Creek, is visible also approximately 24 kilometers (15 miles) south of the APE (Drew 1874).

An 1886 county map depicts the growth of railroad lines during the latter half of the nineteenth century in Polk County. The South Florida Railroad line is west of the project area, traveling from the northwest to the city of Lakeland (about 8 kilometers [5 miles] south of the APE) before continuing farther south through Bartow. Another South Florida rail line passes through Lakeland and continues east through Wahneta, approximately 32 kilometers (20 miles) southeast of the APE, to Kissimmee. Neither line intersects the APE (Cram 1886). New stops appear on the South Florida Railroad lines with the growth of Polk County during subsequent years (Wm. M. Bradley and Bros. 1889).

A 1927 soil survey map of Polk County depicts the establishment of a few rural roads, including a primitive road traveling through the APE in Sections 10, 15, 22, 21, and 28 (**Figure 8**). Proposed Ponds 4 and 6 are on the western side of the primitive road, while proposed Ponds 2 and 3 are on the east side of the road. There is no construction visible within the APE. The primitive road intersects with the aforementioned east-west road, an early configuration of Old Combee Road that travels through the southernmost section of the APE in Section 20 (USDA 1927). A 1932 USGS map of the region continues to show minimal development in the immediate project area. At the time of this map the rail lines to the south and west of the APE are operated by Atlantic Coast Line (USGS 1932).

USDA aerial photographs from the latter half of the twentieth century complete this look into historic land use. A 1958 aerial photograph depicts SR 33 within the APE surrounded by undeveloped and agricultural land (**Figure 9**). There are no indications of construction within any of the proposed pond footprints. A pond is visible at the approximate location of proposed Pond 2, just south of what appears to be a strip-mining operation that is partially within the APE. A few roads intersect with SR 33. Two roads, one intersecting the APE south of proposed Pond 3 and the other between the proposed Pond 4 and Pond 5A locations, do not align with extant roads in the APE. Old Combee Road is visible traveling along the southernmost section

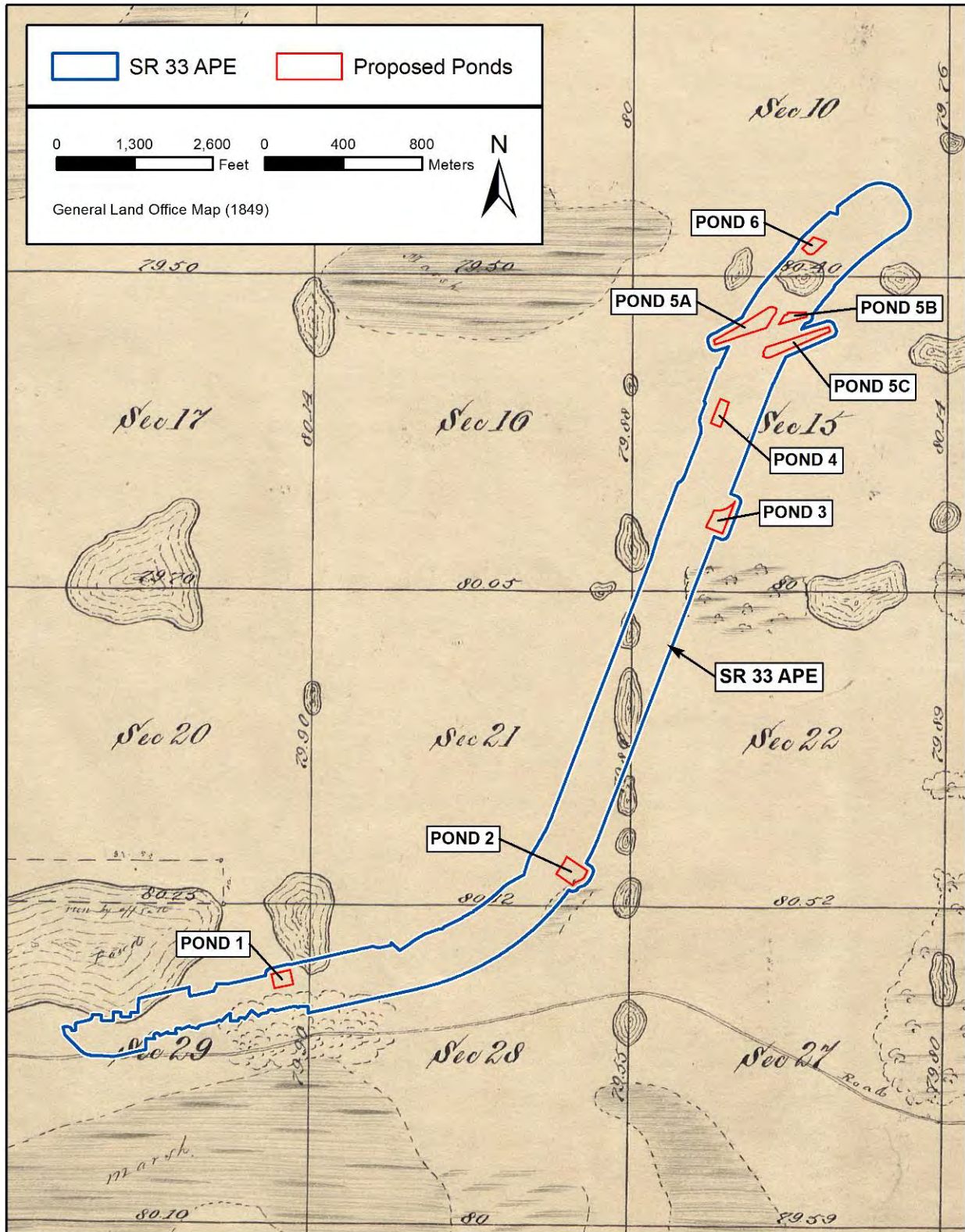


Figure 7. 1849 GLO survey map showing the SR 33 APE in blue and proposed ponds in red.

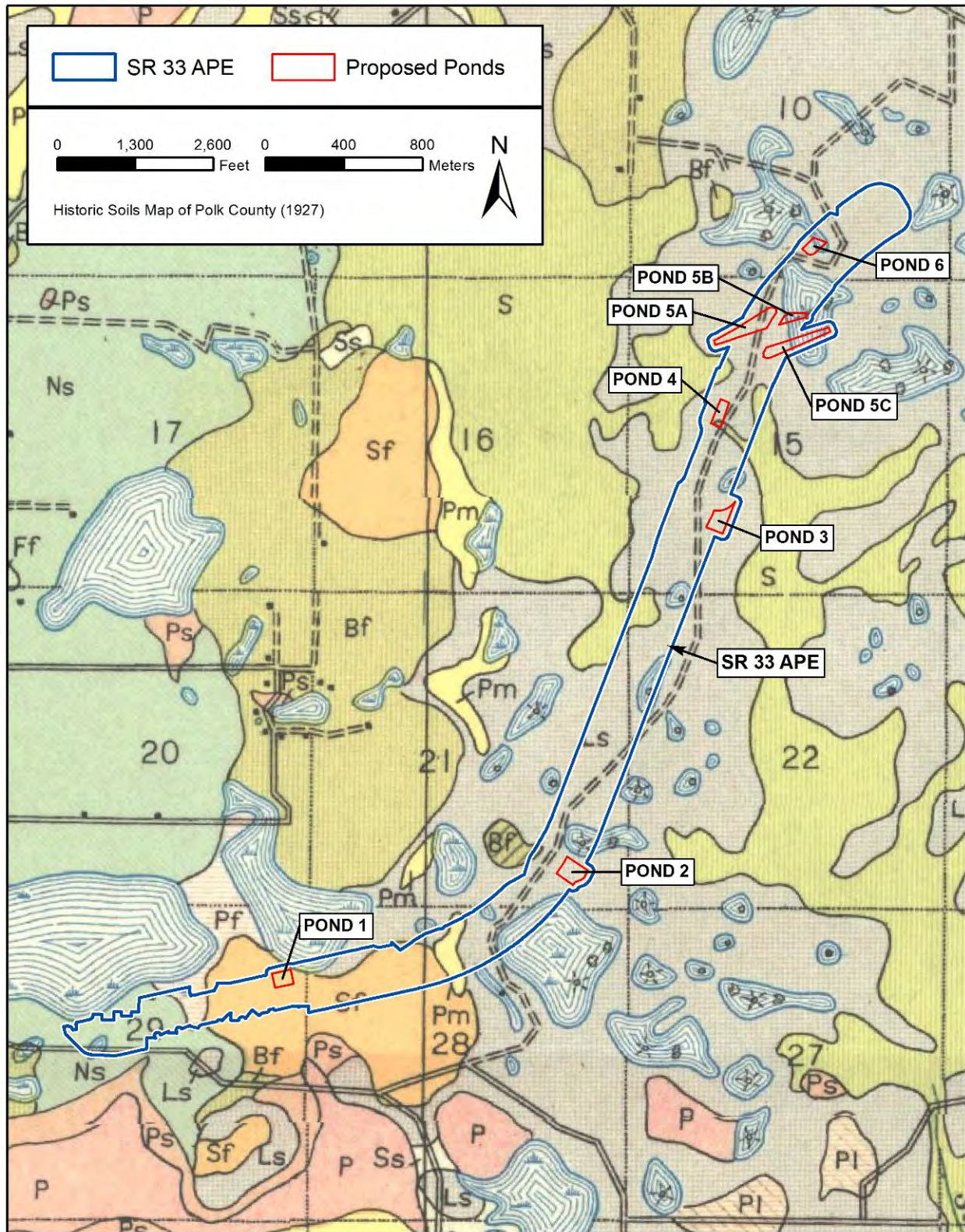


Figure 8. 1927 historic soil survey map of Polk County showing the SR 33 APE in blue and proposed ponds in red.

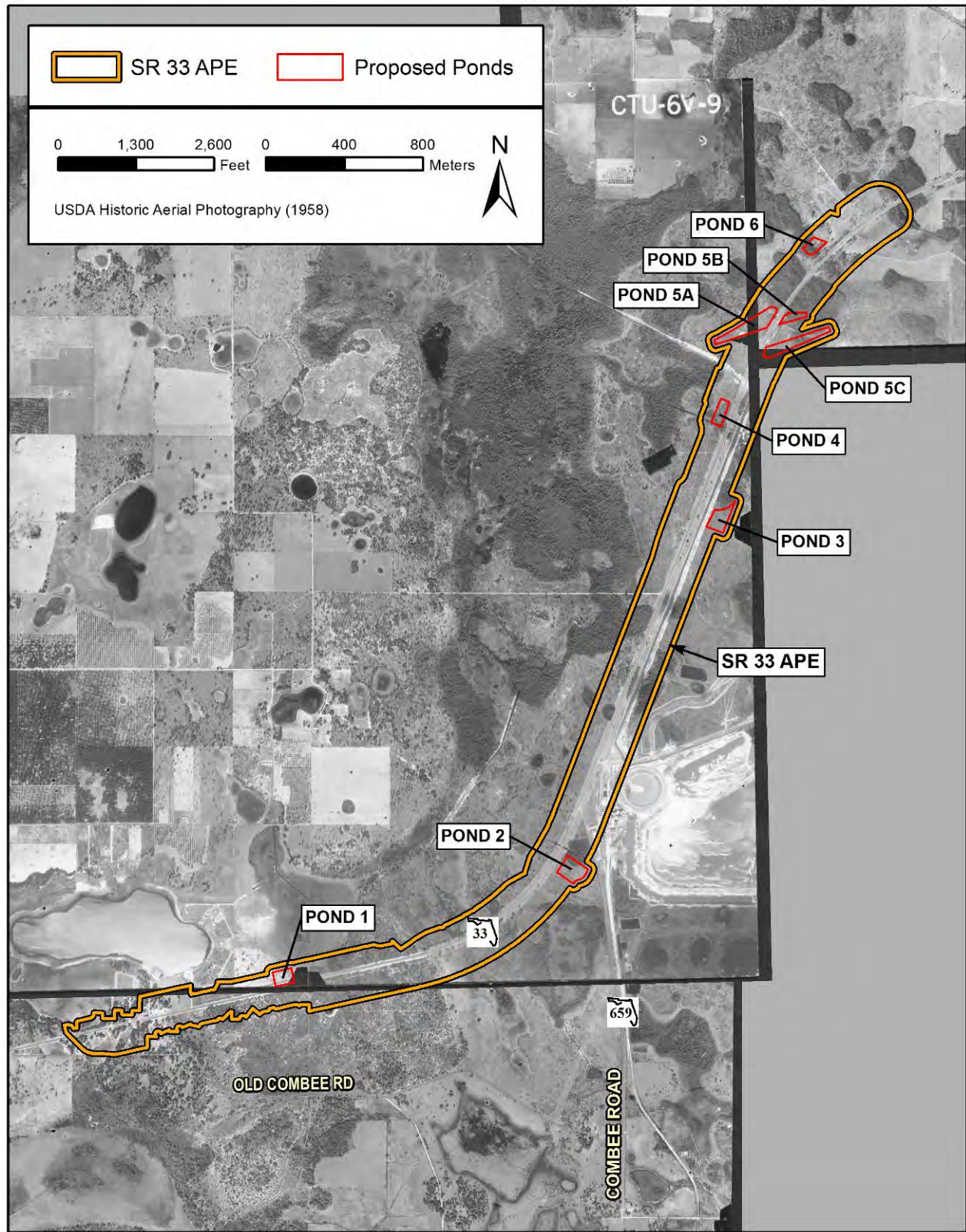


Figure 9. 1958 USDA aerial photograph showing the location of the SR 33 APE in orange and proposed ponds in red

of the APE in a similar configuration to the east-west-oriented road depicted in the 1849 GLO map and later maps. Old Combee Road intersects SR 33 just west of the APE (USDA 1958).

Aerial photographs from 1968 demonstrate considerable landscape modifications around the APE (**Figure 10**). Land on the west side of the APE has been extensively cleared for development, and retention ponds have been excavated along both sides of the APE. I-4 is visible oriented southwest-northeast, and the interchange of SR 33 and I-4 is visible matching its current configuration on the north end of the APE. The proposed locations of Ponds 5A, 5B, and 5C are within the area affected by the construction of this interchange. Additional construction in the vicinity includes numerous roads intersecting or parallel to SR 33 within the APE, residential development west and northwest of the APE, and continued strip-mining operations northeast of proposed Pond 2. While the proposed Pond 3 and 4 locations are not represented on **Figure 10** due to the border on the uppermost aerial photo, individual examination of the lower photo reveals no significant construction activity within the remaining proposed pond locations (USDA 1968).

