



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

801 North Broadway Avenue
Bartow, FL 33830

**ANANTH PRASAD, P.E.
SECRETARY**

December 4, 2014

Mr. Robert F. Bendus
Director
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

**Subject: Cultural Resource Assessment Survey
SR 60 Grade Separation over CSX Railroad PD&E Study
Financial Project ID: 436559-1-22-01
Polk County, Florida**

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Dear Mr. Bendus:

The Florida Department of Transportation (FDOT) is conducting a state funded Project Development and Environment (PD&E) Study to evaluate costs and impacts of constructing a new overpass to carry SR 60 over the CSX Railroad (milepost 25.544, crossing #625419N) approximately 11 miles east of Bartow and 4 miles west of Lake Wales in Polk County, Florida. The PD&E Study limits are SR 60 from 3200 feet west of CSX Railroad crossing #625419N to 2500 feet east of CSX Railroad crossing #625419N, a distance of 5700 feet (1.08 mile). In addition to the proposed bridges over the CSX railroad, bridges will be provided over the Peace Creek drainage canal which is west of the railroad.

Enclosed are the following documents for your review and approval:

- One unbound Cultural Resource Assessment Survey (CRAS) (dated November 2014)
- Six Florida Master Site File (FMSF) forms (8PO5391, 8PO7117, 8PO7971 - 8PO7974)
- One original Survey Log Sheet
- One CD containing pdf files of the CRAS Report, FMSF forms and photos

The CRAS was prepared in accordance with Section 106 of the National Historic Preservation Act, and Chapter 267, Florida Statutes. Although this is a state funded project, a US Army Corps of Engineers permit could be required for the Peace Creek drainage canal. All historic and archaeological resources that may be affected by the proposed project, within the Area of Potential Effect (APE), as defined below, were identified and their significance was assessed in terms of eligibility for listing in the National Register of Historic Places (NRHP).

Background research and a review of the FMSF and the NRHP indicated that one archaeological site had been recorded within one mile of the project corridor, but none is contained within the archaeological APE, which is defined as the SR 60 right-of-way (ROW) and the three proposed ponds. The site location

predictive model for the region indicated a low to moderate potential for archaeological sites within the study corridor. As a result of this survey, no archaeological sites were discovered.

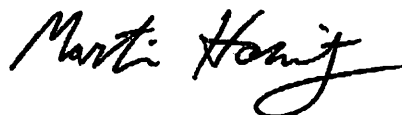
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As a result of historical field survey, seven historic resources were recorded within the APE. Three of these are previously recorded resources, including one building (8PO7422) and segments of two linear resources, the Seaboard Airline Railroad (8PO7117), and the Peace Creek Drainage Canal (8PO5391). In addition, four resources were newly identified and recorded, including an Industrial Vernacular building (8PO7974), two bridges (8PO7971 and 8PO7972), and a segment of one linear resource, SR 60 (8PO7973). Furthermore, field survey revealed that the previously recorded building resource group (Clark Cattle Ranch; 8PO6888) and its four associated buildings (8PO6971 through 8PO6974) have been demolished.

In 2011, the State Historic Preservation Officer (SHPO) determined that the Frame Vernacular building at 4336 SR 60 (8PO7422) is ineligible for the NRHP. Based on field survey, 8PO7422 has not been altered in any substantial way since its last survey and remains ineligible for the NRHP; thus, an updated FMSF form was not completed. Segments of the Peace Creek Drainage Canal (8PO5391) and the former Seaboard Airline Railroad (8PO7117) within the project APE were recorded in updated FMSF forms. However, these segments are small sections of linear resources that extend beyond the project area. As such, field survey revealed insufficient information to consider the potential NRHP eligibility of these resources. The four newly identified and recorded resources (8PO7971 through 8PO7974) are all typical examples of architecture and engineering without known significant historical associations and are therefore, not considered eligible for the NRHP.

This information is being provided for your review in accordance with the provisions contained in Section 106 and Chapter 267, Florida Statutes. If you have any questions, or need assistance, please contact me at (863) 519-2805 or by e-mail at martin.horwitz@dot.state.fl.us.

Sincerely,



Martin Horwitz
Environmental Project Manager

MH/rss
Enclosure

cc: Roy Jackson, FDOT
Kimberly Warren, Atkins

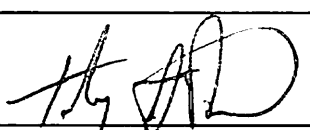
Gwen G. Pipkin, FDOT
Doug Zang, AICP, FDOT

Amy Setchell, P.E., FDOT

Mr. Robert Bendus, FDHR
SR 60 Grade Separation over CSX Railroad PD&E Study
Financial Project ID No.: 436559-1-22-01
December 4, 2014
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO)/Division of Historical Resources (DHR) finds the attached Cultural Resources Assessment Survey complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2014-5682. Or, the SHPO/DHR finds the attached Cultural Resource Assessment Survey contains ☐ insufficient information.

SHPO/DHR Comments:



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

12/29/14
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

ANANTH PRASAD, P.E.
SECRETARY

December 4, 2014

Mr. Robert F. Bendus
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Background research and a review of the FMSF and the NRHP indicated that one archaeological site had been recorded within one mile of the project corridor, but none is contained within the archaeological APE, which is defined as the SR 60 right-of-way (ROW) and the three proposed ponds. The site location

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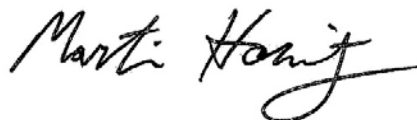
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In 2011, the State Historic Preservation Officer (SHPO) determined that the Frame Vernacular building at 4336 SR 60 (8PO7422) is ineligible for the NRHP. Based on field survey, 8PO7422 has not been altered in any substantial way since its last survey and remains ineligible for the NRHP; thus, an updated FMSF form was not completed. Segments of the Peace Creek Drainage Canal (8PO5391) and the former Seaboard Airline Railroad (8PO7117) within the project APE were recorded in updated FMSF forms. However, these segments are small sections of linear resources that extend beyond the project area. As such, field survey revealed insufficient information to consider the potential NRHP eligibility of these resources. The four newly identified and recorded resources (8PO7971 through 8PO7974) are all typical examples of architecture and engineering without known significant historical associations and are therefore, not considered eligible for the NRHP.

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Sincerely,



Martin Horwitz
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Enclosure

cc: Roy Jackson, FDOT
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The Florida State Historic Preservation Officer (SHPO)/Division of Historical Resources (DHR) finds the attached Cultural Resources Assessment Survey complete and sufficient and ____ concurs/ ____ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number _____. Or, the SHPO/DHR finds the attached Cultural Resource Assessment Survey contains ____ insufficient information.

SHPO/DHR Comments:

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

Date

**CULTURAL RESOURCE ASSESSMENT SURVEY
SR 60 GRADE SEPARATION OVER CSX RAILROAD
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
POLK COUNTY, FLORIDA**

FPID No.: 436559-1-22-01

Prepared for:

Florida Department of Transportation
District One
P.O. Box 1249
Bartow, Florida 33831-1249

November 2014

**CULTURAL RESOURCE ASSESSMENT SURVEY
SR 60 GRADE SEPARATION OVER CSX RAILROAD
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FPID No.: 436559-1-22-01

Prepared for:

Florida Department of Transportation
District 1
P.O. Box 1249
Bartow, Florida 33831-1249

On behalf of:

Atkins
600 North Broadway Avenue, Suite 310
Bartow, Florida 33830

Prepared by:

Archaeological Consultants, Inc.
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Sarasota, Florida 34240

Marion Almy – Project Manager
Lee Hutchinson – Project Archaeologist
Nelson Rodriguez – Archaeologist
Jorge Danta – Architectural Historian

November 2014

EXECUTIVE SUMMARY

Archaeological Consultants, Inc. (ACI) conducted a cultural resource assessment survey (CRAS) of the State Road (SR) 60 Grade Separation over the CSX Railroad Project Development and Environment (PD&E) study corridor, including three pond sites, in Polk County, Florida. The purpose of the CRAS was to locate and identify any cultural resources and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This CRAS was conducted in accordance with requirements set forth in the *National Historic Preservation Act* of 1966, as amended, and Chapter 267, *Florida Statutes (FS)*. The resulting report meets specifications set forth in Chapter 1A-46, *Florida Administrative Code (FAC)* and follows guidelines in the *Cultural Resources Standards and Operational Manual* (Florida Division of Historical Resources [FDHR] 2003). The archaeological and historical/architectural field surveys of the corridor were conducted in October 2014.

Background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that one archaeological site had been recorded within one mile of the project corridor, but none is contained within the archaeological area of potential effect (APE), which is defined as the SR 60 right-of-way (ROW) and the three proposed ponds. The site location predictive model for the region indicated a low to moderate potential for archaeological sites within the study corridor. As a result of this survey, no archaeological sites were discovered.

Historical background research, including a review of the FMSF and NRHP, indicated that eight historic resources (50 years of age or older) were previously recorded within the historical APE, which is defined as the archaeological APE and buildings on adjacent parcels to SR 60. This APE also includes a 500 foot radius around the intersection of SR 60 and the CSX Railroad (former Seaboard Airline Railroad) for potential visual impacts from the proposed elevated overpass. These include a Frame Vernacular building (8PO7422), a building resource group (8PO6888) which includes four buildings (8PO6971 through 6974), and two linear resources, the Seaboard Airline Railroad (8PO7117) and the Peace Creek Drainage Canal (8PO5391) which intersect the APE. A review of the United States Geological Survey (USGS) Eloise Quadrangle, the Polk County Property Appraiser records, and historic aerials available from the Publication of Archival and Library Museum Materials (PALMM) web site, suggested the potential for at least four newly identified historic resources (USGS 1955; PALMM 1941a, 1941b, 1952, 1957, and 1968).

As a result of historical field survey, seven historic resources were recorded within the APE. Three of these are previously recorded resources, including one building (8PO7422) and segments of two linear resources, the Seaboard Airline Railroad (8PO7117), and the Peace Creek Drainage Canal (8PO5391). In addition, four resources were newly identified and recorded, including an Industrial Vernacular building (8PO7974), two bridges (8PO7971 and 8PO7972), and a segment of one linear resource, SR 60 (8PO7973). Furthermore, field survey revealed that the previously recorded building resource group (Clark Cattle Ranch; 8PO6888) and its four associated buildings (8PO6971 through 6974) have been demolished.

In 2011, the SHPO determined that the Frame Vernacular building at 4336 SR 60 (8PO7422) is ineligible for the NRHP. Based on field survey and a comparison of photographs submitted to the FMSF, it is the opinion of ACI's architectural historian that 8PO7422 has not been altered in any substantial way since its last survey and remains ineligible for the NRHP; thus, an updated FMSF form was not completed. Segments of the Peace Creek Drainage Canal (8PO5391) and the former Seaboard Airline Railroad (8PO7117) within the project APE were recorded in updated FMSF forms.

However, these segments are small sections of linear resources that extend beyond the project area. As such, field survey revealed insufficient information to consider the potential NRHP eligibility of 8PO5391 and 8PO7117. The four newly identified and recorded resources (8PO7971 through 8PO7974) are all typical examples of architecture and engineering without known significant historical associations. As such, it is the opinion of ACI's architectural historian that these four resources are not considered eligible for the NRHP, either individually or as part of a historic district.

Based on these results, it is the opinion of ACI that improvements within the project APE will have no effect on any significant cultural resources, including archaeological sites and historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate costs and impacts of constructing a new overpass to carry State Road (SR) 60 over the CSX Railroad (milepost 25.544, crossing #625419N) approximately 11 miles east of Bartow and 4 miles west of Lake Wales in Polk County, Florida. The project location map (**Figure 1.1**) illustrates the location and limits of the Study.

1.1 Purpose and Need

The purpose of the project is to replace the SR 60 at-grade railroad crossing with a grade separation. The need for the project is not based on the need for additional capacity. It is based on improving safety; to provide a grade separation of the railroad crossing to separate vehicle traffic from the train traffic. The project will also reduce travel delays by removing the need to stop traffic for trains. The purpose of the PD&E Study is to provide documented environmental and engineering analyses to assist the FDOT in reaching a decision on the location and conceptual design of the new railroad overpass and associated improvements in order to accommodate future traffic demand in a safe and efficient manner. This PD&E study satisfies the FDOT requirements and follows the process outlined in the FDOT *Project Development and Environment Manual, Part 1 Chapter 10: Non-Federal Projects*.

This PD&E study documents the need for the improvements and presents the procedures utilized to develop and evaluate the overpass concept. Information relating to the engineering, environmental, and social characteristics essential for development of the railroad overpass concept was collected. Design criteria were established and a preliminary alternative was developed. The evaluation of the overpass concept was based on a variety of parameters utilizing a matrix format. This process identifies the Recommended Alternative that minimizes the socio-cultural, economic, natural, and physical impacts while providing the necessary future transportation improvements. The study also solicits input from the community and users of the facility. The design year for the analysis is 2035.

1.2 Project Description

The PD&E Study limits are SR 60 from 3200 feet west of CSX Railroad crossing #625419N to 2500 feet east of CSX Railroad crossing #625419N, a distance of 5700 feet (1.08 mile). The project is located within Section 01, Township 30 South, Range 26 East, and Section 6, Township 30 South, Range 27 East, within the Eloise United States Geological Survey (USGS) 7.5-minute (1:24,000) quad map and the USGS "Fort Pierce" 1 x 2 degree (1:250,000) topographic map.

SR 60 is an existing four-lane divided rural arterial which is part of the National Highway System and the Strategic Intermodal System (SIS). SR 60 is designated as an evacuation route by the Florida State Emergency Response Team. SR 60 is classified by FDOT as a rural principal arterial – other. Existing land uses in the study area include industrial, agricultural, infrastructure, and residential. The Access Classification is Access Class 3. There are no connecting roads within the project area, but access to SR 60 from adjacent properties is provided by driveway connections. In addition to the proposed bridges over the CSX railroad, bridges will be provided over the Peace Creek



Figure 1.1. Project Location Map.

drainage canal which is west of the railroad. While the purpose and need for this project is not to add capacity, ultimate six-lane bridges over the CSX railroad will be evaluated in order to accommodate future widening along SR 60.

1.3 Area of Potential Effects (APE)

The archaeological APE is comprised of the existing SR 60 right-of-way (ROW) and the area contained within the three pond sites. The historical APE is comprised of the archaeological APE and adjacent parcels to the road. In addition, owing to the proposed construction of an overpass, the visual impact of this elevated road has been taken into consideration. As such, the historical APE includes a 500 foot radius around the intersection of SR 60 and the CSX Railroad (former Seaboard Airline Railroad).