FLORIDA MASTER SITE FILE REVIEW

Florida Master Site File (FMSF) data from April 2013 indicate that there have been 18 previous cultural resource surveys within one mile of the SR 33 APE (**Table 1**). Several of these surveys were corridor projects that intersected or partially overlapped the APE; however, only two of these entailed subsurface investigations within or adjacent to the current APE. During Survey No. 18025, SEARCH dug 11 negative shovel tests between the south terminus of the current SR 33 APE and Deeson Point Road (SEARCH 2010). During Survey No. 19087, SEARCH dug three negative shovel tests adjacent to the south side of the SR 33/I-4 interchange in the vicinity of proposed Ponds 5A, 5B, and 5C (SEARCH 2012). These shovel tests revealed substantial subsurface disturbance as a result of the interchange construction.

The FMSF data also indicate that three archaeological sites, 37 historic structures, and one historic resource group have been recorded within one mile of the APE (**Figures 11-13**). The previously recorded structures are summarized in **Table 2**, with those that are present within the APE highlighted in yellow. These structures date to the mid-twentieth century, and none have been evaluated as eligible for the NRHP. Many of these structures are included in the previously recorded resource group 8PO07495 (Lake Deeson Village Trailer Park), which dates to the 1950s and has been evaluated by the Florida State Historic Preservation Officer (SHPO) as ineligible for the NRHP. The previously recorded archaeological sites within one mile of the APE are presented in **Table 3**. Sites 8PO04626 and 8PO07550 are low-density lithic scatters, and 8PO07551 is a low-density scatter of lithics and prehistoric ceramics. These sites have been recommended ineligible for the NRHP.

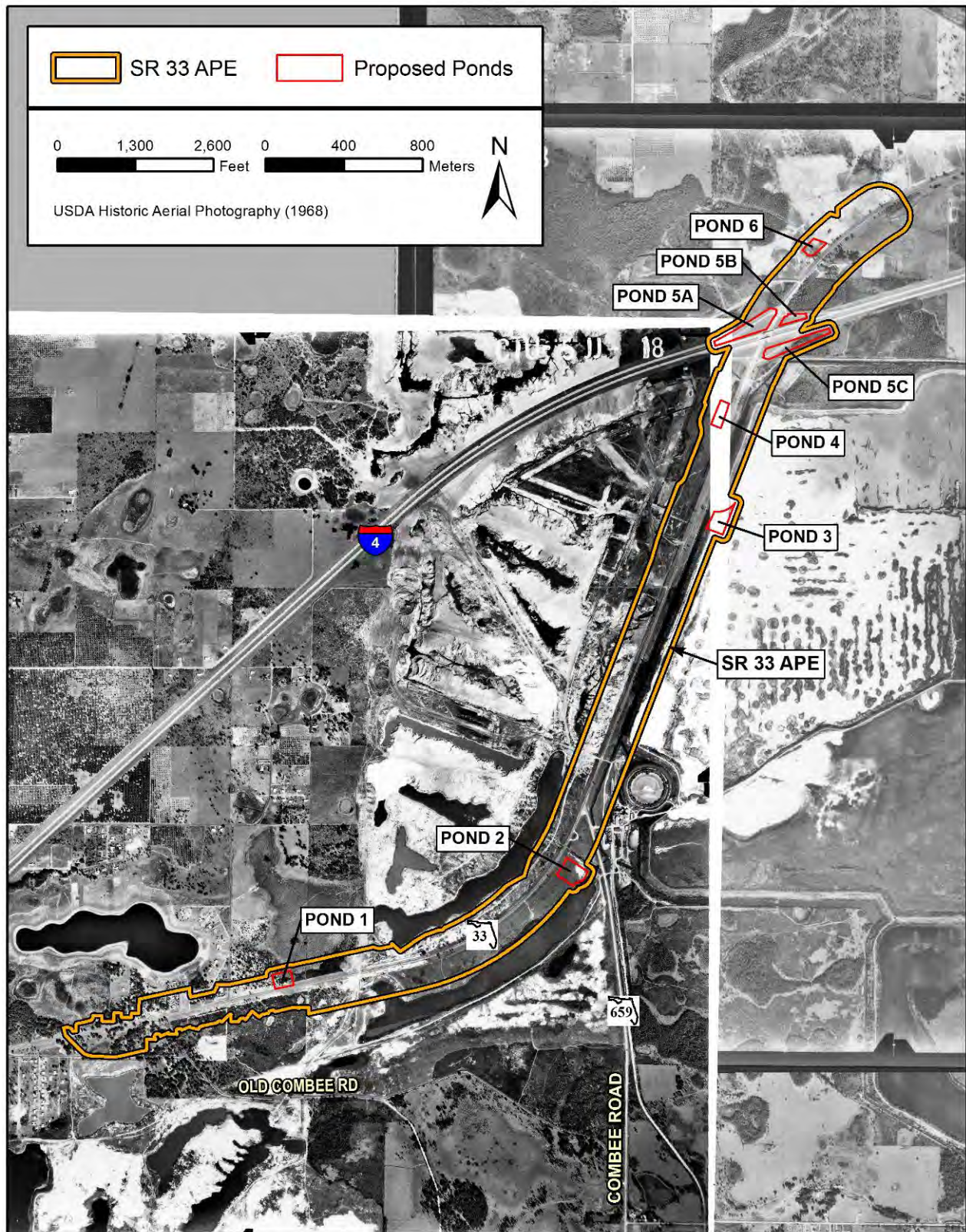


Figure 10. 1968 USDA aerial photograph showing the location of the SR 33 APE in orange and proposed ponds in red.

Table 1. Previous Cultural Resource Surveys within One Mile of the SR 33 APE.

FMSF No.	Title	Year	Primary Author
2701	Archaeological Survey of the Planned City of Lakeland McIntosh Meter Station	1991	Athens, William P.
4249	A Cultural Resource Assessment Survey, Interstate 4 PD&E Study, Polk County, Florida	1995	Delahaye, Daniel
4253	Cultural Resource Assessment Survey, Twenty-five Proposed Pond Sites on I-4, East of SR 33 to East of 559, Polk County, Florida; WPI 1147952, SPN 16320-1436	1994	Almy, Marion M.
4384	Phase I Cultural Resources Investigation on the Proposed 22-inch-diameter St. Petersburg Lateral Loop of the Florida Gas Transmission Company Phase III Expansion Pipeline Corridor	1993	Athens, William P.
6800	Cultural Resource Follow-up Surveys for Lines 500 and 600 (Supplemental Report 5)	2002	Janus Research
5828	Archaeological Site Location Predictive Model for the City of Lakeland	1999	Deming, Joan
5840	Cultural Resources Assessment Survey of the Proposed Buccaneer Gas Pipeline, Florida [Volume 1: Final Report of Findings; Volume 2: Appendices]	2000	Estabrook, Richard W.
6067	Cultural Resource Assessment Survey for the Interstate 4 (State Road 400) Storm Water Management Facilities/Mitigation Areas from East of US Highway 98 to East of State Road 33 Polk County, Florida	1995	Janus Research
8604	Proposed Cellular Tower: "Orangedale" Tower Site	2002	Johnson, Robert E.
11093	Site Name: Lake Helene Site # FL 2951-C, Telecommunications Facility 8135 State Road 33, Auburndale, Florida, Polk County	2005	Janowski, Kristen
12574	Cultural Resource Assessment Survey Report, Florida High Speed Rail Authority Project Development and Environment (PD&E) Study from Tampa to Orlando, Hillsborough, Polk, Osceola, and Orange Counties, Florida	2003	Archaeological Consultants, Inc.
12939	Assessment and Documentation of Cultural Resources on the Hilochee Wildlife Management Area in Units in Lake and Polk Counties, Florida	2006	Dunbar, James S.
14311	Reconnaissance Survey, Lake Gibson, Polk County, Florida	2007	Dickinson, Martin F.
15274	Section 106 Review, FCC Form 620, Verizon Lake Gibson RSU Site, Polk County, Florida	2007	Florida Archeological Consulting, Inc.
16861	Cultural Resource Assessment Survey for the East-West/USF Roads PD&E Study from SR33 to Pace Road at Polk Parkway (SR 570), Polk County	2009	Janus Research
18025	Cultural Resource Reconnaissance Survey of the State Road 33 Project from Lakeland Harbor Boulevard to Deeson Pointe Boulevard, Polk County, Florida	2010	SEARCH
19087	Cultural Resource Survey of Six Segments along the OUC Lakeland-Taft 23kV Transmission Line, Polk and Osceola Counties, Florida	2012	SEARCH
19609	Phase I Archaeological Survey of a Section of a Proposed Easement and Temporary Construction Easement on the Paddock Club Apartments Property on the St. Petersburg Lateral	1994	Almy, Marion

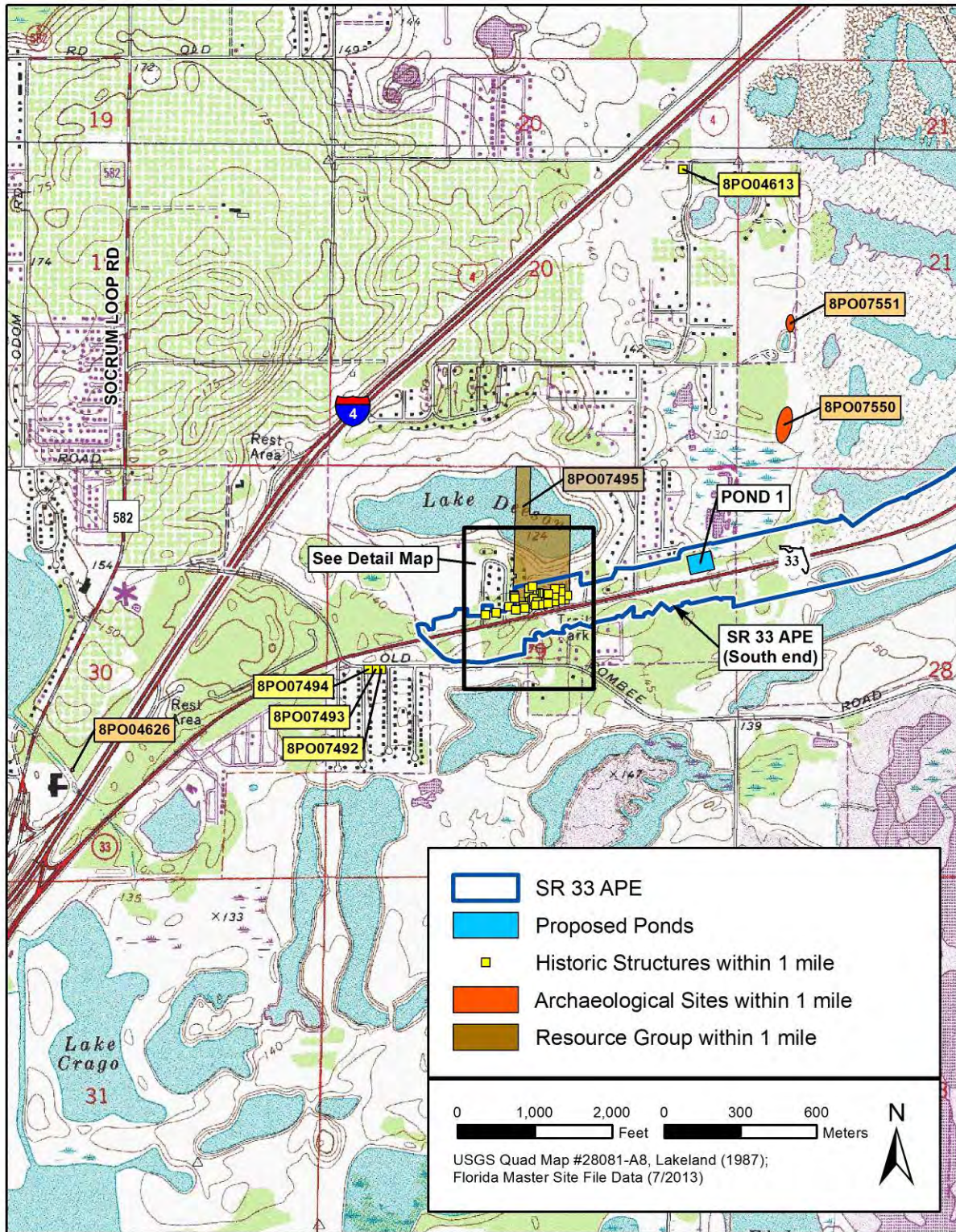


Figure 11. Previously recorded resources within one mile of the SR 33 APE, south end.