2.0 ENVIRONMENTAL SETTING

Environmental factors such as geology, topography, relative elevation, soils, vegetation, and water resources are important in determining where prehistoric and historic period archaeological sites are likely to be located. These variables influenced what types of resources were available for utilization in a given area. This, in turn, affected decisions regarding settlement location and land-use patterns. Because of the influence of the local environmental factors upon the aboriginal inhabitants, a discussion of the effective environment is included.

2.1 Project Location and Physical Setting

The project is located in Section 1, Township 30 South, Range 26 East and Section 6, Township 30 South, Range 27 East (**Figure 2.1**). The land in the general project area can be described as rural; however, there are industrial centers in the area as well as agriculture activity (**Photos 2.1**). Numerous lakes are also located proximate to the corridor.



Photo 2.1. Looking east at linear pond adjacent to SR 60 and agricultural field.

2.2 Geology Geomorphology

The project is contained within the Central Highlands physiographic zone, which includes the Lake Wales Ridge and the Polk Uplands (White 1970). The project area is underlain by the Tertiary Pliocene Cypresshead formation and undifferentiated reworked Cypresshead formation sediments (Scott 2001; Scott et al. 2001). The surface lithology consists of clayey sands and medium fine sands and silts (Scott 1978). The alignment ranges in elevation between 110 and 130 ft above mean sea level (amsl).

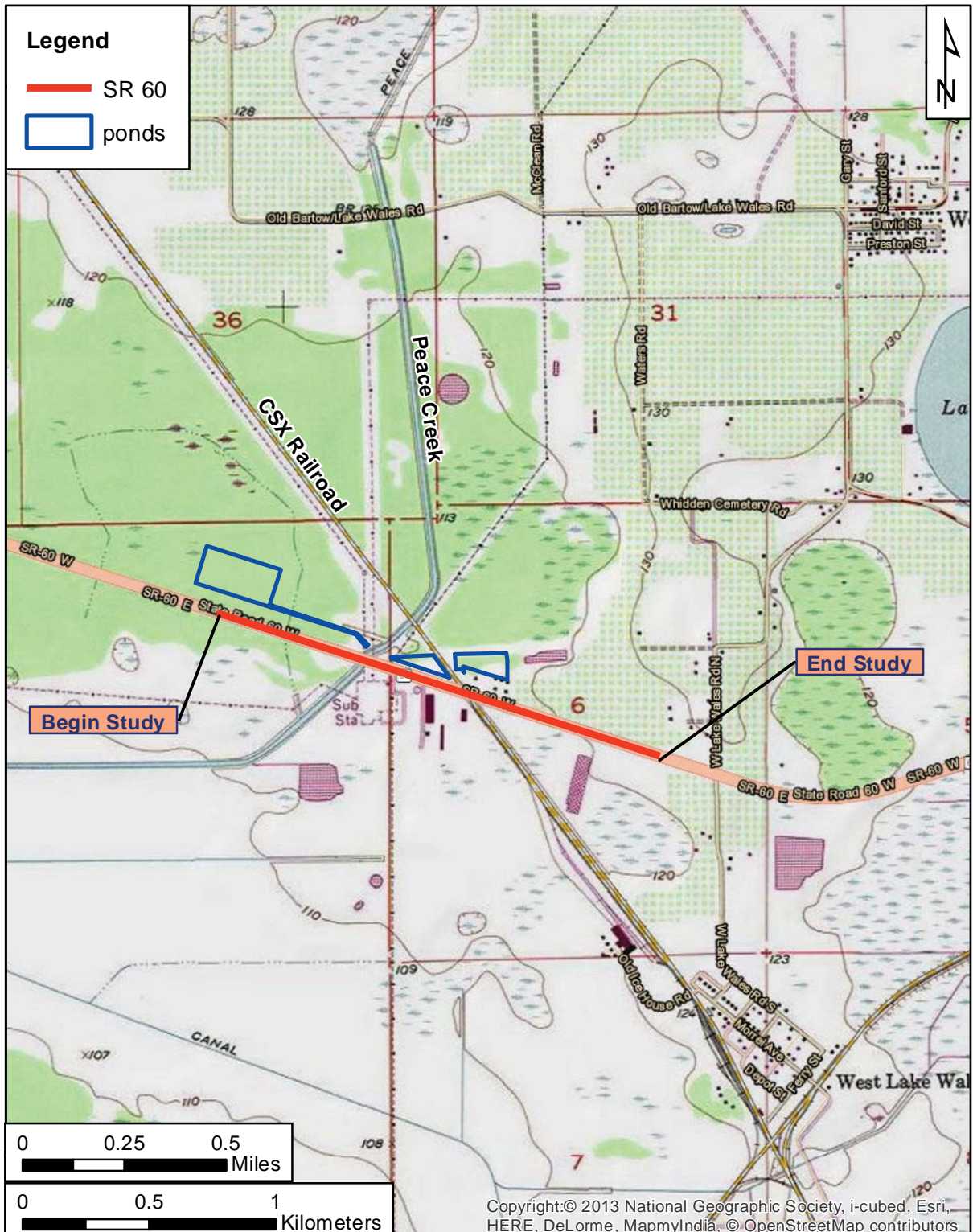


Figure 2.1. Environmental setting of the SR 60 APE. Township 30 South, Range 26 East, Section 1 and Township 30 South, Range 27 East, Section 6; USGS Eloise 1973.

SR 60 Grade Separation Over CSX Railroad PD&E Study
Polk County, Florida
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2.3 Soils and Vegetation

According to the U.S. Department of Agriculture (USDA), the project APE is located within the Smyrna-Myakka-Immokalee and Samsula-Hontoon soil associations (USDA 1990). The former is associated with the flatwoods and the latter with marshes and swamps. **Table 2.1** lists the specific soil types along the study corridor (USDA 2012); these range from excessively drained to very poorly drained.

Table 2.1. Soils types within the SR 60 APE (USDA 1990).

Name, % slope	Drainage	Setting
Felda fine sand, 0 to 2%	Poor	Sloughs or low hammocks on flatwoods
Kaliga muck, less than 2%	Very poor	Swamps and marshes
Holopow fine sand, depressional	Very poor	Wet depressions on the flatwoods
Pomona fine sand, 0 to 2%	Poor	Broad areas on flatwoods
Zolfo fine sand, 0 to 2%	Somewhat poor	Low broad ridges and knolls on flatwoods

The Smyrna-Myakka-Immokalee soils support South Florida slash pine, slash pine, longleaf pine, sand live oak, saw palmetto, prickly pear, and pineland threeawn. The native vegetation of the flatwoods is mostly South Florida slash pine, slash pine, longleaf pine, saw palmetto, live oak, water oak, running oak, gallberry, waxmyrtle, pineland threeawn, and scattered fetterbush lyonia. The Samsula-Hontoon soils support bay, cypress, maple, gum, and pines with an understory of sawgrass, greenbrier, fern, lilies, reeds, and other aquatic plants. In those areas of few trees, maidencane, arrowhead, pickerelweed, and bulrush predominate (USDA 1990).

2.4 Paleo-environmental Considerations

The early environment of the region was different from that seen today. Sea levels were lower, the climate was arid, and fresh water was scarce. An understanding of human ecology during the earliest periods of human occupation in Florida cannot be based on observations of the modern environment because of changes in water availability, botanical communities, and faunal resources. Aboriginal inhabitants would have developed cultural adaptations in response to the environmental changes taking place, which were then reflected in settlement patterns, site types, artifact forms, and subsistence economies.

Due to the arid conditions between 16,500 and 12,500 years ago, the perched water aquifer and potable water supplies were absent. Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). However, the environment was not static. Evidence recovered from the inundated Page-Ladson Site in north Florida has clearly demonstrated that there were two periods of low water tables and dry climatic conditions and two episodes of elevated water tables and wet conditions (Dunbar 2006). The rise of sea level reduced xeric habitats over the next several millennia.

By 5000 years ago, a climatic event marking a brief return to Pleistocene climatic conditions induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses, and sedges (Carbone 1983). At Lake Annie, in south central Florida,

pollen cores were dominated by wax myrtle and pine. The assemblage suggests that by this time, a forest dominated by longleaf pine along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). About 5000 years ago, surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 5 ft above present levels. With the establishment of warmer winters and cooler summers than in the preceding early Holocene, the fire-adapted pine communities prevailed. These depend on the high summer precipitation caused by the thunderstorms and the accompanying lightning strikes to spark the fires (Watts et al. 1996; Watts and Hansen 1994). The increased precipitation also resulted in the formation of the large swamp systems such as the Okefenokee and Everglades (Gleason and Stone 1994). After this time, modern floral, climatic, and environmental conditions began to be established.

3.0 CULTURE HISTORY

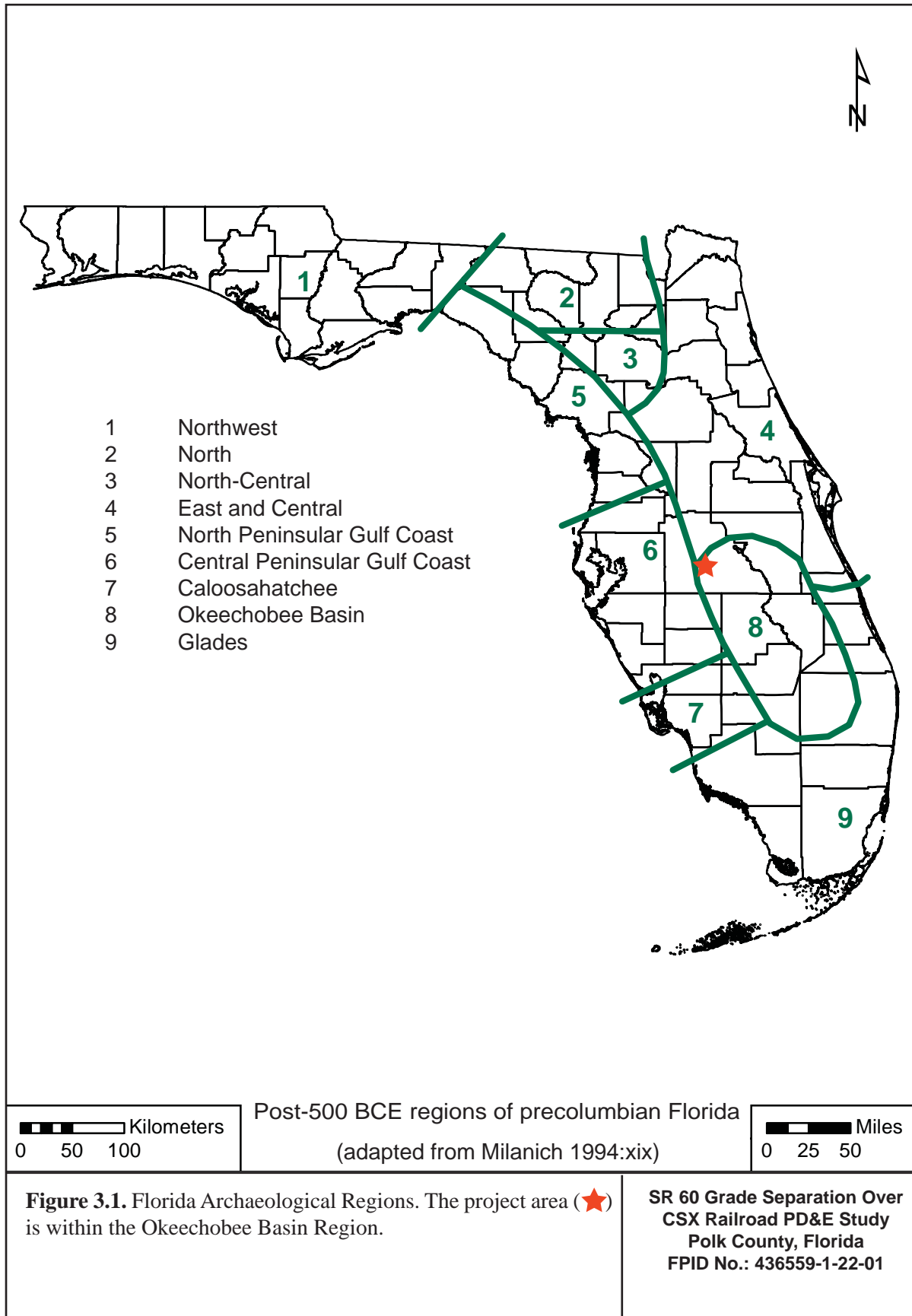
In general, archaeologists summarize the culture history of an area (i.e., an archaeological region) by outlining the sequence of archaeological cultures through time. These cultures are defined largely in geographical terms but also reflect shared environmental and cultural factors. This portion of Polk County lies within the area once known archaeologically as the Kissimmee Region, as first described by John Goggin (1947). Based on the most recent revisions of South Florida archaeological areas, the project area is situated within the Okeechobee Basin archaeological region (Milanich 1994:227; Milanich and Fairbanks 1980), alternatively referred to as the Belle Glade Area of the South Florida Region (Griffin 1988; **Figure 3.1**). Despite the systematic excavations at the Belle Glade (Willey 1949) and Fort Center (Sears 1982) sites, situated on opposite sides of Lake Okeechobee, the Okeechobee Basin/Belle Glade area (hereinafter referred to as the Belle Glade Area) is perhaps the least known of all the South Florida regions.

The sequence of cultural development for the South Florida Region is pan-regional during the earliest periods of human occupation: the Paleo-Indian and the Archaic. By approximately 500 BCE (Before Common Era), distinctive regional cultures were present and the Belle Glade culture had developed in adaptation to the surrounding savannahs and hammocks. A notable feature of this area is the large and sometimes complex earthworks, including linear ridges, circular-linear earthworks, and circular earthworks. These are found in the area surrounding Lake Okeechobee and extending northward into the Kissimmee River Valley.

The local history of the region is divided into four broad periods based initially upon the major governmental powers. The first period, Colonialism, occurred during the exploration and control of Florida by the Spanish and British from around 1513 until 1821. At that time, Florida became a territory of the United States and 21 years later became a State (Territorial and Statehood). The Civil War and Aftermath (1861-1899) period deals with the Civil War, the period of Reconstruction following the war, and the late 1800s, when the transportation systems were dramatically increased and development throughout the state expanded. The Twentieth Century includes subperiods that have been defined based on important historic events such as the World Wars, the Boom of the 1920s, and the Depression. Each of these periods evidenced differential development and utilization of the region, thus effecting the historic site distribution.

3.1 Paleo-Indian

Current archaeological evidence indicates that the earliest human occupation of the Florida peninsula, referred to as the Paleo-Indian period, dates back some 13,500 years (Widmer 1988). During this time, the climate of South Florida was much drier than today. Sea level was 40 to 50 m (130-165 ft) lower than present and the coast extended approximately 160 kilometer (km) (100 mi) seaward on the gulf coast. With lower sea levels, today's well-watered inland environments were arid uplands; Lake Okeechobee, the Caloosahatchee, Myakka, and Peace Rivers, as well as the Everglades, were probably dry. Due to the drier global conditions and little or no surface water available for evaporation, Florida's rainfall was much lower than at present (Milanich and Fairbanks 1980:38-40). Potable water was obtainable at sinkholes where the lower water table could be reached. Plant and animal life were also more diverse around these oases, which were frequented by both people and game animals (Milanich 1994:40; Widmer 1988).



Given the inhospitable climate, it is not surprising that the population was sparse and Paleo-Indian sites are uncommon in south Florida. Just to the north of Charlotte Harbor, however, evidence of some of Florida's earliest inhabitants has been uncovered. Underwater excavations at Little Salt Springs (Clausen et al. 1979) and Warm Mineral Springs (Clausen et al. 1975; Cockrell and Murphy 1978) in Sarasota County have provided an abundance of data about this period. Work at the Cutler Fossil Site in Dade County has yielded two projectile points associated with a hearth area that has been radiocarbon dated to ca. 7760 Before Common Era (BCE) (Carr 1986).

In general, the Paleo-Indian period is characterized by small nomadic groups with a hunting and gathering mode of subsistence. Permanent sources of water, scarce during this time, were very important in settlement selection (Daniel and Wisenbaker 1987). This settlement model has a high correlation with geologic features in southern Florida, such as deep sinkholes like those noted in Sarasota and Dade Counties. Sites of this period are most readily identified on the basis of distinctive lanceolate-shaped stone projectile points including those of the Simpson and Suwannee types (Bullen 1975). The tool assemblage also included items manufactured of bone and wood, and very likely leather, as well as plant fibers (Clausen et al. 1979).

3.2 Archaic

The succeeding Archaic Tradition is divided into three temporal periods: the Early Archaic (7500 to 5000 BCE), Middle Archaic (5000 to 2000 BCE), and the Late Archaic (2000 to 500 BCE). According to Widmer (1988), the extreme aridity of the South Florida region during the Early Archaic period may have caused the abandonment of the area. Sites of this time are almost non-existent in southwestern Florida.

Roughly 6500 years ago, marked environmental changes occurred. These had a profound influence upon human settlement and subsistence practices. Among the landscape alterations was a rise in sea and water table levels resulting in the creation of more available surface water. It was during this period that Lake Okeechobee, the Everglades, and the Caloosahatchee and Peace Rivers developed. In addition to altered hydrological conditions, this period is characterized by the spread of mesic forests and the beginnings of modern vegetation communities including pine forests and cypress swamps (Griffin 1988; Widmer 1988).

The archaeological record for the Middle Archaic is better understood than the Early Archaic. Among the material culture inventory are several varieties of stemmed, broad blade projectile points including the Newnan, Levy, Marion, and Putnam types (Bullen 1975). At sites where preservation is good, such as sinkholes and ponds, an elaborate bone tool assemblage is recognized along with shell tools and complicated weaving (e.g., Beriault et al. 1981; Wheeler 1994). In addition, artifacts have been found in the surrounding upland areas, as exhibited in the projectile points found in the upland palmetto and pine flatwoods surrounding the Bay West Site (Beriault et al. 1981). Along the coast, excavations on both Horr's Island in Collier County, and Useppa Island in Lee County have uncovered pre-ceramic shell middens which date to the Middle Archaic period (Milanich et al. 1984; Russo 1991; Russo et al. 1991).

Mortuary sites, characterized by interments in shallow ponds and sloughs as discovered at the Little Salt Springs and Nona Sites in Sarasota County (Clausen et al. 1979; Luer 2002), Republic Groves in Hardee County (Wharton et al. 1981), and the Bay West Site in Collier County (Beriault et al. 1981), are also distinctive of the Middle Archaic. At the latter site, the remains of 35 to 40 individuals were found, some of which had been placed on leafy biers, perhaps branches, laid down in

graves dug into the peat deposits. Artifacts recovered included small wooden sticks possibly used as bow drills for starting fires, antler tools with wooden hafts that appear to be sections of throwing sticks, two throwing stick triggers, and bone points or pins (Milanich 1994:81).

Pre-ceramic cultural horizons beneath tree island sites have been reported in the eastern Everglades (Carr and Beriault 1984; Mowers and Williams 1972; Schwadron 2005). Population growth, as evidenced by the increased number of Middle Archaic sites and accompanied by increased socio-cultural complexity, is assumed for this time (Milanich and Fairbanks 1980; Widmer 1988). Marquardt suggests that there was not so much of an increase in population, but a clustering of the population around wetland resources because of the drier climatic conditions (Marquardt 1999:77).

The beginning of the Late (or Ceramic) Archaic Period is similar in many respects to the Middle Archaic but includes the addition of ceramics. The earliest pottery in the South Florida region is fiber-tempered, as represented at sites on Key Marco (Cockrell 1970; Widmer 1974). This pottery, referred to as the Orange series, was often decorated with incised lines. Orange Plain pottery is coeval with plain chalky and limestone tempered wares, but the use of incising occurs as early as 1500 BCE (Widmer 1988). Projectile points of the Late Archaic are primarily stemmed and corner-notched, and include the Culbreath, Clay, and Lafayette types (Bullen 1975). Other lithic tools include hafted scrapers and ovate and triangular-shaped knives (Milanich and Fairbanks 1980). Archaeological evidence indicates that South Florida was sparsely settled during this time.

The termination of the Late or Ceramic Archaic corresponds to a time of environmental change. The maturing of productive estuarine systems was accompanied by cultural changes leading to the establishment of what John Goggin defined as the “Glades Tradition” (Griffin 1988:133). Dominated by the presence of sand-tempered ceramics in the archaeological record, the Glades Tradition was also characterized by “the exploitation of the food resources of the tropical coastal waters, with secondary dependence on game and some use of wild plant foods. Agriculture was apparently never practiced, but pottery was extensively used” (Goggin 1949:28).

3.3 Glades Tradition

The Glades Tradition was defined by Goggin based on work he conducted in South Florida in the 1930s and 1940s (Goggin 1947). Goggin noticed that the archaeological assemblage, beginning about 500 BCE, began to take on a distinct appearance. This appearance reflected an adaptation to the tropical coastal environment of South Florida because the estuary systems, along with their high biological productivity, were now well established. The archaeological record disclosed widespread population increases and an apparent florescence in tool assemblages related to the exploitation of the marine environment.

Most information concerning the post-500 BCE aboriginal populations is derived from coastal sites where the subsistence patterns are typified by the extensive exploitation of fish and shellfish, wild plants, and inland game, such as deer. Inland sites, such as those in the Big Cypress Swamp, show a greater, if not exclusive, reliance on interior resources. Known inland sites often consist of sand burial mounds, shell and dirt middens along major watercourses, and small dirt middens containing animal bone and ceramic sherds in oak/palm hammocks or palm tree islands associated with freshwater marshes. However, the most conspicuous site types are earthworks. These complexes include such forms as circular ditches, liner ridges, and various combinations of these features (Carr 1975; Johnson 1990). Many of these are situated in the broad flat savannahs. Sears

(1982) has hypothesized that Belle Glade peoples constructed these to provide artificial, dry fields for the growing of maize.

Belle Glade I (500 BCE-800 CE [Common Era]): Small house mounds in the savannahs along the creek banks characterize the settlement pattern of this period. Sears has hypothesized that small fields encircled and drained by ditches may date as early as 1000 to 800 BCE (Sears 1982). By 450 BCE, the large circular field at Fort Center was built. Ceramics gradually change from semi-fiber-tempered to sand-tempered during this long period, and little evidence has been found to link the peoples of the Okeechobee Basin with other Florida aboriginal cultures, except the St. Johns area. Evidence of this early period is found at the Ortona complex where recent research indicates that "...initial occupation might have occurred during the Belle Glade I period, if not earlier" (Carr et al. 1995:259).

Belle Glade II (800-1200 CE): Belle Glade Plain pottery became the dominant ceramic ware at the Fort Center Site and within the region by the beginning of this period. Raised fields were used for planting to avoid the high water table (Sears 1982:185-189). At the Fort Center Site, a distinct mortuary ceremonialism is found to mark Period II. In addition to house mounds, there is evidence that ceremonial mounds, a charnel platform amid a mortuary pond, and other earthworks were built during this period. The preparation of the dead apparently became a complex cultural trait, and certain artifacts such as trade ceramics, wooden carvings, and some shells were utilized. Connections between the Fort Center maize-based economy and ceremonialism, and the Hopewell sites in Florida and throughout the eastern United States have been suggested (Sears 1982:198-199).

Belle Glade III: (1200-1400): Period III was a hiatus between Period II and the later Calusa Empire. This period is marked by the collapse of the charnel house mortuary system. In addition, instead of circular earthworks, linear earthworks with terminal house mounds were in use. The long linear ridges may have been used for horticulture during this period (Sears 1982), though others have pointed out that the soils were not suitable for maize production (Johnson 1991). Carr suggests that the focus should be on the ditches, not the earthworks; the ditches being used as fish impoundments connected to adjacent creeks and rivers by an intricate weir and gate system (Carr 2012). Belle Glade Plain ceramics increased in frequency, and St. Johns Check-Stamped begins to appear in small quantities sometime after 1000 CE. Sears suggests that during this period, there was little change in artifacts, and faunal evidence indicates a continued use of the total environment for food resources.

Belle Glade IV: (1400-1700): This was a period of increased construction and complexity of earthworks and house mounds. However, there is insufficient evidence to indicate whether these changes developed internally or as a result of outside influences (Carr 2012). Belle Glade Plain ceramics are the dominant ceramic type during this period. The expanded flat and comma shaped rim forms became common. Aboriginal artifacts manufactured from European-derived metals, and historic materials such as glass beads and San Luis polychrome majolica, appear in sites throughout South Florida. Among the distinctive artifacts are small metal ceremonial tablets, whose focus of distribution is the area around Lake Okeechobee, including its tributaries and drainages (Allerton et al. 1984). Indeed, Sears concludes that "... Fort Center was a part of the sixteenth and seventeenth century Calusa empire . . .," and he adds that three of the "metal badges" found at Fort Center are the largest and heaviest known, suggesting the importance of the inland region" (1982:201).

Regional sites from this period, include the Daugherty Site (8HG3), an earthworks complex located on the Kissimmee River where a ceremonial tablet was unearthed from a sand burial mound (Allerton et al. 1984:28). Further to the south, the Belle Glade Site in Palm Beach County yielded elaborate European grave goods, including gold, silver, and copper items as well as glass beads (Willey 1949:60-61).

One or more mounds at the Ortona complex, west of Lake Okeechobee, may be dated to Belle Glade IV due to a high ratio of Belle Glade Plain and a high frequency of well-made late rim forms. Similar late-style Belle Glade Plain pottery and a complete absence of sand-tempered pottery characterize the vicinity of Mound H, the mound attached to the Large Mound. Thus, archaeological research suggests that some portions of the Ortona complex date from ca. 1000 to 1200. Like Fort Center, it appears that at least some parts of the Ortona Site were used until the period of Spanish contact. This is evidenced by European artifacts, including Nueva Cadiz beads that were recovered by Goggin at the Ortona burial mound (Carr et al. 1995).

Throughout the Belle Glade area, the diversity of food resources aided the development of the Calusa domain. In addition to the available fish, deer, alligator, snakes, opossums, and turtles, Fontaneda, a Spanish captive of the Calusa, described bread made of roots that grew in the lake area. Maize cultivation, however, was not mentioned by Fontaneda who spent more than a decade in captivity. According to Hale (1984:183), “the absence of maize agriculture around 1545 when Fontaneda was a captive of the Calusa may be a result of a deterioration of environmental conditions in the Lake Okeechobee basin around 1300 to 1400,” rather than a lack of agricultural practices.

The Okeechobee Basin continued to be occupied through the contact period. Spanish materials, including precious metals probably salvaged from wrecked ships, were brought into the area and often were placed as grave furnishings in burial mounds. It appears that a large population continued to live at Fort Center in the sixteenth and seventeenth centuries as Europeans began conquest of *La Florida*.

3.4 Colonialism

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish crown in the 1500s, ushered in devastating European contact. After Ponce de Leon’s landing near St. Augustine in 1513, Spanish explorations were confined to the west coast of Florida; Narvaéz is thought to have made shore in 1528 in St. Petersburg and de Soto’s 1539 landing is commemorated at De Soto Point on the south bank of the Manatee River.

In northern Florida, much of the surviving Native American population was converted by Jesuit and Franciscan missions (cf., McEwan 1993). However similar efforts in peninsular Florida met with mixed success, not for a lack of effort, but because the remaining peninsular populations were intractable (Hann 1991, 2003). The territory of the Jororo was in Orange, Polk, and Highlands Counties (Milanich 1995). Although these Indians apparently continued the St. Johns tradition, they did not share the same Timucuan language as many of the other St. Johns historic counterparts (Milanich 1995). The Philip Mound Site in eastern Polk County has produced evidence of a Spanish mission to the Jororo of the region. A 1693 priest’s account describes the Jororo: “On the whole [they] do not work at plantings. They are able to sustain themselves solely with the abundance of fish they catch and some wild fruits” (Fray Juan de Carmenatri 1693 in Hann 1991:111).

The area that now constitutes the State of Florida was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783 when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period of ownership. Prior to the American colonial settlement of Florida, portions of the Muskogean Creek, Yamassee, and Oconee tribes moved into Florida and repopulated the demographic vacuum created by the decimation of the original aboriginal inhabitants. These migrating groups of Native Americans

became known to English speakers as Seminoles. They had an agriculturally based society, focusing upon cultivation of crops and the raising of horses and cattle. The material culture of the Seminoles remained similar to the Creeks, the dominant aboriginal pottery type being Chattahoochee Brushed. European trade goods, especially British, were common. The Creek settlement pattern included large villages located near rich agricultural fields and grazing lands.

Their early history can be divided into two basic periods: *colonization* (1716-1767) when their initial movement into Florida occurred, and *enterprise* (1767-1821) which was an era of prosperity under the British and Spanish rule prior to the American presence (Mahon and Weisman 1996). The Seminoles formed at various times loose confederacies for mutual protection against the new American Nation to the north (Tebeau 1980:72). The Seminoles crossed back and forth into Georgia and Alabama conducting raids and welcoming escaped slaves. This resulted in General Andrew Jackson's invasion of Florida in 1818, which became known as the First Seminole War.