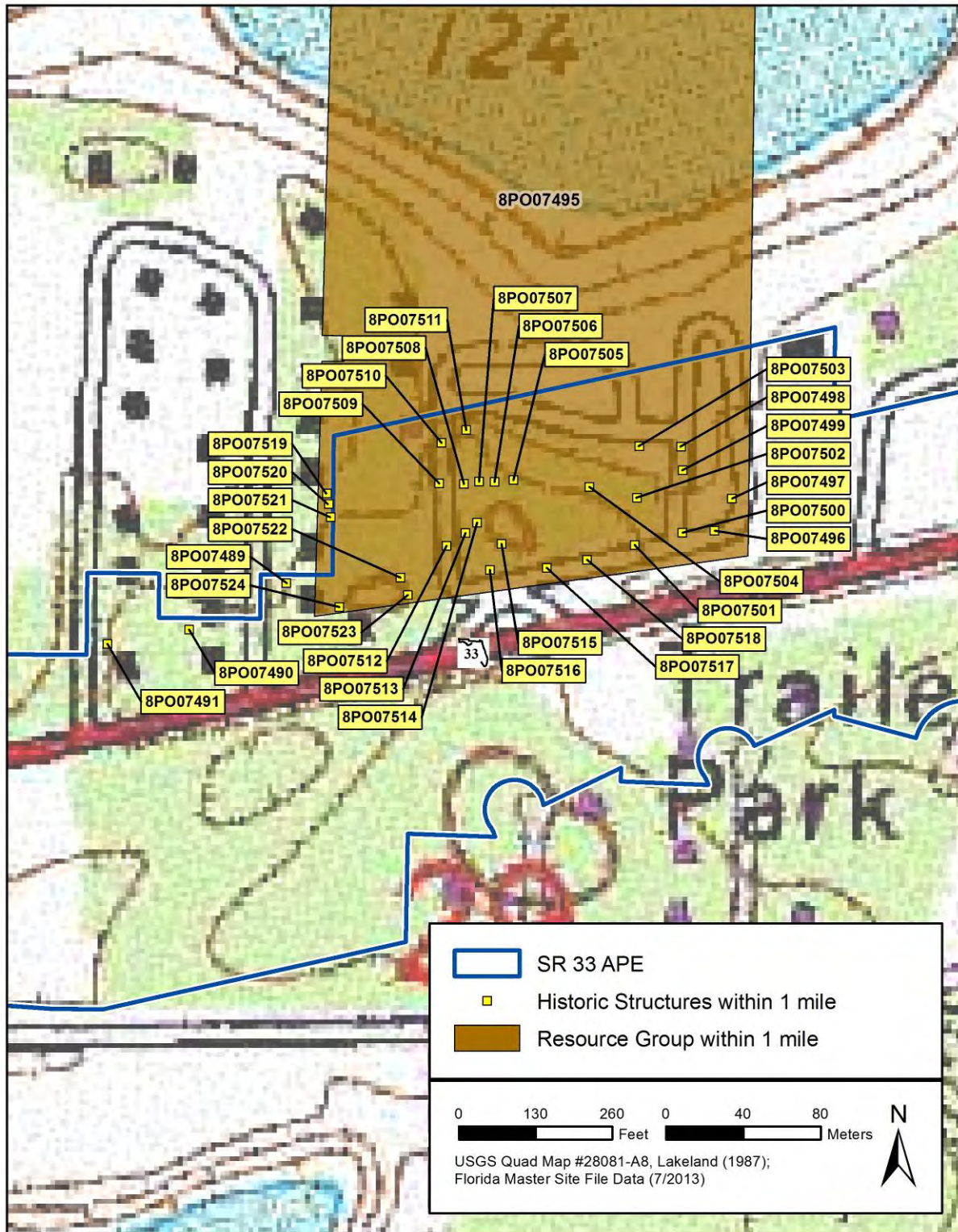


Figure 12. Previously recorded resources within one mile of the SR 33 APE, south end detail.

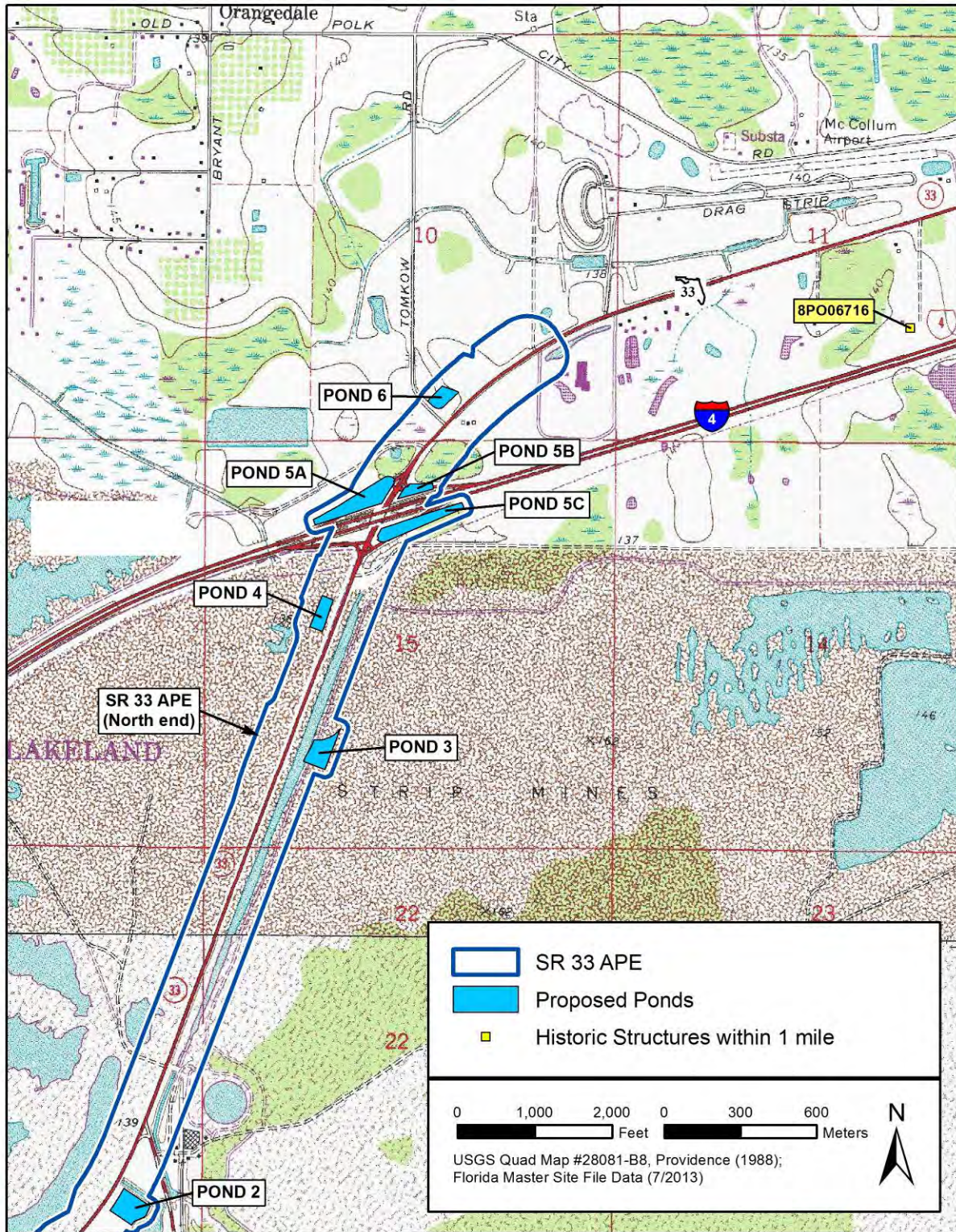


Figure 13. Previously recorded resources within one mile of the SR 33 APE, north end.

Table 2. Previously Recorded Historic Structures within One Mile of the SR 33 APE.

FMSF No.	Address	Year Built	Surveyor Evaluation	SHPO Evaluation
8PO04613	6230 Lake Luther Road	ca. 1928	Not eligible	Not eligible
8PO06716	8355 N State Road 33	1940	Not eligible	Not eligible
8PO07489	5180 SR 33	ca. 1955	Not eligible	Not eligible
8PO07490	5170 Wood Circle East	ca. 1954	Not eligible	Not eligible
8PO07491	5160 SR 33	ca. 1954	Not eligible	Not eligible
8PO07492	4925 Joyce Drive	ca. 1964	Not eligible	Not eligible
8PO07493	4915 Joyce Drive	ca. 1964	Not eligible	Not eligible
8PO07494	4831 Joyce Drive	ca. 1963	Not eligible	Not eligible
8PO07496	5210 SR 33 #79	ca. 1950	Not eligible	Not eligible
8PO07497	5210 SR 33 #81	ca. 1950	Not eligible	Not eligible
8PO07498	5210 SR 33 #75	ca. 1960	Not eligible	Not eligible
8PO07499	5210 SR 33 #76	ca. 1960	Not eligible	Not eligible
8PO07500	5210 SR 33 #78	ca. 1960	Not eligible	Not eligible
8PO07501	5210 SR 33 #61	ca. 1960	Not eligible	Not eligible
8PO07502	5210 SR 33 #62	ca. 1960	Not eligible	Not eligible
8PO07503	5210 SR 33 #64	ca. 1950	Not eligible	Not eligible
8PO07504	5210 SR 33 #108	ca. 1945	Not eligible	Not eligible
8PO07505	5210 SR 33 #43	ca. 1960	Not eligible	Not eligible
8PO07506	5210 SR 33 #42	ca. 1960	Not eligible	Not eligible
8PO07507	5210 SR 33 #41	ca. 1950	Not eligible	Not eligible
8PO07508	5210 SR 33 #40	ca. 1950	Not eligible	Not eligible
8PO07509	5210 SR 33 #39	ca. 1950	Not eligible	Not eligible
8PO07510	5210 SR 33 #45	ca. 1950	Not eligible	Not eligible
8PO07511	5210 SR 33 #46	ca. 1960	Not eligible	Not eligible
8PO07512	5210 SR 33 #36	ca. 1945	Not eligible	Not eligible
8PO07513	5210 SR 33 #37	ca. 1960	Not eligible	Not eligible
8PO07514	5210 SR 33 #38	ca. 1960	Not eligible	Not eligible
8PO07515	5210 SR 33 Utility Building	ca. 1952	Not eligible	Not eligible
8PO07516	5210 SR 33 #35	ca. 1960	Not eligible	Not eligible
8PO07517	5210 SR 33 #58	ca. 1960	Not eligible	Not eligible
8PO07518	5210 SR 33 #59	ca. 1960	Not eligible	Not eligible
8PO07519	5210 SR 33 #13	ca. 1960	Not eligible	Not eligible
8PO07520	5210 SR 33 #12	ca. 1960	Not eligible	Not eligible
8PO07521	5210 SR 33 #11	ca. 1960	Not eligible	Not eligible
8PO07522	5210 SR 33 #6	ca. 1960	Not eligible	Not eligible
8PO07523	5210 SR 33 #5	ca. 1960	Not eligible	Not eligible
8PO07524	5210 SR 33 #1	ca. 1960	Not eligible	Not eligible

Highlighted resources are located within the SR 33 APE.

Table 3. Previously Recorded Archaeological Sites within One Mile of the SR 33 APE.

FMSF No.	Name	Time Period	Surveyor Evaluation	SHPO Evaluation
8PO04626	Holiday Inn Site	Prehistoric	Not eligible	Not eligible
8PO07550	OUC Transmission Line Site 1	Prehistoric	Not eligible	Insufficient information
8PO07551	OUC Transmission Line Site 2	Prehistoric	Not eligible	Insufficient information

RESEARCH DESIGN

CULTURAL RESOURCE POTENTIAL

Based on an examination of environmental variables (soil drainage, access to wetlands and freshwater resources, relative elevation), as well as the results of previously conducted surveys, the APE was considered to have segments of high, moderate, and low probability of encountering archaeological deposits. The highest potential was given to the southern portion of the APE between Sunset Way South and Spanish Oaks Boulevard, which featured the highest elevation and best soil drainage within the APE. The proposed location of Pond 1 is within this segment and shares environmental characteristics with previously recorded site 8PO07550, approximately 0.6 kilometers (0.4 miles) to the northwest. Proposed Pond 1 and 8PO07550 are located along the edge of the same low, wet area. The remainder of the APE consists largely of disturbed or poorly drained sediments. Portions immediately adjacent to the high-probability area were considered to have moderate archaeological potential, while remainder of the APE was considered to have low archaeological potential.

The review of previously recorded sites in the FMSF database presented above indicates that archaeological resources within the APE, if present, would likely consist of prehistoric lithic scatters potentially featuring ceramics. The review of historic maps and aerial photographs did not indicate the presence of historic structures prior to the mid-twentieth century.

SURVEY METHODS

Archaeological Field Methods

The Phase I CRAS consisted of systematic subsurface shovel testing according to the potential for containing buried archaeological sites. The high-probability area between Sunset Way South and Spanish Oaks Boulevard in the southern portion of the APE was tested at 25-meter (82-foot) intervals, alternating between the north and south sides of SR 33. The footprints of proposed Ponds 1 and 2 were also tested at 25-meter (82-foot) intervals. The testing interval was increased to 50 and 100 meters (164 and 328 feet) in the remainder of the APE according to soil drainage characteristics and other environmental conditions. Portions of the APE were previously surveyed by SEARCH in 2010 and 2012. These portions included the approximately

0.8 kilometers (0.5 miles) at the south end of the APE as well as the south side of the SR 33/I-4 interchange; these areas were not subjected to additional subsurface testing. In addition, the north side of the SR 33/I-4 interchange was not tested due to its poor soil drainage and heavily disturbed nature.

Shovel tests measured approximately 50 centimeters (19.7 inches) in diameter and were excavated to a minimum depth of 100 centimeters below surface (cmbs) (37.4 inches), subsurface conditions permitting. All excavated sediments were screened through 6.4-millimeter- (1/4-inch-) mesh hardware cloth. The location of each shovel test was marked on aerial photographs and recorded with Wide Area Augmentation System (WAAS)-enabled handheld Global Positioning System (GPS) units. The cultural content (if any), soil strata, and environmental setting of each shovel test were recorded in field notebooks.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the APE constructed prior to 1969. All identified historic resources were photographed with a digital camera, and all pertinent information regarding the architectural style, distinguishing characteristics, and present condition was recorded on FMSF structure forms. Upon completion of fieldwork, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the structure, as well as how the resources relate to the surrounding landscape, were carefully considered.

Curation

No artifacts were recovered during the survey. The original maps and field notes are presently housed at the Newberry office of SEARCH. The original maps and field notes will be turned over to FDOT District 1 upon project completion; copies will be retained by SEARCH.

Procedures to Address Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of FDOT District 1 will assist in the identification and preliminary assessment of the materials. If such evidence is found, the FDHR will be notified within two working days.

In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The FDOT District 1 Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

NRHP CRITERIA

Cultural resources identified within the project APE were evaluated according to the criteria for listing in the NRHP. As defined by the National Park Service, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts and buildings must also possess historical significance, historical integrity, and historical context.

RESULTS

ARCHAEOLOGICAL SURVEY RESULTS

Eighty-two shovel tests were dug within the SR 33 APE during the current survey, and 14 shovel tests were dug within the APE during previous surveys (**Figure 14**). All shovel tests were negative for cultural material. Intact, well-drained soils were encountered in the vicinity of proposed Pond 1, while sediments in the remainder of the APE and proposed ponds typically exhibited poor drainage or a high degree of subsurface disturbance. Additional details regarding subsurface testing within each segment of the APE are presented below.