3.5 Territorial and Statehood

As a result of the war and the Adams-Onís Treaty of 1819, Florida became a United States territory in 1821, but settlement was slow and scattered during the early years. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia Counties. At that time, St. Johns County encompassed all of Florida lying east of the Suwannee River, and Escambia County included the land lying to the west. In the first territorial census in 1825, some 317 persons reportedly lived in South Florida; by 1830 that number had risen to 517 (Tebeau 1980:134).

Even though the First Seminole War was fought in north Florida, the Treaty of Moultrie Creek in 1823, at the end of the war, was to affect the settlement of all of south Florida. The Seminoles relinquished their claim to the whole peninsula in return for an approximately four million acre reservation south of Ocala and north of Charlotte Harbor (Covington 1958; Mahon 1985:50). The treaty satisfied neither the Indians nor the settlers. The inadequacy of the reservation and desperate situation of the Seminoles living there, plus the mounting demand of the settlers for their removal, soon produced another conflict.

During the Second Seminole War, Fort Gardiner, lying within present-day Polk County, was established at the headwaters of the Kissimmee. Military and civilian suppliers passed through the region traveling to reach Seminole villages and an increasing number of military fortifications. A major military strategy during the war was developed to ensure that the Seminoles would remain on the lands south of Ocala. General Zachary Taylor established a line of posts or forts across the state from Fort Brooke, on the west, to around New Smyrna on the east coast. The line of forts included Fort Fraser in Polk County. The Second Seminole War lasted until 1842 "...when a frustrated President John Tyler ordered the end of military action against the Seminoles, \$20 million had been spent, 1500 American soldiers had died, and still no formal peace treaty had been signed" (Wickman 2002). Tyler ended the conflict by withdrawing U.S. troops from Florida. Some of the battle-weary Seminoles were persuaded with money to migrate west where the federal government had set aside land for Native Americans. However, those who were adamant about remaining in Florida were allowed to do so, but were pushed further south into the Everglades and Big Cypress Swamp. This area became the last stronghold for the Seminoles (Mahon 1985:321).

Although the war devastated many parts of Florida, it also stimulated development. During the war, the U.S. army dispatched a number of military expeditions to the Peace River. Forts were established along the river and elsewhere throughout central Florida; land was cleared and roads were

created to provide access to the scattered forts. Encouraged by the passage of the Armed Occupation Act in 1842, designed to promote settlement and protect the Florida frontier, settlers moved south through Florida. The Act made available 200,000 acres outside the already developed regions south of Gainesville to the Peace River, barring coastal lands and those within a two-mile radius of a fort. The Armed Occupation Act stipulated that any family or single man over 18 able to bear arms could earn title to 160 acres by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years. During the nine-month period the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961a:48).

In 1845, the State of Florida was admitted to the Union with Tallahassee selected as the state capital. During the same year, Hillsborough County, which was established in 1834, was enlarged to include parts of Mosquito County, including the area that later became Polk County. Federal surveys were initiated by the U.S. Government in the 1840s, following the Second Seminole War and the Armed Occupation Act. Township 30, Ranges 26 and 27 East were surveyed by John Jackson, J. J. Daniels, J. B. Kilgore, and G. H. Bunker in the 1850s. Other than a few unnamed trails, no manmade features including villages or forts are illustrated on the *Plats* (State of Florida 1859b, 1859c). The environment in this area was quite variable and included areas of pine, blackjack, and swamp; lowland swamps and scrub; scrub and bay gall; prairies and inundated marshes; 2nd rate pine and prairie; and high rolling sandhills (State of Florida 1854, 1855a, 1855b, 1858, 1859a).

By 1851, there were not more than a dozen Anglo-American families, along with a garrison of soldiers and a hundred or so Indians, in what was to become Polk County. The earliest settlements were established along the Peace River. Pioneer homesteaders included the Blounts, Raulersons, and Summerlins, most of who were from northeast Florida. Many of the families tended to concentrate around the communities of Medulla, Bartow, Socrum, and Fort Meade (Historic Property Associates [HPA] 1992:3; McNeely and McFadyen 1961:7).

As more homesteaders settled further south on the peninsula, difficulties with the Seminoles increased, eventually resulting in the Third Seminole War (1855-1858) (McNeely 1961). In 1849, an "Indian Scare" began with several attacks, one occurring near a trading post at Payne's Creek. There, white settlers employed at the post were attacked by a few young Seminoles. Two settlers were killed, and others escaped to alert surrounding settlements (Frisbie 1976:16). The possibility of repeat events such as this prompted the creation of a number of military forts throughout central Florida (Covington 1961b). In 1849, Ft. Kissimmee was strategically placed halfway between Lake Okeechobee and Lake Kissimmee. Hostilities broke out in December 1855 when a group of surveyors, with a military escort, penetrated the Big Cypress Swamp and Billy Bowlegs' camp resulting in the start of the Third Seminole War (Covington 1982).

Polk County was witness to some hostile action during the Third Seminole War. The Battle of Peace River occurred in the summer of 1856, as a result of a Seminole war party attack on the Tillis family home near Fort Meade (Matthews 1983). Reinforcements were sent from Fort Fraser to Fort Meade, and a bloody battle ensued with the whites withdrawing to a position south of Fort Meade. Captain William B. Hooker, commander of militia forces in the area, arrived and searched for the Seminole group up and down the banks of the Peace River with no success. The battle was over. It was not until two years later in February of 1858, that the final Seminole War ended when Chief Billy Bowlegs, along with 165 Seminoles, accepted monetary persuasion to migrate west. On May 8, 1858, the Third Seminole War was declared over (Brown 1991; Covington 1982).

Following the Third Seminole War, the area that currently comprises Polk County experienced its first land boom. More soldiers settled in the area and civilians finally felt the land was sufficiently safe to inhabit. Several settlements sprang up and others grew. Communities developed

during the mid-nineteenth century as families settled near forts for protection. By 1860, the total population of Hillsborough County, which included present-day Polk County, was 2,979. Nineteen percent of the total population was slaves, with only 120 slave owners in the entire county. One year later, Readding Blount, James Hamilton, George Hamilton, Francis A. Hendry, Louis Lanier, John C. Oats, Henry Seward, and Frederick Varn owned 55 percent of the slaves in Polk County. The slaves located in Fort Fraser and Fort Blount held a value of \$81,450, almost as much as cattle in the same year (Brown 1991:138-138).

3.6 Civil War and Aftermath

On February 8, 1861, the state legislature created Polk County out of portions of Hillsborough and Brevard Counties, and named it in honor of President James K. Polk (Frisbie 1976:32). That same year Florida followed South Carolina's lead and seceded from the Union as a prelude to the Civil War. Although homesteaders and settlers clustered around the drainage and supply systems of Peas Creek (Peace River), occupation was still scattered and isolated throughout the years of the Civil War (Davis 1856). Many male residents abandoned their farms and settlements to join the Union Army at one of the coastal areas retained by the United States government or joined the Confederate Cow Cavalry. The Confederate Cow Cavalry provided one of the major contributions to the Confederate war effort by supplying and protecting the transportation of beef to the government (Akerman 1976:93-95). There was little military activity in Polk County during the ensuing four years of the Civil War.

During the early post-war years, the highly publicized 1862 Homestead Act, passed by the U.S. Congress as wartime legislation, enticed more settlers into Florida to establish farms and rescue the rebel state. Civilian activity slowly resumed a normal pace after recovery from wartime depressions. Subsistence agriculture, citrus, and cattle remained the primary economic sources in Polk County. The county seat was established in 1867 on land at Fort Blount given by Jacob Summerlin. The settlement was named Bartow, for Gen. Francis S. Bartow of Georgia, a wartime casualty (Frisbie 1976:36). Travel between Tampa, Fort Meade, and Bartow, a 48 mile trip requiring 12 hours, was completed weekly by stage (Pizzo 1968:77). During the early 1870s, there were less than 150 people residing within an area of 50 square miles surrounding the county seat of Bartow. The unstable economy following the war hampered any noticeable development in central and south Florida until the 1880s, when railroads extended tracks through the area (HPA 1992:6)

During the Reconstruction period, Florida's financial crisis, born of pre-war railroad bonded indebtedness, led Governor William Bloxham to search for a buyer for an immense amount of state lands. Bloxham's task was to raise adequate capital in one sale to free from litigation the remainder of state lands for desperately needed revenue. In March of 1881, Hamilton Disston, a Philadelphia investor and friend of Governor Bloxham, purchased four million acres from the State of Florida in order to clear the state's debt. This transaction, which became known as the Disston Purchase, enabled the distribution of large land subsidies to railroad companies, inducing them to begin extensive construction programs for new lines throughout the state (Harner 1973; Tebeau 1980). Hamilton Disston and the railroad companies, in turn sold smaller parcels of land to developers and private investors (Davis 1939). Disston's land holding company was the Florida Land and Improvement Company (FLIC). Disston and his associates also formed the Atlantic and Gulf Coast Canal and Okeechobee Land Company (AGCCOLC) on July 1881 (Davis 1939:205). This company was established as part of the drainage contract created with the State that would provide Disston and his associates with one-half of the acreage that they could drain, reclaim, and make fit for cultivation. Disston also formed the Kissimmee Land Company to help fulfill his drainage contracts

(Hetherington 1928). Canals were dug to many area lakes and the Kissimmee River was cleaned and deepened. The dredging operations made it possible to navigate a steamboat from Lake Kissimmee to Lake Okeechobee and out to the Gulf of Mexico via the Caloosahatchee River (Tebeau 1980:280). Steamboats became commonplace on the river as people began to settle around Lake Kissimmee.

In addition to the introduction of the railroad in the 1880s, natural resources were discovered, fostering growth in the area. During studies conducted by the U.S. Army Corps of Engineers in 1881 to determine the feasibility of opening a navigable waterway from the St. Johns River to Charlotte Harbor, valuable pebble rock phosphate deposits were discovered along the Peace River. Subsequent massive land acquisitions began and continued for decades. Mining towns, refineries, and shipping facilities were soon to change the face of the lands in which deposits were found (Blakey 1974; Brown 1991; Cash 1938; Driver 1992; Historic Tampa/Hillsborough County Preservation Board [HT/HCPB 1980]).

Polk County began witnessing major growth following the discovery of phosphate and the construction of the railroad throughout the county. In 1883, Henry Plant's South Florida Railway entered Polk County, extending from Tampa northeast to Kissimmee where it linked up with the Sanford Line. It is during this period that most of the land within the APE was purchased by the FLIC and AGCCOLC with several other large tracts being deeded to the Jacksonville, Tampa, and Key West Railway. In addition to these large corporations, the Florida Commercial Company and numerous individuals also purchased land along the corridor. The latter include Thomas P. Denham, J. W. Boyd, Format and Frank Finch, George F. King, Elestus S. Wormell, Anthony H. Seipt, Sydney J. Wailes, Hagerup Hemmingson, Herman H. Bierbaum, Joseph Gonzales, Tip A. Hunt, E. J. Howard, Isaiah J. A. Barber, John A. Henderson, George Butterfield, and Benjamin Cox (State of Florida n.d.:14-28, 294-298).

In late 1889, the DeSoto Phosphate Mining Company erected a phosphate processing plant on the bank of the Peace River. From its beginnings at Zolfo and Arcadia, the phosphate craze spread through the Peace River Valley. The Pharr Phosphate Company and the Florida Phosphate Company established mines near Bartow in 1890. However, the pebble phosphate boom was short lived. A drop in prices, decreased demand, increasing production costs, the effects of the great Panic of 1893, and competition from hard rock and land pebble mines, ultimately combined to close the production of pebble phosphate (Brown 1991). Nonetheless, land mining for phosphate continued, and in 1919 there were 17 phosphate companies in Polk County (U.S. Environmental Protection Agency [USEPA] 1978). By 1938, extensive consolidation of the various phosphate companies across the state resulted in a total of three hardrock phosphate companies and six land pebble phosphate companies (Blakey 1974:159).

By 1895, only a decade after incorporation, the population of Lakeland had nearly doubled to 1,000. Much of this was because Lakeland had become an important rail yard and shipping site in Polk County; by 1893, there were 20 daily train arrivals and departures at the local station. Essential to the economic success of Lakeland, the railroad facilitated the shipment of citrus, strawberries and phosphate, three of its key industries, to markets worldwide (Hetherington 1928; McNeely 1961). This placed the town among the top 15 cities in Florida at the time. Although the national financial Panic of 1893, and the Great Freeze of 1894-95, devastated capital investment and much of the Florida citrus industry, including that in Polk County, groves were replanted and prospered again within the next decade. In 1900, the main industries remained phosphate mining, citrus, and strawberry farming (Hetherington 1928).

3.7 Twentieth Century

The Florida Citrus Exchange was formed in 1909, with a Polk County sub-exchange headquartered in Bartow. A Lakeland Citrus Exchange was created in 1912. Several other packinghouses and a juice plant were constructed by 1916, primarily located along the railroad tracks, northwest of downtown. By the late 1910s, the naval stores industry that produced turpentine, lumber and rosin, joined the citrus and phosphate industries as a prime economic resource in Polk County.

In 1916, the Good Roads Association sponsored a 1.5 million dollar bond issue to build 217 miles of asphalt highways linking every major city in Polk County. By 1923, another million dollars had been spent on asphalt roads, with arches erected at each major point of entry. At this time, the County was believed to be the only county in the country in which every town was linked by paved roads (Brown 2001; Frisbie 1976; Hetherington 1928; Kendrick 1964; McNeely 1961). The expanding road system, mild winters, new hotels, and propaganda that advertised the state as a tropical paradise, prompted the Florida Land Boom of the 1920s. Polk County boasted 326 miles of “velvet asphalt highways winding through 50,000 acres of orange groves and around hundreds of lakes” (Barber 1975:324-325).

However, the 1926 real estate economy in Florida was based upon such wild land speculations that banks could not keep track of loans or property values. By October 1926, rumors were rampant in northern newspapers concerning fraudulent practices in the real estate market in south Florida. Confidence in the Florida real estate market quickly diminished, investors could not sell lots, and depression hit Florida earlier than the rest of the nation. Simultaneously, the agricultural industry suffered a devastating infestation by the Mediterranean fruit fly that endangered the future of the entire citrus industry. To make the situation even worse two hurricanes hit south Florida in 1926 and 1928. The hurricanes destroyed confidence in Florida as a tropical paradise and created a flood of refugees fleeing northward. Soon after, the October 1929 stock market crash and the onset of the Great Depression left the area in a state of stagnation. The 1930s saw the closing of mines and mills and citrus packing plants, and widespread unemployment (Burr 1974).

Exacerbating the economic downturn was the compulsory cattle dipping law, which forced cattle owners to dip their stock every two weeks for two years. This law was enforced in an effort to eradicate the cattle fever tick, responsible for transmission of tick fever. This disease, which was debilitating to the nation’s southern stock, was fatal to northern herds (Black 1998). Although the program was subsidized by the state, until the correct “dip recipe” was discovered, numerous cattle were lost to overdosing, at the expense of the private ranchers (Black 1998). In addition, with cattle scattered over vast distances, bi-monthly dipping required constant hours in the saddle for the roundups (Akerman 1976). Despite the short-term economic burden placed on ranchers, many see the cattle-dipping program as the birth of the cattle industry in Florida. Prior to this, herds were allowed to roam freely. The legislation made ranchers accountable for their herds, a responsibility, that resulted in fenced ranches and branded cattle (Carlton 1997).

By the mid-1930s, federal programs implemented by the Roosevelt administration began employing large numbers of construction workers helping to revive the economy. These projects included federal building of parks, bridges, and public buildings. In addition to projects such as these, the Works Progress Administration (WPA) occasionally assisted local entrepreneurs. One such local businessperson was Dick Pope who developed the swampland on the north bank of Lake Eloise into Cypress Gardens, located in Winter Haven. On January 2, 1936, Cypress Gardens opened to the public and became Florida’s first theme park show-placing thousands of types of flowers from

countries around the world (Brown 2001). Eventually the park expanded to include rides and water-skiing shows.

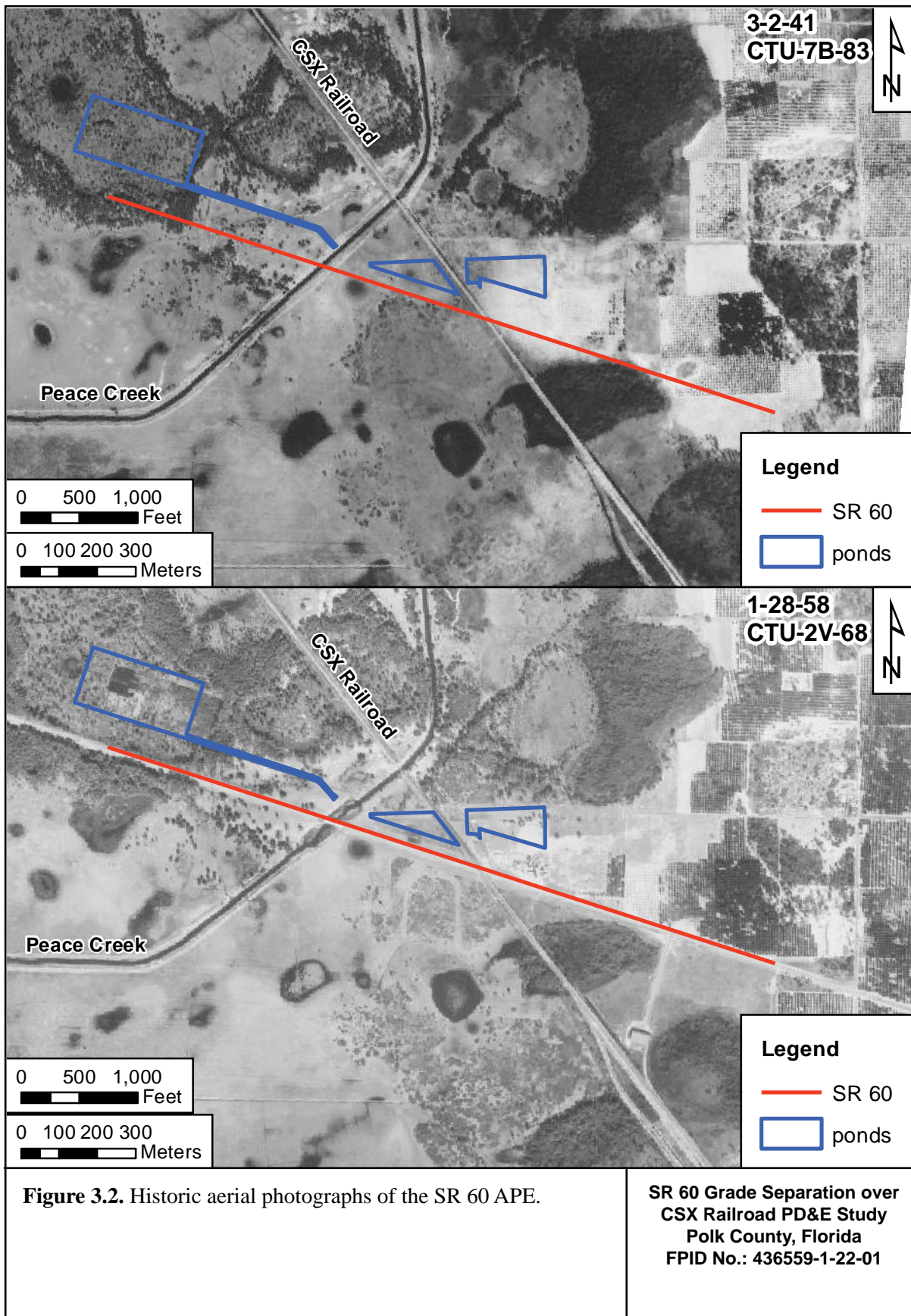
Following the Depression, World War II and federal efforts to package and transport food resulted in innovative changes. Rapid expansion occurred in the citrus canning field (HT/HCPB 1980:13). In addition, federal road building and airfield construction for the wartime defense effort brought unparalleled numbers of residents into Florida and the project area during the postwar years. Phosphate operations continued. The 1940s saw an industry-wide rebound as wartime and post-war demands for modern agricultural production created economic market incentives worldwide. Conglomerate corporations entered the market as technology evolved and small-scale operations began to disappear (HT/HCPB 1980:17-18). During the following decade, the 1956 Highway Act funded a plan for 41,500 miles of interstate highway nationwide. Interstate 4 (I-4) was part of that plan and was constructed during the late 1950s and early 1960s. Today, I-4 is the major automobile transportation link between Tampa and Orlando through Polk County.

Cypress Gardens continued to operate until April 2003 when it closed due to a lack of attendance. However, in February of 2004, the land was placed on a conservation easement, preventing future development. Since then, the property has been repurposed as Legoland, Florida, a 145 acres theme park opened on October 15, 2011 (Legoland 2014). The theme park preserved the botanical garden from the former Cypress Gardens.

Economically, the county continues to rely on the industries that have historically supported it. Polk County is a leading phosphate and citrus producer in the state and is a major producer of cattle, poultry, and softwood logs and pulp. It also has the largest amount of farmland in the State. In addition, tourism is important economically. Polk County's total population in 2000 was 483,924 and by 2010, the population had increased almost 25% to 602,095 (U.S. Census Bureau [USCB 2012]).

3.8 Area History

The project area is a rural section of Polk County. Historic aerials show the project area as predominately composed of citrus groves and cleared land (PALMM 1941) (**Figure 3.2**). However, some development took place, such as the construction of SR 60 c. 1950, and its subsequent expansion to four lanes c. 1965, as well as the construction of a large warehouse (PALMM 1952 and 1968). Today the setting for SR 60 remains much the same and still consists of citrus groves, and large areas of undeveloped land.



4.0 BACKGROUND RESEARCH AND METHODS

4.1 Background Research and Literature Review

A comprehensive review of archaeological and historical literature, records, and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project area and vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the FMSF, cultural resource survey reports, published books and articles, unpublished manuscripts, and maps. No local residents were available for interview.

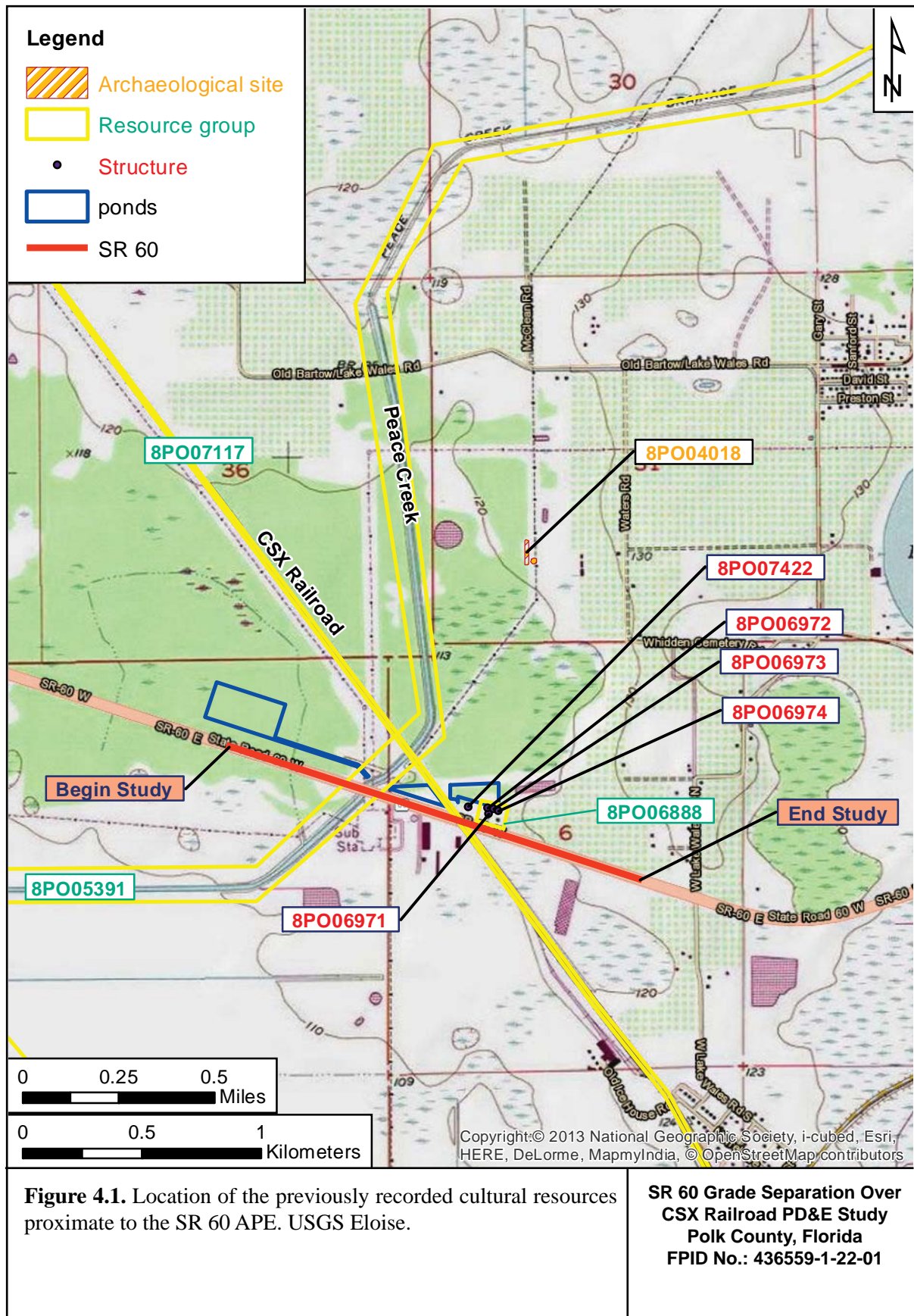
It should be noted that the FMSF digital data used in this report were obtained in October 2014. According to FMSF staff, input may be a month or more behind receipt of reports and site files and the GIS data are updated quarterly. Thus, the findings of the background research phase of investigation may not be current with actual work performed in the general project area.

4.1.1 Archaeological Considerations

For archaeological survey projects, specific research designs are formulated prior to initiating fieldwork to delineate project goals and strategies. Of primary importance is an attempt to understand, based on prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project area, but also provides a valuable regional perspective, and thus, a basis for evaluating any new sites discovered.

Background research indicated that no previously recorded archaeological sites are located within or adjacent to the SR 60 APE; however, there is one previously recorded archaeological site (8PO4018) within a mile of the project APE (**Figure 4.1**). This site is a lithic scatter site which is culturally indeterminate (Janus Research 2008). It has been evaluated by the SHPO and not eligible for listing in the NRHP. There have only been a few other cultural resource assessment surveys conducted in the general vicinity of the SR 60 APE. These have been completed for transportation projects (ACI 2010) and natural gas transmission lines (Janus Research 1994)

Based on these data, combined with more regional archaeological syntheses (Austin and Layman 1989; Ellis et al. 1994; Johnson and Basinet 1995), the project area and surrounding lands have been the scene of human activity for more than 8000 years, and as discussed below, there is a variable potential for the discovery of aboriginal archaeological sites along the corridor. As archaeologists have long realized, aboriginal populations did not select their habitation sites and special use activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. In general, comparative site location data indicate a pattern of site distribution favoring the relatively better-drained terrain relative to the surrounding terrain and near a permanent or semi-permanent source of potable water including rivers, creeks, and freshwater marshes. Upland sites well removed from potable water are rare. In the poorly drained pine flatwoods, sites tend to be situated on ridges and knolls near a freshwater source. It should be noted that the settlement patterns noted above cannot be applied to sites of the Paleo-Indian and Early Archaic periods, which precede the onset of modern environmental conditions.



Based on these data, a review of the appropriate USGS Quadrangle maps, and the Polk County soil survey (USDA 1990), the SR 60 APE had a low to moderate archaeological site potential; the APE had a low potential for precolonial archaeological sites and a low potential for the presence of historic archaeological sites.

4.1.2 Historical Considerations

According to information obtained from the FMSF, the NRHP, and the ETDM, ten historic resources were previously recorded within a one mile radius of the project. However, only eight are located within the project APE. These include a Masonry Vernacular building (8PO7422), a building resource group (Clark Cattle Ranch, 8PO6888) which includes four buildings (8PO6971 through 6974), and two linear resources, the Seaboard Airline Railroad (8PO7117) which intersects the APE in Township 30 South, Range 27 East, Section 6, and the Peace Creek Drainage Canal (8PO5391) which intersects the APE in Township 30 South, Range 26 East, Section 1 (USGS 1955) (**Figure 4.1**).