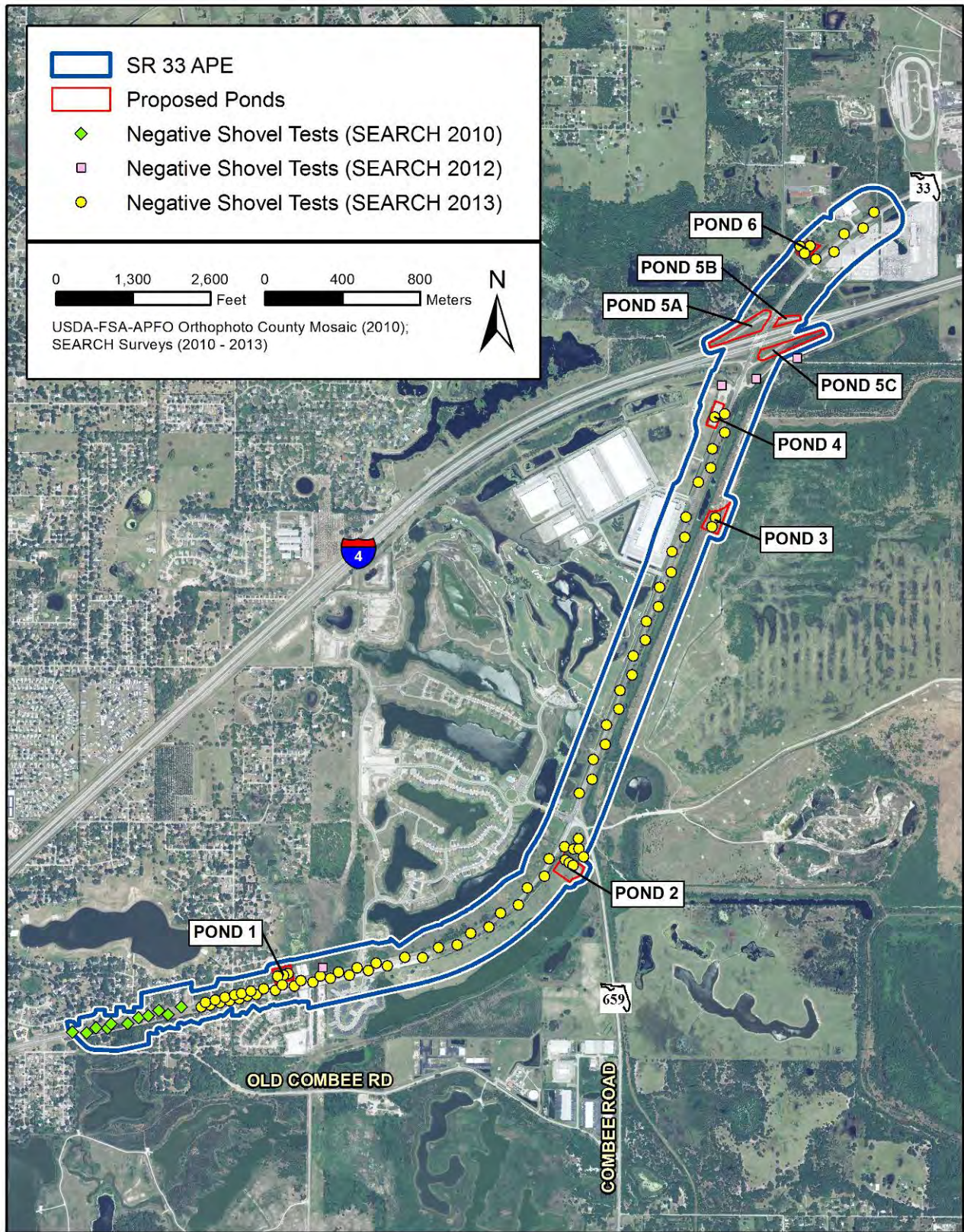


Figure 14. Locations of shovel tests dug within the SR 33 APE.

South APE Terminus to Proposed Pond 1

The approximately 0.8-kilometer segment from the south end of the APE to Sunset Way was previously tested by SEARCH. Eleven shovel tests were dug at approximately 50-meter intervals, and all shovel tests were negative for cultural material (SEARCH 2010). Construction is currently under way within this segment of the APE, and additional testing was considered redundant.

Fourteen shovel tests were placed at 25-meter intervals between Sunset Way South and Spanish Oaks Boulevard, just south of the proposed Pond 1 location. Soils and vegetation were characteristic of well-drained, higher-elevation landforms, and consequently this area was considered to have a high probability of containing archaeological resources (**Figure 15**). Three additional shovel tests were dug at 25-meter intervals within the proposed Pond 1 footprint. Soils were generally intact and well drained, and a typical shovel test profile consisted of three strata: Stratum I (0–20 cmbs), gray sand; Stratum II (20–30 cmbs), grayish-brown sand; and Stratum III (30–100 cmbs), very pale brown fine sand. All shovel tests were negative for cultural material.



Figure 15. Views of high-probability zone in south portion of APE, showing the SR 33 South corridor (left) and proposed Pond 1 footprint (right), facing west.

North of Proposed Pond 1 to Proposed Pond 2

North of proposed Pond 1, testing intervals were increased as a result of subsurface disturbance from historic mining activity as well as more recent road construction and buried utilities. Thirteen shovel tests were dug at 50-meter intervals between Spanish Oaks Boulevard and 50 meters north of the intersection of Long Lake Circle/Huron Way and SR 33, at which point disturbed Arents soils become prevalent. Eleven shovel tests were dug at 100-meter intervals within this zone. The proposed location of Pond 2 is an active cattle pasture adjacent to an artificial lake (**Figure 16**). Three shovel tests were dug at 25-meter intervals within the proposed footprint, and five additional shovel tests were dug at 25-meter intervals adjacent to

the east side of the proposed pond. A typical shovel test profile consisted of two strata: Stratum I (0–15 cmbs), black humic sand, and Stratum II (15–100 cmbs), pale brown sand.

North of Proposed Pond 2 to Proposed Pond 4

Twenty-one shovel tests were dug at 100-meter intervals on alternating sides of SR 33 between proposed Ponds 2 and 4. In addition, two shovel tests were dug 50 meters apart within the proposed Pond 3 footprint, and two shovel tests were dug 50 meters apart within the proposed Pond 4 footprint. The locations of proposed Ponds 3 and 4 are heavily disturbed as a result of the recent construction of University Boulevard, and the proposed Pond 4 footprint currently serves as a construction staging area (**Figure 17**). In both pond footprints, lime rock fill was encountered at depths up to 50 cmbs, underlain by pale brown sand.

North of Proposed Pond 4 to North APE Terminus

Heavy construction activities as well as buried utilities prevented testing north of proposed Pond 4 within approximately 400 meters of the I-4 overpass, including the proposed footprints of Ponds 5A, 5B, and 5C. This area is characterized by hydric soils and vegetation and was therefore considered to have minimal probability for containing archaeological deposits (**Figure 18**). Furthermore, three shovel tests previously dug just south of the interchange yielded negative results for cultural material and confirmed a high degree of subsurface disturbance (SEARCH 2012). Beginning approximately 400 meters north of the interchange, five shovel tests were placed at 100-meter intervals on either side of SR 33 continuing to the north APE terminus, and an additional three shovel tests were dug at 50-meter intervals within the proposed Pond 6 footprint. Shovel tests revealed compact, mottled clay sediments between 40 and 60 cmbs. All were negative for cultural materials.



Figure 16. View of proposed Pond 2, facing southeast.



Figure 17. View of proposed Pond 4 showing ongoing construction activities, facing west.



Figure 18. Views of low-probability area at north end of the SR 33 APE, facing southeast from Tomkow Road (left) and west toward proposed Pond 6 (right).

ARCHITECTURAL SURVEY RESULTS

Architectural survey in the SR 33 APE resulted in the identification and evaluation of two resource groups (8PO07495 and 8PO07699) and 48 historic structures (**Figure 19; Table 4**). There were 32 previously recorded structures (8PO07489–8PO07491, 8PO07496–8PO07524) and one previously recorded resource group (8PO07495), in addition to 16 newly identified structures (8PO07683–8PO07698) and one newly identified resource group (8PO07699). Further details including an evaluation of significance and NRHP eligibility for each resource are presented in **Appendix A**. The 48 historic structures and the two resource groups identified within the SR 33 APE lack the architectural distinction or significant historical associations necessary to be considered for listing in the NRHP and are recommend ineligible. No potential NRHP districts were identified due to the lack of historical integrity and the lack of significant historical associations. FMSF forms were completed for the resources and are provided in **Appendix B**, and a survey log sheet is included in **Appendix C**.

Forty-one of the historic structures are located within the previously recorded Lake Deeson Village Trailer Park Resource Group (8PO07495). The Lake Deeson Village Trailer Park Resource Group is a residential trailer park comprised of trailers, streets, layout, and landscape, as well as the ancillary structures within the resource group boundary. Structures within this resource group date from the 1940s to the 1980s. Due to the lack of historical associations and the lack of historical integrity, the resource group is ineligible for listing in the NRHP. Further discussion of the architectural types present within the APE, including a discussion of the historical context of the Lake Deeson Village Trailer Park (8PO07495), are presented below.

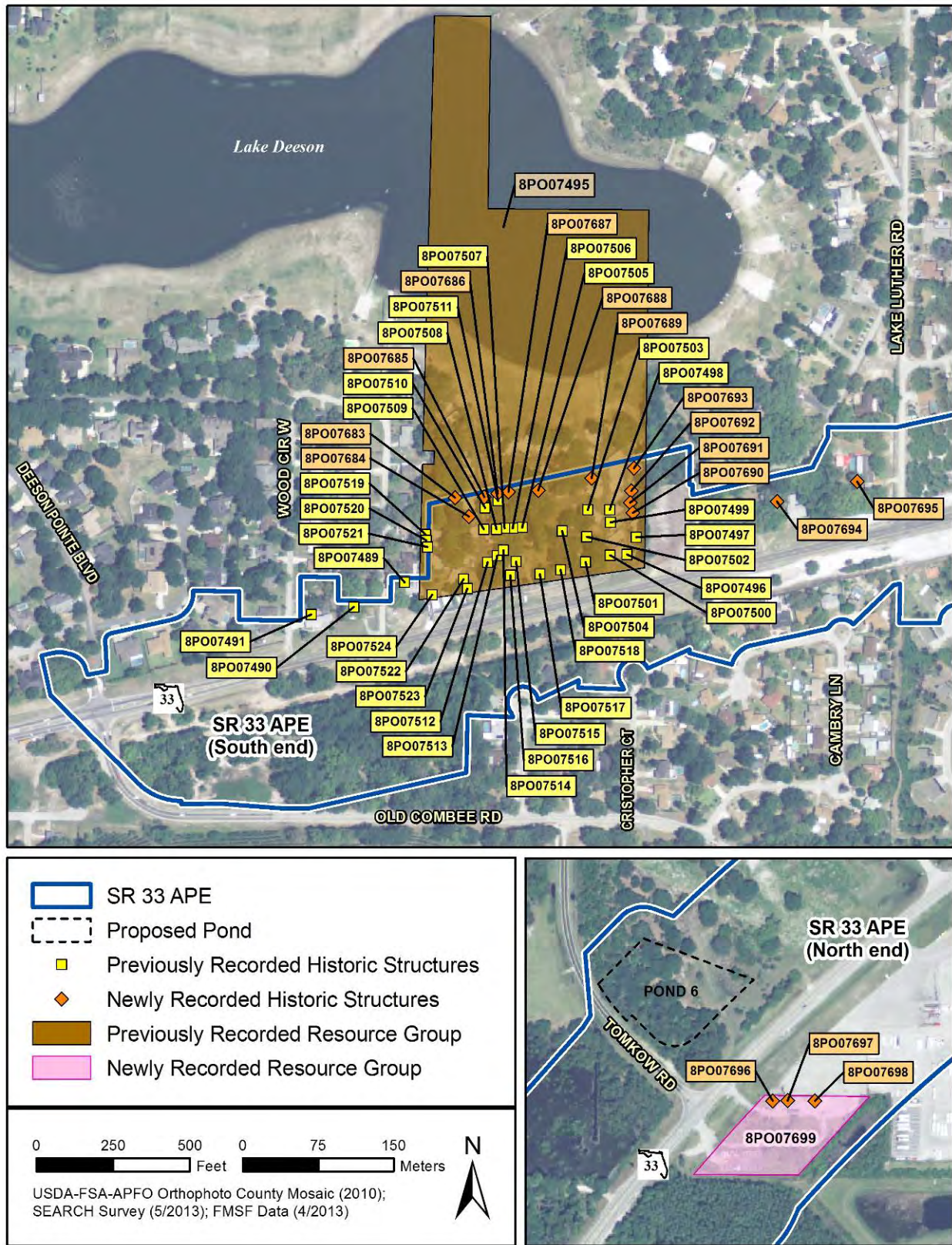


Figure 19. Historic resources within the SR 33 APE.

Table 4. Historic Resources Recorded within the SR 33 APE.

FMSF #	Address	Style	Date	NRHP Status
8PO07489	5180 State Road 33	Ranch	ca.1955	Not eligible
8PO07490	5170 Wood Circle East	Masonry Vernacular	ca.1954	Not eligible
8PO07491	5160 State Road 33	Masonry Vernacular	ca.1954	Not eligible
8PO07495	Lake Deeson Village Resource Group (5210 State Road 33)	No Style	ca.1950s and 1960s	Not eligible
8PO07496	Lake Deeson Village Lot #79 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07497	Lake Deeson Village Lot #81 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07498	Lake Deeson Village Lot #75 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07499	Lake Deeson Village Lot #76 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07500	Lake Deeson Village Lot #78 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07501	Lake Deeson Village Lot #61 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07502	Lake Deeson Village Lot #62 (5210 SR 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07503	Lake Deeson Village Lot #64 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07504	Lake Deeson Village Building #108 (5210 State Road 33, Outparcel)	Masonry Vernacular	ca. 1945	Not eligible
8PO07505	Lake Deeson Village Lot #43 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07506	Lake Deeson Village Lot #42 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07507	Lake Deeson Village Lot #41 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07508	Lake Deeson Village Lot #40 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07509	Lake Deeson Village Lot #39 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07510	Lake Deeson Village Lot #45 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07511	Lake Deeson Village Lot #46 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07512	Lake Deeson Village Lot #36 (5210 State Road 33)	Frame Vernacular	ca. 1945	Not eligible
8PO07513	Lake Deeson Village Lot #37 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07514	Lake Deeson Village Lot #38 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07515	Lake Deeson Village Utility Building (5210 State Road 33)	Masonry Vernacular	ca. 1952	Not eligible
8PO07516	Lake Deeson Village Lot #35 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible

Table 4. Historic Resources Recorded within the SR 33 APE.