In 2005, the SHPO reviewed the buildings associated with the Clark Cattle Ranch and found that insufficient information had been submitted to evaluate their NRHP eligibility. Subsequently, this building resource group was surveyed in 2010 during the *Central Polk Parkway from SR 60 to Polk Parkway (SR-570) and SR 60 to I-4* (ACI 2010). The surveyor identified that two buildings associated with this resource group had been demolished at that time (8PO6970 and 8PO7118); a letter informing the FMSF of their demolition was sent December 2010 (FMSF). These two buildings are already noted as demolished resources in the FMSF and as such have not been included in the previously recorded resources figure (**Figure 4.1**) and are no longer associated with this resource group. Thus, this resource group only retains four associated buildings currently (8PO6971 through 6974). A Masonry Vernacular building (8PO7422), not associated with the Clark Cattle Ranch, was recorded by ACI as part of the *Central Polk Parkway CRAS* (ACI 2010). In January 2011, the SHPO reviewed this building and determined that it is not eligible for the NRHP.

Two segments of the Seaboard Airline Railroad (8PO7117) within Polk County were previously recorded; a segment north of the current project area and outside the current project APE as part of the *CRAS for Winter Haven Terminal* in 2007 (Southeastern Archaeological Research, Inc. [SEARCH] 2007), and a segment within the current project APE as part of the *CRAS of the Progress Energy Florida West Lake Wales to Dundee Trans Line Corridor* in 2008 (Janus Research, Inc. 2008). SHPO found the segment outside the project APE recorded by SEARCH ineligible for the NRHP in 2008; however, it deemed that insufficient information had been submitted to evaluate the segment within the project APE surveyed by Janus in 2008 (FMSF).

Segments of the Peace Creek Drainage Canal (8PO5391) outside the project APE were previously recorded in 1998, 2007 and 2013. However, the segment of the canal within the current project APE was not previously recorded. SHPO reviewed the two segments recorded in 1998 and 2007 and found those to be ineligible for the NRHP (FMSF).

The FMSF data also indicates five surveys have been completed adjacent to the project area (ACI 2010; Janus Research 1994, 2006 and 2008; SEARCH 2008). However, only the *CRAS of the Progress Energy Florida West Lake Wales to Dundee Trans Line Corridor* in 2008 (Janus 2008) and the *Central Polk Parkway from SR 60 to Polk Parkway (SR-570) and SR 60 to I-4* (ACI 2010) intersect the current project APE.

In addition to the above listed resources, the USGS Eloise quadrangle map (USGS 1955), the Polk County Property Appraiser records, and historic aerials (PALMM 1941, 1952, 1958, and 1968)

were examined. These sources indicated the presence of at least one additional building (50 years of age or older) within the project APE (Faux 2014), as well as two bridges and a linear resource (PALMM 1952 and 1968).

4.2 Field Methodology

Archaeological field methods included ground surface inspection as well as subsurface shovel testing to locate sites not exposed on the ground. Archaeological subsurface testing was conducted at , 50 m (164 ft) intervals and judgmentally, in accordance with Part 2, Chapter 12 (“Archaeological and Historical Resources”) of the FDOT *Project Development and Environment Manual* (January 1999) and the FDOT’s *Cultural Resource Management Handbook*. Shovel tests were circular and measured approximately 50 centimeters (cm) (20 in) in diameter by at least 1 m (3.3 ft) in depth unless precluded by utilities or groundwater intrusion. All soil removed from the test pits was screened through 0.64 cm (0.25 in) mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on the aerial maps, and, following recording of relevant data such as stratigraphic profile, all test pits were refilled.

Historic field methodology consisted of a survey of the project area to determine the location of all historic properties believed to be 50 years of age or older, and to ascertain if any resources within the project area could be eligible for listing in the NRHP. For each resource found, an in-depth study of each identified historic resource was conducted. Photographs were taken and the information needed for the completion of FMSF forms gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility.

4.3 Unexpected Discoveries

If human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872.05, *FS* (Florida’s Unmarked Burial Law) will be followed. Although burial mounds have been recorded in the region, it was not anticipated that such sites would be found within the SR 60 APE.

4.4 Laboratory Methods and Curation

No artifacts were recovered, thus no laboratory methods were utilized.

The project-related records such as aerials, field notes, and photographs are on file at ACI in Sarasota, a copy of which will be provided to the FDOT for curation. In addition, a copy of the report, FMSF forms, and survey log will also be provided to the SHPO.

5.0 SURVEY RESULTS AND RECOMMENDATIONS

5.1 Archaeological Results

The archaeological survey consisted of surface reconnaissance and the excavation of 17 shovel tests within the SR 60 APE (**Figure 5.1**). These were placed at 50 m (164 ft) intervals and judgmentally. As a result of this effort, no archaeological sites were discovered. There were two basic stratigraphic profiles revealed: 0-30 cm (0-12 in) of dark gray disturbed sand underlain by 70 cm (28 in) of light gray wet sand and 0-60 cm (0-24 in) of orange/gray sand with road fill in some shovel tests followed by 60-100 cm (24-39 in) of brown sand.

5.2 Historical/Architectural Results

As a result of historical/architectural field survey, seven historic resources were recorded within the APE. Three of these are previously recorded resources, including one building (8PO7422), and segments of two linear resources, the Seaboard Airline Railroad (8PO7117), and the Peace Creek Drainage Canal (8PO5391). In addition, four resources were newly identified and recorded, including an Industrial Vernacular building (8PO7974), two bridges (8PO7971 and 8PO7972), and a segment of one linear resource, SR 60 (8PO7973). Furthermore, field survey revealed that the previously recorded building resource group (Clark Cattle Ranch; 8PO6888) and its four associated buildings (8PO6971 through 6974 have been demolished (**Table 5.1**) (**Figure 5.2**).

The Frame Vernacular building at 4336 SR 60 (8PO7422) was previously reviewed by SHPO and found to be ineligible for the NRHP in 2011 (FMSF). A comparison of the photographs submitted to the FMSF at that time and the current conditions observed during field survey revealed that it has not been altered in any noticeable way since its last survey. Furthermore, limited research did not reveal any previously unknown significant historical associations. Thus, it is the opinion of ACI's architectural historian that 8PO7422 remains ineligible for the NRHP; as a result, an updated FMSF form was not completed for this recourse.

Segments of the Peace Creek Drainage Canal (8PO5391) outside the project APE were previously recorded (FMSF); however, the segment of the canal within the current project APE was not previously recorded. As a result, an updated FMSF form for this linear resource was completed to record this segment. Although SHPO determined segments of this canal, outside of the project APE, not eligible for the NRHP, the segment within the APE is a small section of a linear resource that extends beyond the project area. However, surveying and recording the total length of this canal within Polk County is beyond the scope of this report. As such, there is insufficient information to consider the potential eligibility of 8PO5391.

A segment of the former Seaboard Airline Railroad (8PO7117) within the project APE was previously recorded and the SHPO found that insufficient information was submitted at that time to evaluate NRHP eligibility (Janus 2008), an update FMSF for this railroad was completed to record the segment of the railroad within the APE. However, surveying and recording the total length of this railroad within Polk County is beyond the scope of this report. As such, there is insufficient information to consider the potential eligibility of 8PO7117.

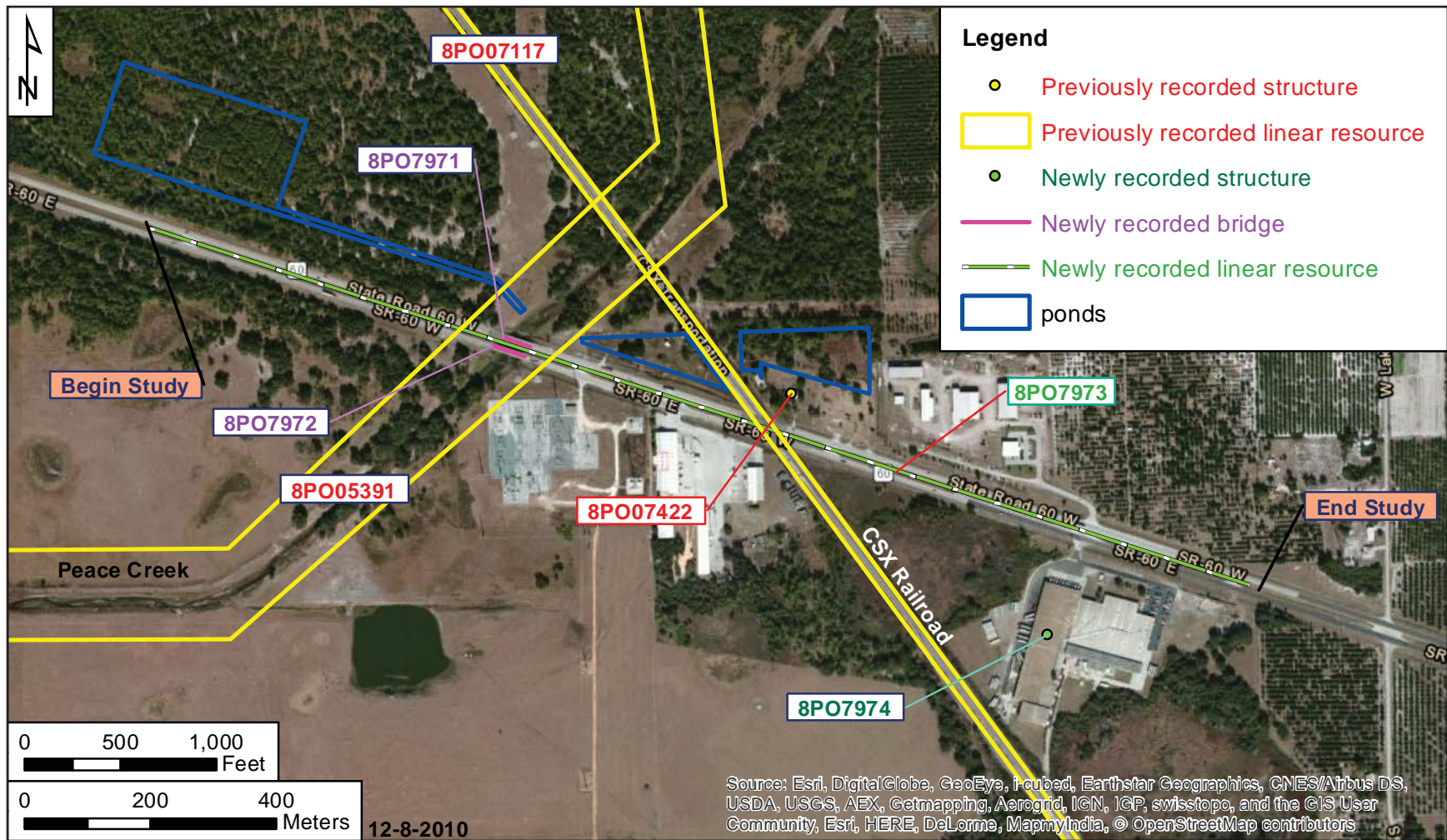


Figure 5.2. Location of the newly and previously recorded cultural resources within and adjacent to the SR 60 APE.

**SR 60 Grade Separation Over
CSX Railroad PD&E Study
Polk County, Florida
FPID No.: 436559-1-22-01**

The four newly identified and recorded resources (8PO7971 through 8PO7974) are all typical examples of architecture and engineering without known significant historical associations. As such, it is the opinion of ACI's architectural historian that these four resources are considered to be ineligible for the NRHP, either individually or as part of a historic district.

In addition, field survey revealed that one previously recorded building resource group, Clark Cattle Ranch (8PO6888), containing four buildings (8PO6971 through 8PO6974) have all been demolished; a letter informing the FMSF of the demolition of these resources is included in **Appendix B**.

The seven resources within the APE are further discussed in the following subsections; previously recorded resources in **subsection 5.2.1**, and newly recorded resources in **subsection 5.2.2**. In addition, copies of the updated FMSF form for the Seaboard Airline Railroad (8PO7117), and the FMSF forms for the four newly recorded resources (8PO7971 through 8PO7974) can be found in **Appendix A**.

Table 5.1. Historic Resources within the project area. Green highlight indicates previously recorded.

FMSF	Address	Style	Date	NRHP Eligibility
8PO7422	4336 SR 60	Frame Vernacular	ca. 1940	Ineligible 1/19/2011
8PO7117	None	Railroad	ca. 1920	Insufficient information
8PO5391	None	Canal	ca.	Insufficient information
8PO7971	None	Bridge	1951	Considered ineligible
8PO7972	None	Bridge	1965	Considered ineligible
8PO7973	None	Highway	ca. 1965	Considered ineligible
8PO7974	4025 W. SR 60	Industrial Vernacular	ca. 1956	Considered ineligible

5.2.1 Previously Recorded Resources



Photo 5.1. 4336 SR 60 (8PO7422), looking north.

8PO7422: The Frame Vernacular style building at 4336 SR 60 (**Photo 5.1**) was constructed circa 1940. The one-story rectangular plan building sits on a concrete block pier foundation and has wood frame walls covered in wood siding capped by a gable roof covered in 3-V metal sheets. The main entry consists of a swing door and is located within a porch on the south elevation. Window types include one-light metal fixed and 6/6 wood DHS units. Structural and decorative elements

include exposed rafter tails and wood window surrounds. This Frame Vernacular building was determined ineligible for listing in the NRHP by the SHPO in 2011 (FMSF). This building is not architecturally significant and limited research conducted as part of this report did not uncover significant historical associations that were previously unknown. As such, it is the professional opinion of ACI's architectural historian that 8PO7422 remains ineligible for listing in the NRHP. This building has not been physically altered in any substantial way since its last survey in 2010; as such an updated FMSF form was not completed.



Photo 5.2. Former Seaboard Airline Railroad (8PO7117), looking northwest.

8PO7117: A 0.19 mile (1,000 ft) segment of the former Seaboard Airline Railroad is located within the current project APE (**Photo 5.2**). This segment is located in Township 30 South, Range 27 East, Section 6 (USGS 1955) in Lake Wales, Polk County, Florida. The rail line consists of a single standard gauge tracks on a berm of gravel ballast.

The portion of the Seaboard Airline Railroad in the historic APE was constructed in the 1920s and is known as the Wahneta Line and runs through a rural area of Polk County (FMSF). This line of the Seaboard Airline Railroad line extended from Coleman to West Palm Beach (Mann 1983:128). In the late 1960s, this railroad merged with the Atlantic Coastline Railroad to become the Seaboard Coast Line Railroad. This company later merged with the Chessie System to form the CSX Corporation (Turner 1999:112). Previously recorded segments of this railroad have been determined to be ineligible for listing in the NRHP. While it is typical of railroad construction in the area, and limited research did not reveal any significant historical associations, this segment within the APE is only a small section of the entire railroad. A survey of the entire stretch of the line is beyond the scope of this report; therefore, there is insufficient information to determine its NRHP eligibility.



Photo 5.3. Peace Creek Drainage Canal (8PO5391), looking northwest.

8PO5391: A 0.19 mile (1,000 ft) segment of the Peace Creek Drainage Canal is located within the current project APE (**Photo 5.3**). This segment is located in Township 30 South, Range 26 East, Section 1 (USGS 1955) in Lake Wales, Polk County, Florida. The canal consists of natural banks covered by grass and aquatic plants. Sections of the canal, outside the project APE, were previously recorded in 1998, 2007 and 2013; SHPO evaluated two of those segments and found them to be ineligible for the NRHP in 1998 and 2007 (FMSF).

The Peace Creek Drainage Canal is a drainage canal that flows from Lake Hamilton on the north, to Lake Hancock, just north of Bartow, as its southern terminus. The canal was dredge circa 1920. Within the project APE, the canal appears not to be navigable, and its banks are irregular and covered with natural vegetation. In addition, no significant design or engineering features were observed. Furthermore, limited research did not reveal any significant historical associations. However, although appearing to be a common drainage canal, this segment within the APE is only a small section of the entire length of the canal. A survey of the entire stretch of the canal is beyond the scope of this report; therefore, there is insufficient information to determine its NRHP eligibility.

5.2.2 Newly Recorded Resources



Photo 5.4. Bridge # 160045 (8PO7971), looking west.

8PO7971: FDOT bridge # 160045 is located within the current project APE (**Photo 5.4**). This bridge is located in Township 30 South, Range 26 East, Section 1 (USGS 1955) in Lake Wales, Polk County, Florida.

This bridge was built in 1951 and it carries SR 60 westbound over the Peace Creek Drainage Canal. It exhibits a typical tee-beam construction with poured-concrete piers spaced between ten spans supporting a cast-in-place concrete deck with solid concrete parapets on both sides. This bridge exhibits a common design and lacks innovative or unique engineering features that would make it stand out from dozens of other 20th century bridges throughout Polk County. Furthermore, limited research did not reveal any significant historical associations. Therefore, it is the professional opinion of ACI's architectural historian that 8PO7971 is not considered potentially eligible for the NRHP.



Photo 5.5. Bridge # 160133 (8PO7972), looking east.

8PO7972: FDOT bridge # 160133 is located within the current project APE (**Photo 5.5**). This bridge is located in Township 30 South, Range 26 East, Section 1 (USGS 1955) in Lake Wales, Polk County, Florida.

This bridge was built in 1965 when SR 60 was widened to a four-lane highway. It carries SR 60 eastbound over the Peace Creek Drainage Canal. It exhibits a typical tee-beam construction with poured-concrete piers spaced between eight spans supporting a concrete deck paved with asphalt. The sides of the bridge are finished by an open parapet with a concrete railing. This bridge exhibits a common design and does not possess any innovative or unique engineering features that would make it stand out from dozens of other 20th century bridges throughout Polk County. Furthermore, limited research did not reveal any significant historical associations. Therefore, it is the professional opinion of ACI's architectural historian that 8PO7972 is not considered potentially eligible for the NRHP.



Photo 5.6. SR 60 (8PO7973) from the intersection of W. Lake Wales Road, looking west.

8PO7973: An approximately one mile (mi) (5,280 ft) segment of SR 60 is located within the current project APE (**Photo 5.6**). This segment is located in Township 30 South, Range 27 East, Section 6, and Township 30 South, Range 26 East, Section 1 (USGS 1955) in Lake Wales, Polk County, Florida. The highway consists of a divided four-lane highway with unpaved median, paved shoulders, and turning lanes. The surrounding setting is rural with little development.

This trans-state highway extends from Vero Beach on the east coast to Clearwater Beach on the gulf coast, a total of approximately 161 mi. The one mi segment within the historic APE was constructed ca. 1950 as a two-lane highway. Bridge # 160045 (8PO7971) dates from this initial phase of construction. The highway is first depicted on a 1952 aerial photograph (**Photo 5.7**) (PALMM 1952). The highway was expanded ca. 1965 into a four-lane divided highway with an unpaved median. Bridge # 160133 (8PO7972) was built in conjunction with this expansion (**Photo 5.8**). While SR 60 is typical of roads in the area, and limited research did not reveal any significant historical associations, this segment within the APE is only a one mi section of a 161 mi trans-state highway. A survey of the entire stretch of the road is beyond the scope of this report; therefore, there is insufficient information to determine its NRHP eligibility.

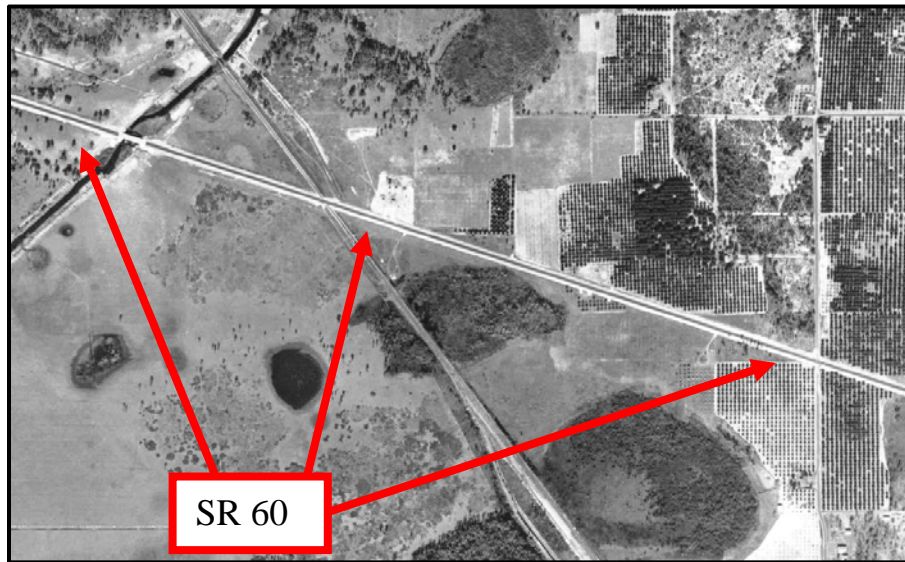


Photo 5.7. 1952 aerial photograph depicting SR 60 soon after construction (PALMM 1952).

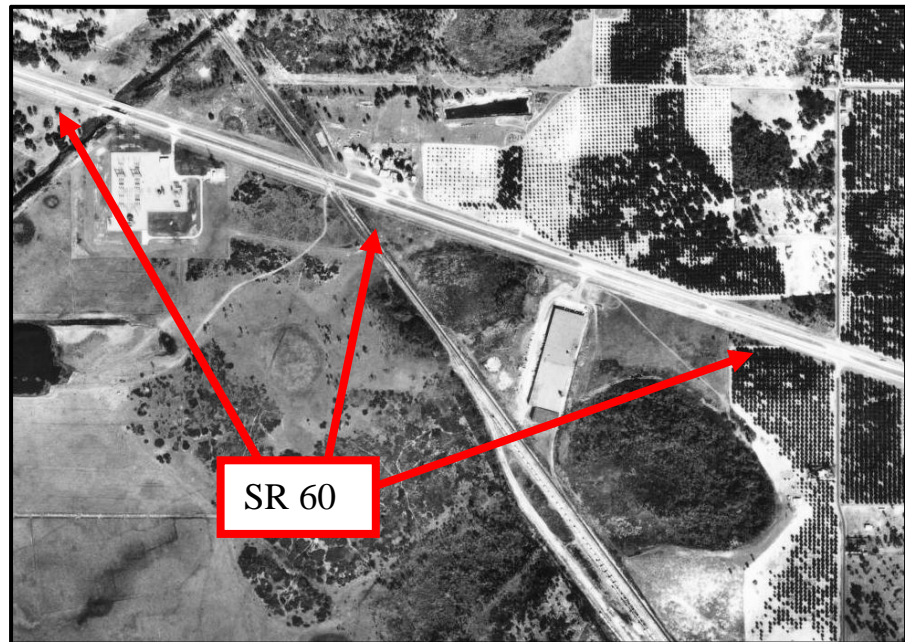


Photo 5.8. 1968 aerial photograph depicting SR 60 after its widening into a four-lane divided highway (PALMM 1968).



Photo 5.9. 4025 W. SR 60 (8PO7974), looking south.

8PO7974: The Industrial Vernacular style building located at 4025 W. SR 60 (**Photo 5.9**) exhibits several periods of construction and expansions that date from ca. 1956 to ca. 1985, which have resulted in the current building. Only the western section of the building is over fifty years of age; this section was built in two phases, an original portion from ca. 1956 and an expansion ca. 1965 (**Photos 5.10 and 5.11**). This historic section of the building consist of a one-story rectangular plan industrial building on a continuous poured-concrete foundation supporting concrete block walls clad in red brick capped by a flat roof. Window types are four-light aluminum awning units. The building is devoid of decorative elements. The building was subsequently expanded in the 1970s, and a major expansion was built on the east elevation for administrative offices ca. 1985 (Faux 2014). The building was previously owned by the St. Joe Company, who sold it to International Paper in 1995. International Paper operated a box factory from this location until its closure in 2013 (Bouffard 2013). This building is currently vacant.

This Industrial Vernacular building is not architecturally significant and limited research conducted as part of this report did not uncover significant associations to important historic events or personalities of our past. Furthermore, the current condition of the building is largely the result of expansions in the 1970s and a ca. 1985 administrative-wing addition. These additions have destroyed the spatial relationship of the original building and diminished its historic integrity. Thus, it is the professional opinion of ACI's architectural historian that 8PO7974 is not considered eligible for listing in the NRHP, either individually or as part of a historic district.



Photo 5.10. 1958 aerial photograph depicting the original building on the site (PALMM 1958).

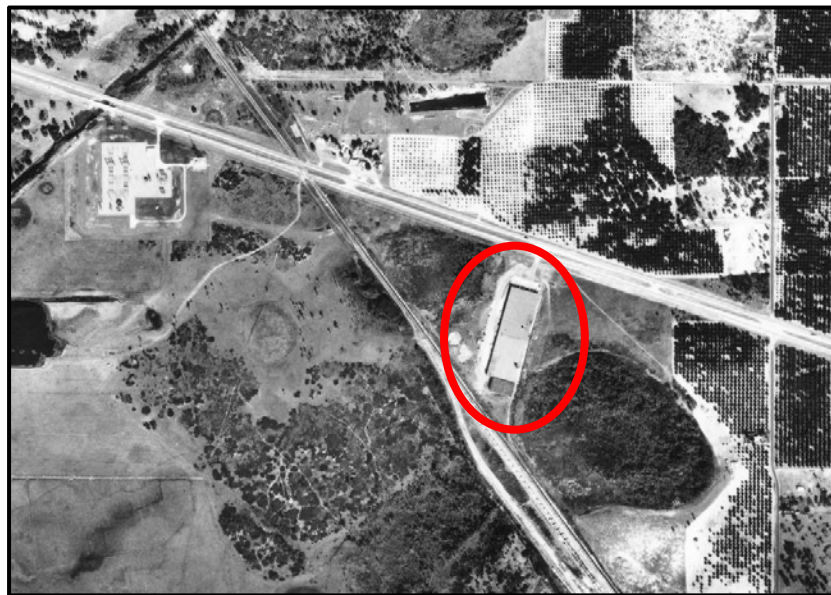


Photo 5.11. 1968 aerial photograph depicting the c. 1965 expansion with loading docks (PALMM 1968).

5.3 Conclusions and Recommendations

The cultural resources survey of the SR 60 APE consisted of background research, surface reconnaissance, subsurface testing, and visual reconnaissance for historic structures. As a result, no new historic or prehistoric archaeological sites were discovered.

As a result of historical field survey, seven historic resources were recorded within the APE. Three of these are previously recorded resources, including one building (8PO7422) and segments of two linear resources, the Seaboard Airline Railroad (8PO7117), and the Peace Creek Drainage Canal

(8PO5391). In addition, four resources were newly identified and recorded, including an Industrial Vernacular building (8PO7974), two bridges (8PO7971 and 8PO7972), and a segment of one linear resource, SR 60 (8PO7973). Furthermore, field survey revealed that the previously recorded building resource group (Clark Cattle Ranch; 8PO6888) and its four associated buildings (8PO6971 through 6974) have been demolished.

The Frame Vernacular building at 4336 SR 60 (8PO7422) was previously reviewed by SHPO and determined to be ineligible for the NRHP in 2011. Based on field survey and a comparison of the photographs submitted to the FMSF and its current conditions, it is the opinion of ACI's architectural historian that 8PO7422 remains ineligible for the NRHP. Segments of the Peace Creek Drainage Canal (8PO5391) and the former Seaboard Airline Railroad (8PO7117) within the project APE were recorded in updated FMSF forms. However, these segments are small sections of linear resources that extend beyond the project area. As such, field survey revealed insufficient information to consider the potential NRHP eligibility of 8PO5391 and 8PO7117.

The four newly identified and recorded resources (8PO7971 through 8PO7974) are all typical examples of architecture and engineering without known significant historical associations. As such, it is the opinion of ACI's architectural historian that these four resources are not considered potentially eligible for the NRHP, either individually or as part of a historic district. Thus, the proposed project will not affect resources that are considered potentially eligible for listing in the NRHP.

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APPENDIX A: FMSF Forms

☐ Original
☒ Update



RESOURCE GROUP FORM FLORIDA MASTER SITE FILE Version 4.0 1/07

Site #8 P005391
 Field Date 10-8-2014
 Form Date 11-3-2014
 Recorder# 5

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

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

Resource Group Name Peace Creek Drainage Canal Multiple Listing [DHR only] _____
 Project Name SR-60 CSX RR Grade Separation FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☒ canal ☐ railway ☐ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address: N/A Street Number Direction Street Name Street Type Suffix Direction
 City/Town (within 3 miles) Lake Wales In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Polk County
 Name of Public Tract (e.g., park) Unknown
 1) Township 30S Range 26E Section 1 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name _____ USGS Date 1955
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant Unknown
 Verbal Description of Boundaries (description does not replace required map) The recorded segment of the Peace Creek Drainage Canal stretches approximately 300 feet on either side of SR-60.