FMSF #	Address	Style	Date	NRHP Status
8PO07517	Lake Deeson Village Lot #58 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07518	Lake Deeson Village Lot #59 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07519	Lake Deeson Village Lot #13 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07520	Lake Deeson Village Lot #12 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07521	Lake Deeson Village Lot #11 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07522	Lake Deeson Village Lot #6 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07523	Lake Deeson Village Lot #5 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07524	Lake Deeson Village Lot #1 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07683	Lake Deeson Village Lot #23 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07684	Lake Deeson Village Lot #31 (5210 State Road 33)	Other (Mobile Home)	ca. 1950s	Not eligible
8PO07685	Lake Deeson Village Lot #50 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07686	Lake Deeson Village Lot #51 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07687	Lake Deeson Village Lot #52 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07688	Lake Deeson Village Lot #55 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07689	Lake Deeson Village Lot #66 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07690	Lake Deeson Village Lot #83 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07691	Lake Deeson Village Lot #84 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07692	Lake Deeson Village Lot #85 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07693	Lake Deeson Village Lot #86 (5210 State Road 33)	Other (Mobile Home)	ca. 1960s	Not eligible
8PO07694	5250 State Road 33	Masonry Vernacular	ca. 1965	Not eligible
8PO07695	5260 Lake Luther Road	Ranch	ca. 1967	Not eligible
8PO07696	7901 State Road 33 Building #1	Masonry Vernacular	ca. 1950	Not eligible
8PO07697	7901 State Road 33 Building #2	Masonry Vernacular	ca. 1950	Not eligible
8PO07698	7901 State Road 33 Building #3	Masonry Vernacular	ca. 1950	Not eligible
8PO07699	Polk City Forestry Station Resource Group (7901 State Road 33)	No Style	ca. 1950	Not eligible

Architectural Styles Represented in the APE

The SR 33 APE is dominated by mobile homes in addition to a few other architectural styles that represent the development of architecture in America in the mid-twentieth century. **Table 5** provides the major architectural styles in the APE along with the number of resources of each style and their percentage of the total survey results.

Table 5. Major Architectural Styles within the SR 33 APE.

Architectural Style	Number of Examples	Percentage
Other (Mobile Home)	37	74%
Masonry Vernacular	8	16%
Ranch	2	4%
Frame Vernacular	1	2%
No Style (Resource Groups)	2	4%

Mobile Home



Figure 20. Resource 8PO07684, facing northwest.

Thirty-seven resources in the SR 33 APE can be categorized as mobile homes. Resource 8PO07684 is an example of a trailer with a single shed-roof enclosed porch development (**Figure 20**). Prior to World War II, the majority of trailers were utilized in a mobile fashion. Symbols of motion such as lightning or waves were popular in trailer design. Streamlined, vehicle-like bodies dominated the market. Doors usually featured a porthole or a rounded square window. Often

silver with a rounded front and back, the trailers were short in length (just over 25 feet long) and usually no more than eight feet wide (Wallis 1991).

The shift toward use of trailers for permanent housing occurred during the 1950s (Wallis 1989:34–35). At this time, manufacturers began offering several upgrades including picture windows and eventually bay windows. Trailer manufacturers experimented with foldout porches, awnings, and other details for convenience on site. Trailer length and width tended to increase. In 1954, at the Florida Mobile Home Exposition in Sarasota, Elmer Frey introduced a trailer 10 feet wide and up to 50 feet long. It was built on a wood frame rather than a chassis (Wallis 1991). As trailers increased in length, a distinction grew between the mobile home and

the house trailer. Over time, interiors of house trailers were made more house-like while the exteriors continued to appear vehicular. Nonetheless, Wallis notes in “House Trailers: Innovation and Accommodation in Vernacular Housing” that “the more sculptural shaping of the sides of the trailer for streamlining had given way to a boxier appearance better suited to the utilization of interior space” (Wallis 1989:40).

Common types of trailer homes include the single-shed development, featuring an enclosed or open self-supported structure attached along the entry side of the mobile home, and the double-shed development, consisting of the original trailer flanked on both sides by sheds (Wallis 1989:41).

Masonry Vernacular

Eight resources in the SR 33 APE can be categorized as Masonry Vernacular, including Resource 8PO07694 (**Figure 21**). Masonry Vernacular style generally refers to a type of masonry building that utilizes common regional forms and materials. Masonry Vernacular buildings are typically modest or unpretentious, reflecting the influence of higher styles while not embodying a style in its entirety. A Masonry Vernacular building may also be composed of elements from several styles, projected onto a simple building form. Some may be constructed by self-taught or lay builders. This style does not necessarily fit into a particular period of construction. Masonry Vernacular structures are generally constructed of brick or concrete block and have a continuous or slab foundation. Many times these structures incorporate elements from various architectural styles including, but not limited to, Neoclassical Revival, Georgian Revival, and Mediterranean Revival.



Figure 21. Resource 8PO07694, facing northwest.

According to Stephen Olausen (1989), in his description of the Masonry Vernacular style in the Hallstrom House FMSF form (8IR00385), “With the coming of the American Industrial Revolution, mass manufacturers became the pervasive influence over vernacular house design. In Florida, most examples pre-dating 1920 were brick, but a number of older examples feature rough faced, cast concrete block popularized by Henry Hobson Richardson in his Romanesque buildings of the late 19th century.” Hollow clay tile and concrete block were commonly used in the Masonry Vernacular buildings of the 1920s and 1930s. After World War II until the present, concrete block became the most popular building component of the Masonry Vernacular style.

Ranch (1930s–1970s)



Figure 22. Resource 8PO07695, facing west.

Two resources in the SR 33 APE can be categorized as Ranch. Resource 8PO07695 is an example of a Ranch-style home from the 1960s (**Figure 22**). Originating in California during the early 1930s, the Ranch style became popular in residential architecture during the 1940s and was the dominant house style throughout the country during the 1950s and 1960s. The style waned in the 1970s. After World War II, people who fled the small lots of the inner city to the large lots of the

suburbs fueled the sprawling Ranch style popularity. The style is loosely based on early Spanish Colonial architecture found throughout the American Southwest and influenced by both the Craftsman and Prairie styles of the first half of the twentieth century. Characteristics of the style include asymmetrical one-story shapes with low-pitched roofs, moderate or wide eave overhang, both wood and brick exterior fabric, decorative iron or wood porch supports and decorative shutters, ribbon windows, large picture windows, and usually an integral garage. The typical one-story and one-room-deep Ranch house was set parallel to the street, and secondary gable- or hip-roof room extensions are common.

Frame Vernacular

One resource in the SR 33 APE can be categorized as Frame Vernacular (**Figure 23**). Although classified as a building style, the term most often refers to a building constructed by a self-taught builder utilizing local materials. Frame Vernacular structures usually are not associated with any predominant stylistic details or any one particular period of construction. Frame Vernacular residences are of basic wood-frame construction with some type of wood siding.



Figure 23. Resource 8PO07512, facing southwest.

Most are one to two stories high, rectangular in plan, often with a gable or hip roof, and generally set about one to two feet above ground on brick or concrete-block pier foundations. Windows are typically wood double-hung sash with traditional one-over-one, two-over-two, or four-over-four panes, although some may have popular Craftsman-style four-vertical-over-one or two-vertical-over-one panes. Many of these residences have been reclad with asbestos shingle, metal, or vinyl siding. Windows are typically replaced with metal awning or single-hung sash.

No Style (Resource Groups)

There are two resources in the SR 33 APE categorized as No Style. This term is generally applied to structures, objects, districts, or cemeteries. In the project area, Resource Group 8PO07495 and Resource Group 8PO07699 are recorded as No Style as they contain various resources.

Trailer Park Historical Context

The dominant resource type within the SR 33 APE consists of mobile-home-style structures. In order to facilitate an NRHP evaluation of these resources as well as Resource Group 8PO07495 (Lake Deeson Village Trailer Park), additional historical context for the relationship between mobile homes, trailer parks, and tourism in Florida is presented below.

Trailer parks evolved from America's love affair with the automobile. Prior to the development of Henry Ford's Model T, vacationing was generally done by the wealthy, who could afford hotel accommodations and railway or steamship tickets (Hatton 1987:175). By the 1920s, middle-class Americans were taking automobile vacations. Beginning in 1913, Carl Fisher helped fuel the automobile vacation with the creation of the Lincoln Highway, which connected the east coast to the west coast and then the Dixie Highway, the East Coast's first north-south highway that connected Maine to Florida.

Florida took an early lead in these parks, with 178 autocamps established throughout the state by 1925 (Hatton 1987:176) (**Figure 24**). The autocamps progressed from a place to pitch a tent to having rudimentary cabins and finally to cottage camps complete with beds and kitchenettes (Hatton 1987:177). One could still pitch a tent at the cottage camps, but they eventually grew into motor courts as automobile tourists sought more amenities. Conversely, other autocamps branched into what became trailer parks for members of the traveling public who pulled a travel trailer on wheels behind the car (Wallis 1991:42). During the 1920s and 1930s, trailer parks ranged from small "mom-and-pop" operations with rudimentary amenities to national chain parks in Iowa, Illinois, and Florida that eventually included paved parking pads, electricity, and restrooms (Wallis 1991:42-43). For most of the 1930s and before, a trailer was considered generally mobile and used as a vacation vehicle (Wallis 1991:81).

The Tin Can Tourists were a group that organized in Tampa, Florida, in 1920. Their objective was "to unite fraternally all autocampers," and their guiding principals were "clean camps, friendliness among campers, decent behavior, and to secure plenty of clean, wholesome



Figure 24. 1939 Florida trailer park postcard. Source: Atlas Mobile Home Directory.

entertainment for those in camp” (Bone 2006) (Figure 25). The Tin Can Tourists had a major impact on the physical, social, and economic development of trailer parks in Florida. The Federal Writers Project *Florida: A Guide to the Southernmost State* addresses the popularity of the Tin Can Tourists:

In mid-November an army of trailer-tourists rolls its homes into Florida for the winter season. These visitors live in the hundreds of camps that have been established for them throughout the State. Their most representative organization, the Tin Can Tourists of the World, which was formed in 1920 at Tampa, in 1938 had a membership of 30,000. These tourists assemble at Dade City for Thanksgiving and move to Arcadia for Christmas, where they celebrate the season with a community Christmas tree and a Santa Claus for the children. In January, the colony changes its residence for an annual convention, usually at Sarasota; in 1939 this was held at Tampa. A spirit of comradeship, often lacking in the more expensive tourist centers of the State, is evident as the trailer folk gather in their camps and exchange tales of Nation-wide wanderings (Federal Writers Project 1939).

Tin Can Tourists organized conventions, instrumental bands, holidays, dances, and games, laying the foundation for the active lifestyle of the future trailer parks in Florida. Camp members often played together, ate together, and even migrated together from one camp to another during any given year. Cities in Florida competed to host annual festivals including

Homecoming, Winter Convention, and Going Home gatherings. With a membership ranging from 30,000 to 100,000, the Winter Convention was the best attended of the meetings and brought an economic boost to the hosting city (Bone 2006). Trailer dealers began flocking to conferences to sell their latest models, and trailer parks began forming all over Florida to accommodate the tourists.

Initially trailer space was first come, first served. Little to no fee was charged for parking on undeveloped land. Sometimes the conditions were downright rural. In an issue dated

January 20, 1939, *Trailer News* reports that “Upon entering the Tampa Municipal Camp, one is inclined to agree that TCT [Tin Can Tourist] folk do have some cause for dissatisfaction, for to the left several contented looking cows graze with bovine indifference.” However, as space to park one’s trailer became a premium, the parks organized their plans, setting aside areas for trailers, community life, and traffic. Land could be rented so that the trailers were less mobile and parked in one location throughout the year. The trailer owners could come and go with the seasons without having to pull the trailer along for each trip. Gradually, people began living in trailer parks for greater time spans during the year. The proximity of the trailers and the continuity of the community that returned each year inspired friendships as well as clubs, games, group activities, gatherings, etc. Social activities continued to be an essential function of the trailer-park environment.

In the late 1930s and early 1940s, the percentage of trailers utilized for year-round housing grew from 10 to 90 percent (Wallis 1991:87). As the country prepared for and during World War II, workers were employed by the thousands. Many had to relocate to areas unaccustomed to providing housing for such great numbers, and thus more than 50 percent of relocated workers were lodged in government trailers. As one author states, “Since the severity of the housing shortage was obvious, they felt no stigma living in their trailer dwellings. Rather it was regarded as evidence of their sacrifice to help win the war” (Wallis 1991:83). Temporary trailer housing for war workers was perceived as positive because it could be removed after the war, minimizing the impact to the community (**Figure 26**). In addition, trailers were manufactured easily; their creation did not add to the burden already placed on laborers in high demand.

After the war, returning soldiers found temporary housing through the trailer industry. Nearly 70 percent of trailer dwellers surveyed in southern California were veterans. Postwar the government also made trailers available to universities with swelling enrollments of veterans



Figure 25. Tin Can Tourist Camp of Gainesville, n.d.
Source: Florida Photographic Collection.



Figure 26. 1942 government trailer park.
Source: Atlas Mobile Home Directory.

(Wallis 1991:94). Thirty years later, a number of the veterans were still living in the “temporary” trailers.

By 1953, approximately 50 to 75 percent of trailers utilized the 12,000 trailer parks existing at that time across the country (Wallis 1991:114). The following year, military households accounted for one-fifth of all trailers (Wallis 1991:95). Further, many young families purchased trailers as their first homes. The

movement was furthered by the establishment of the interstate highway system; indeed, its workers found shelter in trailers as they transitioned between job locations with their families (Wallis 1991:95).

The concept of the more permanent modern-day mobile home was initiated in the mid-1930s when two professors of architecture, M. R. Dobberman and John W. Davis, designed the Durham House (Wallis 1991:65–67). The Durham House mobile home did not have a permanently affixed chassis or axles and was transported to its site by a flatbed truck. The building was designed to be fixed to a site and large enough for year-round living. The transportability of the building was important for bringing the house from the manufacturing plant to its “permanent” site. Year-round-living mobile homes grew to dominate the trailer market after World War II with the subsequent housing shortage (Wallis 1991:87, 133–134).

The first modern trailer-park community where people purchased lots on which to place mobile homes as part of a community with planned recreation and shared facilities was the Trailer Estates development in Bradenton, Florida (Wallis 1991:167–168). Conceptualized by Syd Adler and Franklyn McDonald in 1955, Trailer Estates was the first mobile-home subdivision in the United States. This evolution brought the trailer park layout from a campground-like setting to a more permanent planned-community design. Trailer Estates amenities included social activities such as square dancing, potluck suppers, ballroom dancing, shuffleboard courts, a marina, a post office, a grocery store, a laundry room, and a 1,400-seat auditorium (Wallis 1991:168). Set on 40-x-60-foot parcels, the community contained 1,451 lots, including some lots bordering canals leading to Sarasota Bay.

While Trailer Estates developed the first trailer subdivision, most parks still catered to the needs of a population looking for a low-cost, low-maintenance housing option. In 1965, a study of parks was conducted for the Trailer Coach Association. Professor James Gillies, a business professor at the University of California Los Angeles, concluded:

[T]here were two kinds of parks, housing-oriented and service-oriented. In housing-oriented parks, residents have chosen to live in a mobile home primarily because of the cost of housing; whereas in service-oriented communities, residents are more concerned with ease of upkeep and amenities such as golf courses and clubhouses. These types of parks generally correspond to the two most common types of households in mobile homes: young couples with no children and retired people. Service-oriented parks appeal to the more affluent retirees who can afford a second home and the cost of a high-quality park. Some housing-oriented parks also cater exclusively to retired persons, but usually to those with fixed or limited incomes (Wallis 1991:189).

Perhaps for the reasons mentioned above, trailer parks were particularly successful in the Sunbelt states. The warmer southern states attracted young families looking for new job opportunities and saving to buy a site-built home, as well as retirees looking for a change. The 1960 census confirmed this trend, with “the greatest concentration of mobile homes . . . at the fringes of rapidly growing urban areas, particularly in the West and the South” (Wallis 1991:133).

NRHP Evaluations

The SR 33 APE contains 48 individual historic structures and two resource groups, each of which was evaluated as ineligible for the NRHP based on a lack of architectural distinction and significant historical associations. Details regarding the NRHP evaluation of each resource are presented in **Appendix A**, and additional information about resource groups 8PO07495 and 8PO07699 is presented below.

Lake Deeson Village Trailer Park Resource Group, 8PO7495

The previously identified Lake Deeson Village Trailer Park (8PO07495) is located in Section 29 of Township 27 South, Range 24 East, as shown on the 1987 *Lakeland, Fla.* USGS quadrangle map (see **Figure 19**). This previously recorded resource group is located at 5210 SR 33. The Lake Deeson Village Trailer Park is a post-World War II-era trailer park that developed in Polk County over the course of the twentieth century. Historically, the surrounding area was exclusively agricultural in nature. Today, the environment includes some commercial, some institutional, and some residential structures. The name “Lake Deeson” not only applies to this parcel, but also refers to the presence of the lake and beach north of the park. According to the occupant of Trailer #23 (name withheld), the trailer park started as a fish camp and bait shop on Lake Deeson. By the mid-1950s, the Lake Deeson trailer park was well established. Streets were present and trailers were already organized in an angled fashion, or set with the front of the trailer at an approximate 30-degree angle to the street. By 1968, the area had undergone a significant amount of development. Lake Deeson Village appears to have been completely laid out, and tidy rows of modular homes are visible (USDA 1968).

The trailers in the village are situated close to one another, a layout that facilitates and encourages interaction among the trailer-park residents. In 1952, tax records indicate that there were 93 units in the trailer park. Since then, most units have been removed and replaced. Currently, of the 86 total resources within the Lake Deeson Village Trailer Park Resource Group, 56 date from the 1960s or earlier (**Table 6**). Historic resources thus account for 65 percent of the resources on the property, including trailers, the utility building, a cabin, a garage, shuffleboard courts, a clubhouse, and a residence located within an outparcel. Historic trailers at the Lake Deeson Village Trailer Park consist of those built in the 1950s and 1960s. A large variety of trailer manufacturers created many different models and designs throughout the years, making the identification of their vintage a challenging task.

Table 6. Lake Deeson Village Trailer Park Resource Group (8PO7495).

Building or Lot Number	Year Built	Historic Element (Y/N)
C20	ca. 1980s	N
Cabin	ca. 1945	Y
Garage	ca. 1952	Y
Shuffleboard Courts	ca. 1952	Y
Utility Building	ca. 1952	Y
Clubhouse (109)	ca. 1952	Y
1	ca. 1960s	Y
2	ca. 1970s	N
5	ca. 1960s	Y
6	ca. 1960s	Y
7	ca. 1970s	N
8	ca. 1970s	N
10	ca. 1980s	N
11	ca. 1960s	Y
12	ca. 1960s	Y
13	ca. 1960s	Y
14	ca. 1970s	N
18	ca. 1945	Y
19	ca. 1960s	Y
22	ca. 1960s	Y
23	ca. 1960s	Y
26	ca. 1970s	N
27	ca. 1960s	Y
28	ca. 1960s	Y
30	ca. 1980s	N
31	ca. 1950s	Y
32	ca. 1980s	N
34	ca. 1970s	N
35	ca. 1960s	Y
36	ca. 1945	Y

Table 6. Lake Deeson Village Trailer Park Resource Group (8PO7495).

Building or Lot Number	Year Built	Historic Element (Y/N)
37	ca. 1945	Y
38	ca. 1960s	Y
39	ca. 1950s	Y
40	ca. 1950s	Y
41	ca. 1960s	Y
42	ca. 1960s	Y
43	ca. 1960s	Y
45	ca. 1950s	Y
46	ca. 1960s	Y
50	ca. 1960s	Y
51	ca. 1960s	Y
52	ca. 1960s	Y
53	ca. 1970s	N
54	ca. 1970s	N
54	ca. 1970s	N
55	ca. 1960s	Y
58	ca. 1960s	Y
59	ca. 1960s	Y
60	ca. 1970s	N
61	ca. 1960s	Y
62	ca. 1960s	Y
64	ca. 1950s	Y
65	ca. 1970s	N
66	ca. 1960s	Y
67	ca. 1980s	N
68	ca. 1960s	Y
69	ca. 1960s	Y
70	ca. 1960s	Y
71	ca. 1970s	N
72	ca. 1970s	N
73	ca. 1970s	N
74	ca. 1980s	N
75	ca. 1960s	Y
76	ca. 1960s	Y
77	ca. 1970s	N
78	ca. 1960s	Y
79	ca. 1950s	Y
81	ca. 1950s	Y
82	ca. 1970s	N
83	ca. 1960s	Y
84	ca. 1960s	Y

Table 6. Lake Deeson Village Trailer Park Resource Group (8PO7495).

Building or Lot Number	Year Built	Historic Element (Y/N)
85	ca. 1960s	Y
86	ca. 1960s	Y
87	ca. 1980s	N
89	ca. 1960s	Y
91	ca. 1980s	N
94	ca. 1980s	N
95	ca. 1970s	N
96	ca. 1960s	Y
97	ca. 1980s	N
98	ca. 1960s	Y
99	ca. 1960s	Y
102	ca. 1960s	Y
103	ca. 1990	N
104	ca. 1990	N
108 (Outparcel)	ca. 1945	Y

Highlighted resources are historic structures within the SR 33 APE.

The following characteristics of the Lake Deeson Village Trailer Park are typical of historic trailer parks. The streets were laid out in a narrow fashion (**Figure 27**). Only one car is able to drive along a road at a time; passing involves pulling to one side and usually greeting the other driver. As with trailer placement, the narrow width of the road encouraged residents to interact. Cars were utilized primarily as a means for arriving and departing. Residents explained that historically the vehicles with trailers could easily access the park from SR 33.



Figure 27. View of typical road in Lake Deeson Trailer Park, facing north.

Residents at the Lake Deeson Village Trailer Park owned their trailers, but not the land. The property owners acted as landlords, maintaining the area and collecting rent. Trailers were relatively uniform in color—white dominated the palette of the trailers. Some of the historic trailers retained their silver aluminum finish, but many of these had been painted. According to Gillies’ trailer park classification, the Lake Deeson Village Trailer Park is a service-oriented park with most of its residents in the 55

and older age bracket. Lake Deeson's amenities included a shuffleboard court and a community building.

The Lake Deeson Village Trailer Park is indeed historic, but it has changed over the years. The addition of new streets on the west end of the parcel brought with it many large, modern, more permanent mobile homes. As residents aged and moved on, new models of trailers or mobile homes replaced the historic examples. Most trailers, even those from the 1950s and 1960s, have sustained some type of addition, diminishing the integrity of their historic style (**Figure 28**). Examples of nonhistoric additions are numerous and include carports, enclosed porches, and screened porches in many combinations. According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole" (US Department of the Interior 1998:5).

The Lake Deeson Village Trailer Park Resource Group (8PO7495) is not eligible for the NRHP due to its loss of historical integrity. The seven qualities of integrity include location, design, setting, materials, workmanship, feeling, and association. The location of the park has remained constant, but the setting has changed drastically. Once within a rural community, the park is now surrounded by urban development including commercial, institutional, and residential structures. The



Figure 28. View of Resource 8PO07687, facing southwest.

The trailers appear to have been well maintained in the past; however, they are currently falling into various stages of disrepair. Only 65 percent of resources on the property are historic. Of those, most have sustained an addition using nonhistoric materials, therefore compromising the historical integrity of the trailers themselves. The resource group has maintained its association as a trailer park. The historic sections have the feeling of a once-vivacious setting that has passed its prime.

Polk City Forestry Station Resource Group, 8PO07699

The Polk City Forestry Station Resource Group (8PO07699) is located in Section 10 of Township 27 South, Range 24 East, as shown on the 1987 *Lakeland, Fla.* USGS quadrangle map (see **Figure 19**). The newly recorded resource group is located at 7901 State Road 33. The building complex consists of three concrete-block Masonry Vernacular utilitarian storage buildings (8PO07696, 8PO07697, and 8PO07698) administered by the Division of Forestry under the



Figure 29. View of Resource Group 8PO07699, facing east.

Florida Department of Agriculture and Consumer Services (**Figure 29**). The small rectangular buildings are aligned east to west and are surrounded by a chain-link fence.

Based on the historical context, the resource group is not significant under NRHP Criterion A because it is not indicative of a particular era and is not associated with any significant period. Additionally, it is not eligible under Criterion B because it lacks association with

any person(s) significant in history, and it is not eligible under Criterion C because of its lack of architectural distinction. Finally, the resource group is not significant under Criterion D because it lacks the potential to yield further information of historical importance. In conclusion, it is the opinion of the Principal Investigator that 8PO07699 does not meet the minimum criteria for listing in the NRHP as a potential or existing historic district.

CONCLUSION

This report presents the findings of a CRAS of SR 33 from Old Combee Road to north of Tomkow Road in Polk County, Florida. The CRAS was conducted on behalf of Inwood Consulting Engineers, Inc., in support of the PD&E study for proposed improvements within the project corridor. The purpose of the survey was to locate, identify, and bound archaeological resources, historic structures, and potential historic districts within the project area and to evaluate their eligibility for listing in the NRHP. The APE defined for this project includes proposed pond footprints and a 100-meter (328-foot) buffer extending from the outer edges of the current right-of-way or the back or side property lines of adjacent parcels. The length of the project corridor was approximately 6.9 kilometers (4.3 miles). Portions of the APE were covered by recent archaeological surveys and were not subjected to additional subsurface testing. The archaeological survey covered those portions of the APE not previously tested, and the architectural survey included the entire APE.

A total of 82 shovel tests were excavated within the APE, including 12 within the proposed pond areas. Three of the proposed ponds in the vicinity of the I-4/SR 33 interchange were not subjected to archaeological survey due to their very low archaeological potential (e.g., existing pavement, subsurface disturbance, standing water, and negative results of previous surveys). None of the shovel tests within the APE yielded cultural material. Additionally, SEARCH

architectural historians documented 50 resources within the APE. These included 32 previously recorded historic structures, 16 newly recorded historic structures, one previously recorded resource group, and one newly recorded resource group; none are recommended eligible for inclusion in the NRHP.

No NRHP-eligible or -listed resources were identified within the SR 33 APE, and no further work is recommended.

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APPENDIX A:

ARCHITECTURAL RESOURCES RECORDED WITHIN THE APE

Appendix A. Architectural Resources Recorded within the APE.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8PO07489	Updated	5180 State Road 33	Lakeland (1987)	T27S R24E S29	Private Residence	Private Residence	Ranch	ca. 1955	One-story irregular plan Ranch style residence set atop a continuous concrete block foundation. The hip roof is clad in composition shingles. The exterior fabric is concrete block and fenestration includes jalousie and fixed windows of varying sizes with exterior vertical metal bars. The main entry on the south elevation is set back and features a large wood door with three vertical panels surrounded by transom and side lights. There is a large two-story addition on the east elevation with a flat metal roof. The second story of the addition is clad in plywood. There is an open attached garage on the west side.	Large flat roof two-story addition on east side; several modifications.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07490	Updated	5170 Wood Circle East	Lakeland (1987)	T27S R24E S29	Private Residence	Commercial	Masonry Vernacular	ca. 1954	One story irregular plan Masonry Vernacular commercial building set atop a continuous concrete block foundation. The hip roof is clad in composition shingles and features one brick chimney. The exterior fabric is concrete block and fenestration is metal 1/1 SHS and metal awning windows with painted window sills. The main entry is on the south elevation and is accessed through a screened porch via a nonhistoric door with a fan light. The south elevation features rough faced concrete block. In addition to the entry porch, there is a full-width screened porch with a knee wall on the west elevation. The building was originally a private residence and now serves as a real estate office.	Nonhistoric windows and doors.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07491	Updated	5160 State Road 33	Lakeland (1987)	T27S R24E S29	Private Residence	Private Residence and Commercial	Masonry Vernacular	ca. 1954	One-story irregular plan Masonry Vernacular building set atop a continuous concrete block foundation. The intersecting gable roof is clad in composition shingles and is pierced by a brick chimney. The exterior fabric is stucco and concrete block and fenestration is SHS, vinyl replacement windows and a large fixed picture window. Decorative metal scrolls flank some of the windows on the south elevation. The main entry on the south façade is through a nonhistoric paneled door and accessed via brick steps sheltered beneath a gable roof extension with decorative metal porch supports. There is an additional entrance on the west side of the south elevation through a wood door with nine lights into the barber shop/salon. Originally functioned as a private residence, now serves as a barber shop/salon.	Nonhistoric windows and doors. Additions on east and west sides of building.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07495	Updated	Lake Deeson Village Trailer Park Resource Group (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Designed Historic Landscape	Designed Historic Landscape	No Style	ca. 1950s and 1960s	The Lake Deeson Village Resource Group is a post WWII-era trailer park that developed over the course of the 20 th Century. Historically, the surrounding area was agricultural. Streets and trailers are organized in angled fashion, parked very close together.	Varies by building	Not Eligible	Lacks architectural distinction & significant historical associations

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Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8PO07496	Updated	Lake Deeson Village Lot #79 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The flat roof is metal. The exterior fabric is aluminum. There is a shed roof screened porch addition with metal siding attached to the northwest elevation. Fenestration includes metal awning and fixed picture windows, some featuring decorative shutters. The main entry is on the northwest elevation through a metal exterior door with 1/1 metal light, sheltered beneath a shed porch roof..	Shed roof screened porch addition to northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07497	Updated	Lake Deeson Village Lot #81 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The flat roof is clad in corrugated sheet metal. The exterior fabric is aluminum and wood. There is a shed roof pop-out on the southeast elevation and a large shed roof enclosed porch addition on the northwest elevation. Fenestration is 1/1 metal SHS windows with aluminum clamshell awnings. The main entry is on the southeast elevation through a metal exterior door sheltered beneath an aluminum clamshell awning. There is an additional entry on the northwest side through the enclosed porch addition. There is an attached carport featuring narrow square supports on the northwest elevation.	Shed roof enclosed porch and carport additions to the northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07498	Updated	Lake Deeson Village Lot #75 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The gable roof is clad in standing seam sheet metal and features louvered gable end vents. The exterior fabric is aluminum. There is a large flat roof enclosed porch addition to the northwest elevation. Fenestration is metal awning windows. The main entry is located on the southwest elevation of the addition by way of a metal exterior door and storm jalousie door. The entrance is sheltered beneath the eave of the flat roof addition and accessed by of a wood deck.	Flat roof enclosed porch addition to northwest elevation, wood deck.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07499	Updated	Lake Deeson Village Lot #76 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The flat roof is aluminum and the exterior fabric is aluminum. There is a small shed roof enclosed porch addition to the northwest elevation. Fenestration is 1/1 and 2/2 metal SHS windows, and metal awning windows. The main entry is on the southwest elevation of the addition, by way of a wood exterior door. There is an additional entry on the northeast side of the addition as well as an entry on the southwest side of the trailer.	Small shed roof enclosed porch addition to the northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

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8PO07500	Updated	Lake Deeson Village Lot #78 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The gable roof is clad in corrugated metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the southeast elevation and a shed roof screened porch addition to the northwest elevation. Fenestration includes metal awning, 1/1 SHS metal, and fixed picture windows, some featuring decorative shutters and one metal awning. The main entry is on the southwest elevation by way of a screened door accessing the screened addition sheltered beneath the extended roof eave featuring a decorative metal support. Entry into trailer is on the northwest side from inside the screened porch. There is another entrance on the northeast elevation, also sheltered beneath the extended eave.	Shed roof additions to northwest and southeast elevations.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07501	Updated	Lake Deeson Village Lot #61 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete screen block foundation. The exterior fabric is aluminum. The trailer is located beneath a two-bay corrugated metal gable roof addition with concrete block pier supports. There is a concrete block enclosed porch addition to the southwest of the trailer. Fenestration includes jalousie windows. The main entrance is on the southeast elevation by way of a jalousie door accessing the concrete block addition sheltered beneath an aluminum clamshell awning. There is an attached metal shed roof carport with square wooden supports to the southwest.	Two bay gable roof addition with concrete block enclosed porch addition to the southwest elevation, carport.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07502	Updated	Lake Deeson Village Lot #62 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The gable roof is clad in corrugated metal and features louvered gable end vents. The exterior fabric is aluminum. There is a shed roof screened porch addition to the southwest elevation. Fenestration is horizontally sliding metal windows and metal awning windows, some featuring ornamental shutters and clamshell awnings. The main entry is on the southeast elevation by way of a screened exterior door sheltered beneath the shed roof eave of the porch addition. Access to the trailer is on the southwest side through the screened porch.	Shed roof partially enclosed porch addition to southwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

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8PO07503	Updated	Lake Deeson Village Lot #64 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, rectangular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. There is a large gable roof addition with a bay for the trailer that is clad in corrugated sheet metal and features square brick supports with round metal poles. The exterior fabric is aluminum. Also sheltered under the gable roof addition is an enclosed porch addition to the southwest elevation composed of concrete block with brick veneer. Fenestration includes jalousie, 2/2 metal SHS, and awning windows, some featuring metal clamshell awnings. The main entry is located on the southeast elevation by way of a metal exterior door with a diamond-shaped light sheltered beneath the gable roof addition, featuring square brick supports with round metal poles.	Large gable roof addition with bay for trailer, concrete enclosed porch addition to the southwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07504	Updated	Lake Deeson Village Building #108 (Outparcel) (5210 SR 33)	Lakeland (1987)	T27S R24E S29	Private Residence	Private Residence	Masonry Vernacular	ca. 1945	One-story, irregular plan Masonry Vernacular residence set atop a continuous concrete block foundation. The intersecting gable roof is clad in composition shingles and is pierced by two brick chimneys and features exposed rafter tails. There is asbestos in the gable ends. The exterior fabric is concrete block and fenestration includes 3/1 wood SHS, jalousie, and 1/1 metal SHS windows. The main entry is located on the north elevation by way of a paneled metal door with center light accessing the enclosed porch. There is a two-bay carport incised into the north elevation featuring decorative metal supports.	Enclosed extended gable eave on south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07505	Updated	Lake Deeson Village Lot #43 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the west elevation. Fenestration includes 2/1 and 1/1 metal SHS windows, some with decorative metal diamond patterns. The main entry is on the north elevation by way of a paneled metal door with a screen door accessing the enclosed shed roof porch addition. There is a metal door with a jalousie light sheltered under a small flat roof extension on the west elevation, featuring faux vine porch supports. There is a flat roof carport addition attached to the south elevation.	Shed roof enclosed porch addition to west elevation, carport on south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07506	Updated	Lake Deeson Village Lot #42 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a large shed roof screened porch addition to the east elevation. Fenestration includes metal awning and 1/1 metal SHS windows. The main entry is on the north elevation by way of a screened door accessing the screened porch addition. The entrance to the trailer is on the east elevation inside the porch.	Shed roof screened porch addition to east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

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8PO07507	Updated	Lake Deeson Village Lot #41 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop concrete block piers. The gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a large shed roof partially enclosed porch addition to the east elevation. Fenestration includes 4/1 metal SHS windows and a bay window with 4/4 metal SHS windows. Some windows feature small ornamental metal shutters. The main entry is on the north elevation by way of a screened door accessing the screened porch addition. The entrance to the trailer is on the east elevation inside the porch.	Shed roof partially enclosed porch addition to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07508	Updated	Lake Deeson Village Lot #40 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a large shed roof enclosed porch addition to the east elevation. Fenestration includes jalousie and 1/1 metal SHS windows. The main entrance is on the north elevation by way of a jalousie door accessing the attached enclosed porch by way of wooden stairs with a wooden railing and lattice infill. There is an attached carport on the east and south elevations featuring narrow metal supports.	Shed roof enclosed porch addition to the east elevation, carport on east and south elevations.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07509	Updated	Lake Deeson Village Lot #39 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop continuous pierced brick foundation. The flat roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof screened porch addition to the west elevation. Fenestration includes jalousie, fixed, and 1/1 metal SHS windows, some featuring metal awnings and decorative shutters. The main entrance is on the north elevation by way of a screened door accessing the screened porch. Entry to the trailer is on the west elevation inside the porch. There are brick planters around the foundation.	Shed roof screened porch addition to the west elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07510	Updated	Lake Deeson Village Lot #45 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	At the time of survey, the trailer appeared to have been severely affected by fire, with only the southern portion extant. One-story, irregular plan Mobile Home set atop concrete block piers. The gable roof is clad in standing seam sheet metal. The exterior fabric is aluminum. There was a metal shed roof addition to the west elevation. Fenestration included 2/2 metal SHS and awning windows. The main entrance is on the west elevation by way of a metal door accessed through the shed roof porch addition.	Shed roof screened porch addition to the west elevation (no longer extant).	Not Eligible	Lacks architectural distinction & significant historical associations

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8PO07511	Updated	Lake Deeson Village Lot #46 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The low-pitched gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof partially enclosed porch addition to the south elevation. Fenestration includes metal awning windows with decorative shutters, glass block, and 1/1 metal SHS windows. Entry is via a metal paneled door on the east elevation accessing the shed roof addition and via a screened door on west elevation, also accessing the addition.	Shed roof partially enclosed porch addition to the south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07512	Updated	Lake Deeson Village Lot #36 (5210 SR 33)	Lakeland (1987)	T27S R24E S29	Private Residence	Private Residence	Frame Vernacular	ca. 1945	One-story, rectangular plan Frame Vernacular residence set atop a continuous concrete block foundation with lattice infill. The gable roof is clad in composition shingles and features louvered gable end vents and horizontal wood siding in the gable ends. The exterior fabric is wood siding. There is a shed roof addition attached to the north elevation. Fenestration includes 1/1 and 2/2 metal SHS windows, some featuring clamshell metal awnings. Some windows feature wood window boxes. The main entrance is via the south elevation by way of a metal paneled door with metal screen door. There are two additional doors on the north elevation.	Shed roof addition to the north elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07513	Updated	Lake Deeson Village Lot #37 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, rectangular plan Mobile Home set atop concrete block piers with lattice infill. The low-pitched gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a large shed roof carport attached to the east elevation. Fenestration is metal awning windows, some featuring decorative shutters and clamshell awnings. There are two entrances on the east elevation, both with metal doors featuring large rectangular lights sheltered beneath the attached shed roof carport.	Large shed roof carport attached to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07514	Updated	Lake Deeson Village Lot #38 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete block foundation with lattice infill and screen block. The flat roof is clad in sheet metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the east elevation. Fenestration includes jalousie windows and a wall of metal awning windows on the east side of the addition. The main entry is on the north elevation by way of sliding glass doors accessing the attached enclosed porch from a wood deck. Sliding glass doors are sheltered beneath the extended eave of the shed roof addition featuring a decorative metal porch support.	Shed roof enclosed porch addition to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07515	Updated	Lake Deeson Village Utility Building (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Laundry	Laundry	Masonry Vernacular	ca.1952	One-story, rectangular plan Masonry Vernacular set atop a continuous concrete block foundation. The gable roof is clad in composition shingles. The roof features exposed rafter tails and wood siding in the gable ends. There is a carport incised on the east elevation. The exterior fabric is concrete block and fenestration is horizontally sliding windows. The main entrance is through an opening with no door on the north elevation.	None visible	Not Eligible	Lacks architectural distinction & significant historical associations.

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8PO07516	Updated	Lake Deeson Village Lot #35 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The flat roof is metal and the exterior fabric is aluminum. There is a shed roof carport attached to the west elevation and a flat roof partially enclosed porch addition to the east elevation. Fenestration includes metal awning windows with clamshell metal awnings and decorative shutters. The main entrance is on the west elevation via sliding glass doors sheltered beneath the shed roof carport. There is a jalousie door on the east elevation sheltered beneath a small shed roof extension. The screened portion of the partially enclosed east addition is accessed by way of a screened door on the east elevation.	Flat roof partially enclosed porch addition to east elevation, shed roof carport attached to west elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07517	Updated	Lake Deeson Village Lot #58 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with lattice infill. The low-pitched gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition attached to the west elevation. Fenestration is metal awning windows and 2/2 metal SHS windows. There are metal awnings on the south and east elevations. The main entrance is on the south elevation by way of a jalousie door accessing the attached enclosed addition. There is a semi-circular stone planter on the south elevation.	Shed roof enclosed porch addition to the west elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07518	Updated	Lake Deeson Village Lot #59 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof screened porch addition to the west elevation. Fenestration includes 1/1 metal SHS and bay windows. The main entrance is on the south elevation by way of a screened door accessing the attached screen porch. Entry to the trailer is through a metal door with a diamond light on the west side accessed via the screened porch.	Shed roof screened porch addition to the west elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07519	Updated	Lake Deeson Village Lot #13 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with screen block and lattice infill. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a partially enclosed shed roof addition to the south elevation. Fenestration is metal awning windows. The main entrance is on the east elevation by way of a screened door accessing the attached screened porch. Entry to the trailer is by way of a metal door on the south side accessed by way of the addition.	Shed roof partially enclosed porch addition to the south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

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8PO07520	Updated	Lake Deeson Village Lot #12 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The shed roof is clad in metal. The exterior fabric is vinyl. There is a shed roof enclosed porch addition to the south elevation and a shed roof screened porch addition also on the south elevation. Fenestration is metal awning and 1/1 metal SHS windows. The main entrance is on the east elevation by way of sliding glass doors accessing the attached shed roof addition. There is also a screened door on the east elevation accessing the screened porch addition.	Shed roof enclosed porch addition to south elevation; shed roof screened porch addition to south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07521	Updated	Lake Deeson Village Lot #11 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The gable roof is clad in corrugated metal and features louvered gable end vents. The exterior fabric is aluminum. There is a partially enclosed flat roof porch addition to the south with an attached carport. Fenestration is 4/4 SHS windows and a bay window with 4/4 metal SHS windows, featuring decorative shutters. The main entrance is on the east elevation through a screened door accessing the attached screened porch, sheltered beneath a clamshell awning. Entry to the trailer on the south side accessed inside the porch.	Flat roof partially enclosed porch addition and carport to the south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07522	Updated	Lake Deeson Village Lot #6 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, rectangular plan Mobile Home set above concrete block piers. The flat roof is clad in sheet metal. The exterior fabric is aluminum and fenestration is 1/1 metal SHS and metal awning windows. The main entry is on the southeast elevation via a metal exterior door with a 1/1 light.	Removal of porch addition from the southeast elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07523	Updated	Lake Deeson Village Lot #5 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, rectangular plan Mobile Home set atop concrete block piers. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the southeast elevation. Fenestration is jalousie, metal awning, and 1/1 metal SHS windows. Some windows feature metal awnings. The main entrance is on the northeast elevation by way of a jalousie door accessing the attached addition sheltered beneath the extended roof eave, featuring a decorative metal porch support.	Shed roof enclosed porch addition to the southeast elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07524	Update	Lake Deeson Village Lot #1 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, rectangular plan Mobile Home set atop a continuous concrete block foundation with screen block. The flat roof is clad in sheet metal. The exterior fabric is vinyl. There is a partially enclosed shed roof porch addition with lattice walls to the west elevation. The fenestration is awning, 4/4 metal SHS windows, and a bay window with 4/4 metal SHS windows. Some windows features decorative shutters and some have metal awnings. The main entrance is on the west elevation by way of the attached shed roof porch with lattice exterior by way of a metal paneled door on the east side of the trailer.	Shed roof partially enclosed porch addition to the west elevation.	Not Eligible	Lacks architectural distinction & significant historical associations.

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8PO07683	Original	Lake Deeson Village Lot #23 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The flat roof is clad in metal. The exterior fabric is aluminum. There is a shed roof partially enclosed porch addition to the north elevation. Fenestration includes awning, 1/1 metal SHS windows, and a bay window with 1/1 metal SHS windows. Some feature metal clamshell awnings. The main entry is on the west side via a screened door that accesses the screened porch from a wood deck and ramp with lattice. Entry into the trailer is on the north elevation from inside the porch addition.	Shed roof partially enclosed porch addition to the north elevation, wood deck.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07684	Original	Lake Deeson Village Lot #31 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1950s	One-story, irregular plan Mobile Home set atop concrete block piers. The flat roof is clad in metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the south elevation. Fenestration is 1/1 metal SHS windows and awning windows. Some windows feature metal awnings. The main entrance is on the east elevation via a metal door with a 1/1 window and sheltered beneath the extended eave of the shed roof addition, featuring a square wood support and a round metal pole support.	Shed roof enclosed porch addition to the south elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07685	Original	Lake Deeson Village Lot #50 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers. The trailer is located beneath a corrugated metal split roof two bay addition with round pole supports. The exterior fabric is aluminum. There is a concrete block enclosed porch addition on the east elevation. Fenestration includes jalousie, horizontal sliding windows, and fixed shape windows with rounded edges that currently have no glazing. The main entrance is on the north elevation by way of a metal door sheltered beneath the extended eave of the roof addition, accessing the concrete block addition.	Split roof addition with round pole supports, concrete block enclosed porch addition to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07686	Original	Lake Deeson Village Lot #51 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete block foundation. The flat roof is clad in metal. . The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the east elevation with round metal pole supports along the length of the east elevation. Fenestration is jalousie, fixed, and 4/4 metal DHS windows. The main entrance is on the north elevation via a wood door that accesses the addition. The main entry is sheltered beneath the extended eave of the shed roof addition, featuring a decorative metal support.	Shed roof enclosed porch addition to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

Appendix A. Architectural Resources Recorded within the APE.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8PO07687	Original	Lake Deeson Village Lot #52 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete block foundation featuring screen block. The exterior fabric is aluminum. The trailer is located beneath a split roof two-bay addition clad in composition shingles, featuring exposed rafter tails and square wood supports. There is a concrete block enclosed porch addition to the east elevation. Fenestration is jalousie and fixed shape windows. The main entry is on the north elevation via a wood door accessing the concrete block addition. The entry is sheltered beneath the extended eave of the split roof. There are square wood supports along the length of the west elevation.	Split roof addition with concrete block enclosed porch addition to the east elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07688	Original	Lake Deeson Village Lot #55 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete block foundation. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a shed roof screened porch addition to the east elevation with a concrete block knee wall. Fenestration is jalousie, some featuring awnings clad in standing seam metal with metal brackets. The main entrance is on the north elevation via a screened door accessing the screened porch addition. Entry to the trailer is on the east elevation inside the porch. There is an attached shed roof carport with round metal pole supports to the east elevation and a semi-circular brick planter on the north elevation.	Shed roof screened porch addition to east elevation; shed roof carport.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07689	Original	Lake Deeson Village Lot #66 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, rectangular plan Mobile Home set atop concrete block piers. The flat roof is clad in corrugated sheet metal. The exterior fabric is aluminum and fenestration is metal awning windows with decorative shutters. The main entrance is on the southwest side via a metal jalousie door sheltered beneath a shed roof carport addition on the southwest elevation, featuring round metal pole supports.	Shed roof carport to southwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07690	Original	Lake Deeson Village Lot #83 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The flat roof is clad in corrugated metal. The exterior fabric is aluminum. There is a shed roof partially enclosed porch addition to the northwest elevation. Fenestration is awning and 1/1 metal SHS windows, some featuring clamshell awnings and decorative shutters. The main entry is on the southwest elevation via a metal door with fixed glass accessing the screened addition sheltered under the shed roof extension featuring a square metal support. Entry into the trailer is on the northwest elevation from inside the porch.	Shed roof partially enclosed porch addition to northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

Appendix A. Architectural Resources Recorded within the APE.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8PO07691	Original	Lake Deeson Village Lot #84 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop a continuous concrete block foundation. The gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the northwest elevation. Fenestration is awning windows, some featuring clamshell awnings. The main entry is on the southwest, accessing the addition via a metal jalousie door sheltered beneath the extended eave of the addition roof, featuring a decorative metal porch support.	Shed roof enclosed porch addition to the northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07692	Original	Lake Deeson Village Lot #85 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with horizontal aluminum infill slats. The flat roof is clad in metal. The exterior fabric is aluminum. There is a shed roof enclosed porch addition to the northwest elevation. Fenestration is awning windows, some featuring clamshell awnings. The main entry is on the southwest, accessing the addition via a metal jalousie door sheltered beneath the extended eave of the addition roof, featuring a decorative metal porch support.	Shed roof enclosed porch addition to the northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07693	Original	Lake Deeson Village Lot #86 (5210 State Road 33)	Lakeland (1987)	T27S R24E S29	Mobile Home/Trailer Home	Mobile Home/Trailer Home	Other (Mobile Home)	ca. 1960s	One-story, irregular plan Mobile Home set atop concrete block piers with lattice infill. The low pitched gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum. There is a shed roof screened porch addition to the northwest elevation featuring a knee wall. Fenestration is 2/1 metal SHS windows, some with decorative metal diamond patterns and some featuring metal awnings. The main entry is on the southwest via a screened door accessing the porch addition and sheltered beneath the extended eave of the addition roof, featuring a decorative metal porch support. Entry into the trailer is on the northwest elevation from inside the porch.	Shed roof screened porch addition to the northwest elevation.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07694	Original	5250 State Road 33	Lakeland (1987)	T27S R24E S29	Private Residence	Private Residence	Masonry Vernacular	ca. 1965	One-story irregular plan Masonry Vernacular residence set atop a continuous concrete block foundation. The side-gable roof is clad in composition shingles and features louvered gable end vents. The exterior fabric is concrete block and fenestration includes 6/6 metal DHS windows. Windows on the south elevation are flanked by wood shutters and windows on the west elevation feature clamshell awnings. The main entry is on the south elevation via a wood paneled door sheltered beneath the principle gable roof. The south elevation features a full-length open porch, incised into the principle roof and featuring wood turned posts.	Large addition to the north elevation.	Not Eligible	Lacks architectural distinction & significant historical associations

Appendix A. Architectural Resources Recorded within the APE.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8PO07695	Original	5260 Lake Luther Road	Lakeland (1987)	T27S R24E S29	Private Residence	Commercial and Residence	Ranch	ca. 1967	One-story, irregular plan Ranch style residence set atop a continuous brick foundation. The intersecting gable roof is clad in sheet metal and features louvered gable ends vents and horizontal wood siding in the gable ends. The roof is pierced by one brick chimney. The exterior fabric is stucco and brick. Fenestration is fixed windows flanked by decorative shutters. The main entrance is one the east elevation via a paneled wood door, sheltered beneath a gable porch roof featuring tapered wood posts atop brick piers. There is a carport on the south side of the residence that also features tapered wood posts atop brick piers. The building is partially used as a gymnastics studio currently.	Several additions to the south elevation, carport.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07696	Original	Polk City Forestry Station Building #1 (7901 State Road 33)	Lakeland (1987)	T27S R24E S10	Storage Building	Storage Building	Masonry Vernacular	ca. 1950	One-story rectangular plan Masonry Vernacular building set atop a continuous concrete block foundation. The flat roof is built up with metal coping. The exterior fabric is concrete block and fenestration is 1/1 SHS metal windows. The main entry is on the south elevation via a metal door sheltered beneath a large overhang of the principle flat roof.	None visible.	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07697	Original	Polk City Forestry Station Building #2 (7901 State Road 33)	Lakeland (1987)	T27S R24E S10	Storage Building	Storage Building	Masonry Vernacular	ca. 1950	One-story rectangular plan Masonry Vernacular building set atop a continuous concrete block foundation. The flat roof is built up and features metal coping. The exterior fabric is concrete block and fenestration includes 1/1 SHS metal windows. There are four entrances on the south elevation through metal grated doors.	None visible	Not eligible	Lacks architectural distinction & significant historical associations
8PO07698	Original	Polk City Forestry Station Building #3 (7901 State Road 33)	Lakeland (1987)	T27S R24E S10	Storage Building	Storage Building	Masonry Vernacular	ca. 1950	One-story rectangular plan Masonry Vernacular building set atop a continuous concrete block foundation. The shed roof is clad in corrugated sheet metal. The exterior fabric is concrete block. No fenestration is visible. The entrance into the facility is also not visible. On the west side of the building are four concrete block bays for storage, approximately 3 feet high.	None visible	Not Eligible	Lacks architectural distinction & significant historical associations
8PO07699	Original	Polk City Forestry Station Resource Group (7901 SR 33)	Lakeland (1987)	T27S R24E S10	Building Complex	Building Complex	No Style	ca. 1950	The Polk City Forestry Station Resource Group consists of three buildings belonging to the Florida Department of Agriculture and Consumer Services, specifically the Division of Forestry, Polk City Forestry Station. The three buildings are concrete block storage facilities and aligned east to west behind a chain link fence.	None visible	Not Eligible	Lacks architectural distinction & significant historical associations

APPENDIX B:

**FMSF RESOURCE FORMS
(ON ATTACHED CD)**

APPENDIX C:
FDHR SURVEY LOG SHEET

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) Phase I CRAS of SR 33 from Old Combee Rd to North Tomkow Rd in Polk County, Florida

Report Title (exactly as on title page) Cultural Resource Assessment Survey of State Road 33 from Old Combee Road to North of Tomkow Road, Polk County, Florida

Report Authors (as on title page, last names first) 1. Arbuthnot, Michael A. 3. Werner, William J.
2. Frisbie, Margaret 4. _____

Publication Date (year) 2013 Total Number of Pages in Report (count text, figures, tables, not site forms) 62

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
Southeastern Archaeological Research, Inc. (SEARCH), Jacksonville, Florida

Supervisors of Fieldwork (even if same as author) Names Michael A. Arbuthnot

Affiliation of Fieldworkers: Organization Southeastern Archaeological Research City Jacksonville, Florida

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

1. Lake Deeson Village Trail 3. _____ 5. _____ 7. _____
2. _____ 4. _____ 6. _____ 8. _____

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

Name Inwood Consulting Engineers, Inc. Organization _____

Address/Phone/E-mail _____

Recorder of Log Sheet William Werner

Date Log Sheet Completed 8-6-2013

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. Polk 3. _____ 5. _____
2. _____ 4. _____ 6. _____

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

1. Name <u>PROVIDENCE</u>	Year <u>1988</u>	4. Name _____	Year _____
2. Name <u>LAKELAND</u>	Year <u>1987</u>	5. Name _____	Year _____
3. Name _____	Year _____	6. Name _____	Year _____

Description of Survey Area

Dates for Fieldwork: Start 6-3-2013 End 6-7-2013 Total Area Surveyed (fill in one) _____ hectares _____ acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: 260 meters _____ feet Length: 6.5 kilometers _____ miles

Research and Field Methods

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

Scope/Intensity/Procedures Archaeological survey included pedestrian survey and systematic shovel testing at 25-, 50-, and 100-meter intervals; architectural survey included field inventory and property records search.

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

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

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

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

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

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

Survey Results (cultural resources recorded)

Site Significance Evaluated? Yes No
Count of Previously Recorded Sites 33 Count of Newly Recorded Sites 17
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) P07489-P07491, P07495-P07524

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) P07683-P07699

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)

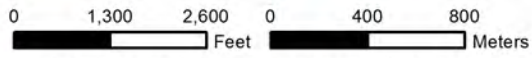
SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY
Origin of Report: 872 CARL UW 1A32 # _____ Academic Contract Avocational
Grant Project # _____ Compliance Review: CRAT # _____
Type of Document: Archaeological Survey Historical/Architectural Survey Marine Survey Cell Tower CRAS Monitoring Report
Overview Excavation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



SR 33 APE



Proposed Ponds



USGS Quad Maps #28081-B8, Providence (1988); and
28081-A8, Lakeland (1987)