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

HISTORY & DESCRIPTIONConstruction Year: 1920 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer(last name first): UnknownBuilder(last name first): UnknownTotal number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)1. American 1821-present3. 2. Boom Times 1921-19294. Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) Drainage canal with natural banks covered in vegetation.**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☐ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☐ historic photos☐ interior inspection☐ HABS/HAER record search☒ other methods (specify) PALMM historic aerial photographsBibliographic References (give FMSF Manuscript # if relevant) Publication of Archival Library & Museum Materials (PALMM), accessible online at: <http://susdl.fcla.edu/>**OPINION OF RESOURCE SIGNIFICANCE**Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) This is a small segment of a linear resource that stretches beyond the project APE. Only the segment within the APE was recorded; thus, there is insufficient information to consider NRHP eligibility for PO5391.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Economics3. 5. 2. Community planning & development4. 6. **DOCUMENTATION**

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

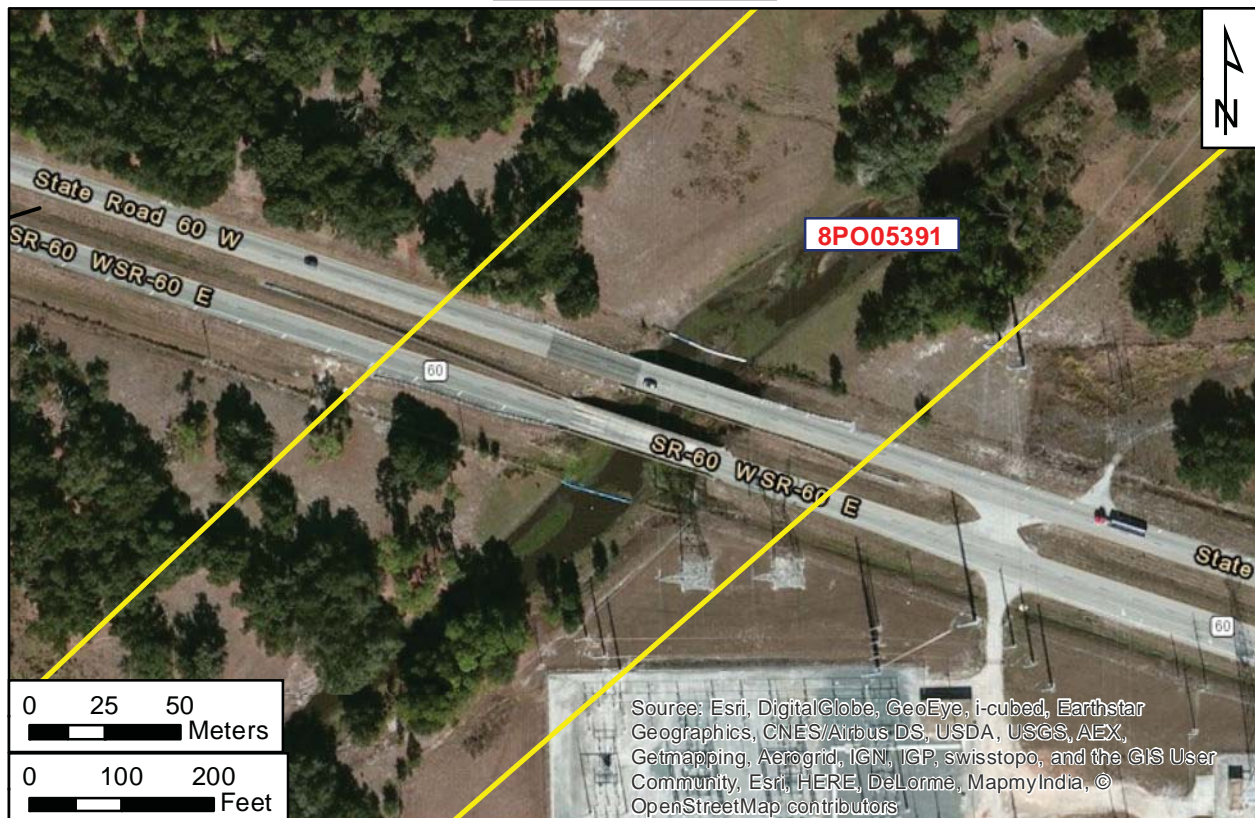
1) Document type All materials at one locationMaintaining organization Archaeological Consultants IncDocument description Field notes, maps, photographsFile or accession #'s (P1130F) SR-60 CSX RR Grade Separation2) Document type Maintaining organization Document description File or accession #'s **RECORDER INFORMATION**Recorder Name Jorge DantaAffiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida, 34240
(address / phone / fax / e-mail)**Required Attachments****① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED****② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED****③ TABULATION OF ALL INCLUDED RESOURCES** (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)**④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS** (Optional: aerial photos, views of typical resources)Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



PHOTOGRAPH



AERIAL MAP





Eloise
Township 30 South, Range 27 East, Section 6



☐ Original
☒ Update



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PO07117
 Field Date 10-8-2014
 Form Date 11-3-2014
 Recorder# 6

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

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

Resource Group Name Seaboard Airline Railroad Multiple Listing [DHR only] _____
 Project Name SR-60 CSX RR Grade Separation FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): _____
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address: N/A Street Number Direction Street Name Street Type Suffix Direction
 City/Town (within 3 miles) Lake Wales In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Polk County
 Name of Public Tract (e.g., park) Unknown
 1) Township 30S Range 27E Section 6 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name _____ USGS Date 1955
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant Unknown
 Verbal Description of Boundaries (description does not replace required map) The recorded segment of former Seaboard Airline Railroad stretches approximately 300 feet on either side of SR-60.

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

HISTORY & DESCRIPTIONConstruction Year: 1920 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer(last name first): UnknownBuilder(last name first): UnknownTotal number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

1. American 1821-present3. 2. Boom Times 1921-19294. Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) This railroad consists of a single line of standard gauge tracks on a berm of gravel ballast.**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☐ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☐ historic photos☐ interior inspection☐ HABS/HAER record search☒ other methods (specify) PALMM historic aerial photographsBibliographic References (give FMSF Manuscript # if relevant) Publication of Archival Library & Museum Materials (PALMM), accessible online at: <http://susdl.fcla.edu/>**OPINION OF RESOURCE SIGNIFICANCE**Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) This is a small segment of a linear resource that stretches beyond the project APE. Only the segment within the APE was recorded; thus, there is insufficient information to consider NRHP eligibility for PO7117.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Transportation3. 5. 2. Community planning & development4. 6. **DOCUMENTATION**

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

1) Document type All materials at one locationMaintaining organization Archaeological Consultants IncDocument description Field notes, maps, photographsFile or accession #'s (P1130F) SR-60 CSX RR Grade Separation2) Document type Maintaining organization Document description File or accession #'s **RECORDER INFORMATION**Recorder Name Jorge DantaAffiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida, 34240

(address / phone / fax / e-mail)

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



PHOTOGRAPH



AERIAL MAP





Eloise
Township 30 South, Range 26 East, Section 1



☒ Original
☐ Update



HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 **PO07971**
 Field Date 10-8-2014
 Form Date 10-16-2014
 Recorder # 1
 FDOT Bridge # 160045

Bridge Name(s) None Multiple Listing (DHR only) _____
 Project Name SR 60 CSX RR Grade Separation Survey # (DHR only) _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed Carries SR-60 westbound / Crosses Peace Creek Drainage Canal
 USGS 7.5 Map Name ELOISE USGS Date 1955 Plat or Other Map _____
 City/Town (within 3 miles) Lake Wales In City Limits? ☐ yes ☒ no ☐ unknown County Polk
 Township 30S Range 26E Section 1 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 434735 Northing 3086788
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1951 ☐ approximately ☐ year listed or earlier ☒ year listed or later
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) _____
 Prior Fords, Ferries, or Bridges at this Location None

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) auto, originally and currently

Ownership history Florida Department of Transportation (FDOT)

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription None

Narrative History (How did bridge come to be built? How was it financed?, etc.) Unknown

DESCRIPTION

GENERAL

Overall Bridge Design 1. Tee Beam 2. _____

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Style and Decorative Details None

Tender Station Description None

Alterations: Dates and Descriptions None

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

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

DESCRIPTION (continued)

SUPERSTRUCTURESpans: Number 10 Total Length(ft) 150Main Spans: Number 10 Length(ft) 15 Width(ft) 34 Roadway width(ft) 31Main Span Design Tee BeamMain Span Materials 1. Concrete 2. _____

Approach Spans: Number _____ Length(ft) _____ Width(ft) _____ Roadway width(ft) _____

Approach Span Design _____

Approach Span Materials 1. _____ 2. _____

Deck Materials 1. Asphalt 2. _____**SUBSTRUCTURE**Abutment Materials 1. Not Applicable 2. _____

Abutment Description _____

Pier Materials 1. _____ 2. _____

Pier Description _____

RESEARCH METHODS (check all that apply)

- | | | | |
|---|---|--|---|
| <input checked="" type="checkbox"/> FDOT database search | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files | <input type="checkbox"/> informal archaeological inspection |
| <input type="checkbox"/> HABS/HAER record search | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory | <input type="checkbox"/> formal archaeological survey |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> Public Lands Survey (DEP) | <input type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>PALMM aerial photographs</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) Publication of Archival Library & Museum Materials (PALMM), accessible online at: <http://susdl.fcla.edu/>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) This is a typical example of the Tee Beam style bridge found throughout Polk County, limited research revealed no significant historical associations. Therefore, 8PO7971 does not appear eligible for listing in the NRHP.Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. <u>Engineering</u>	3. _____	5. _____
2. <u>Transportation</u>	4. _____	6. _____

DOCUMENTATION

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

- | | |
|--|---|
| 1) Document type <u>All materials at one location</u> | Maintaining organization <u>Archaeological Consultants Inc</u> |
| Document description <u>Field notes, maps, photographs</u> | File or accession #'s <u>(P1130F) SR-60 CSX RR Grade Separation</u> |
| 2) Document type _____ | Maintaining organization _____ |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Jorge Danta Affiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida 34240
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**

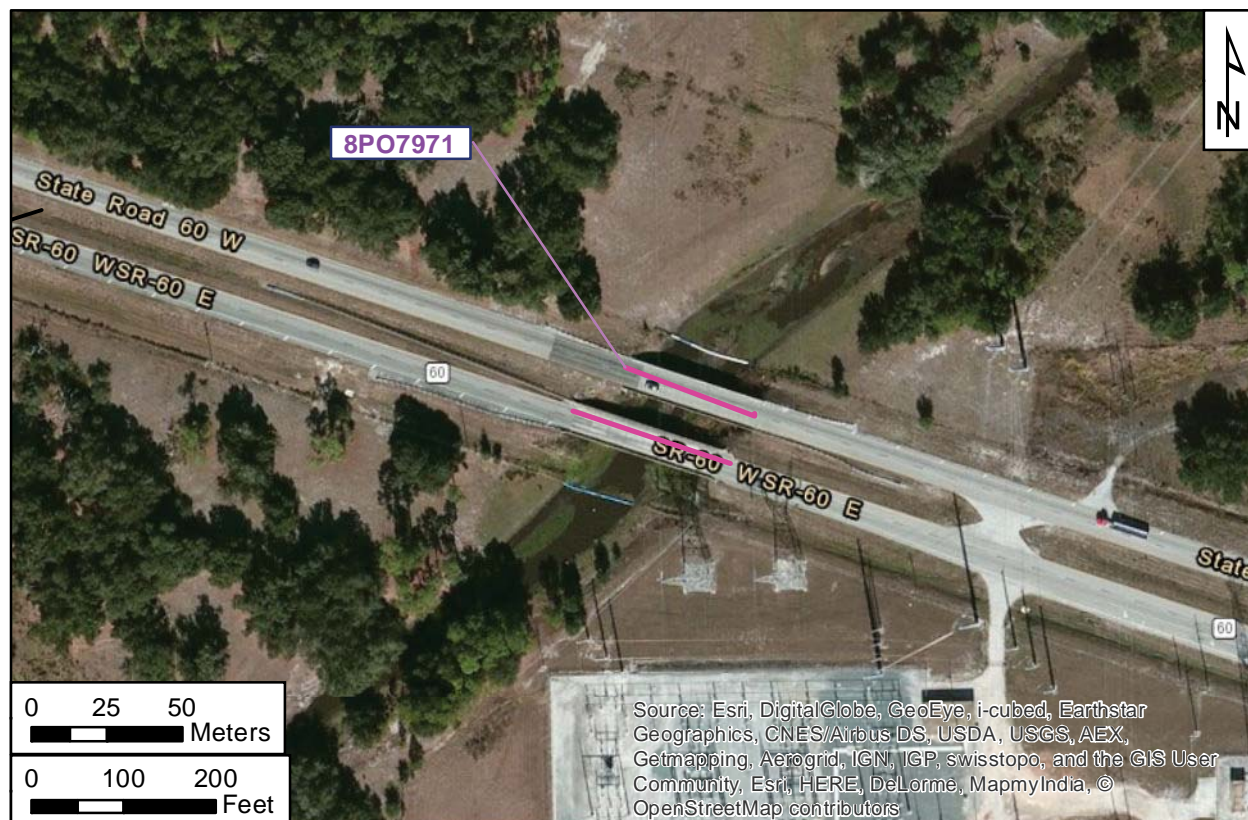
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



PHOTOGRAPH



AERIAL MAP





HISTORIC BRIDGE FORM

Site # **8PO7971**

USGS

Eloise

Township 30 South, Range 26 East, Section 1



☒ Original
☐ Update



HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 **PO07972**
 Field Date 10-8-2014
 Form Date 10-16-2014
 Recorder # 2
 FDOT Bridge # 160133

Bridge Name(s) None Multiple Listing (DHR only) _____
 Project Name SR 60 CSX RR Grade Separation Survey # (DHR only) _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed Carries SR-60 eastbound / Crosses Peace Creek Drainage Canal
 USGS 7.5 Map Name ELOISE USGS Date 1965 Plat or Other Map _____
 City/Town (within 3 miles) Lake Wales In City Limits? ☐ yes ☒ no ☐ unknown County Polk
 Township 30S Range 26E Section 1 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 434722 Northing 3086771
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1965 ☐ approximately ☐ year listed or earlier ☒ year listed or later
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) _____
 Prior Fords, Ferries, or Bridges at this Location None

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) auto, originally and currently

Ownership history Florida Department of Transportation (FDOT)

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription None

Narrative History (How did bridge come to be built? How was it financed?, etc.) Unknown

DESCRIPTION

GENERAL

Overall Bridge Design 1. Tee Beam 2. _____

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Style and Decorative Details None

Tender Station Description None

Alterations: Dates and Descriptions None

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

DESCRIPTION (continued)

SUPERSTRUCTURESpans: Number 8 Total Length(ft) 160Main Spans: Number 8 Length(ft) 20 Width(ft) 34 Roadway width(ft) 28Main Span Design Tee BeamMain Span Materials 1. Concrete 2. _____

Approach Spans: Number _____ Length(ft) _____ Width(ft) _____ Roadway width(ft) _____

Approach Span Design _____

Approach Span Materials 1. _____ 2. _____

Deck Materials 1. Concrete 2. _____**SUBSTRUCTURE**Abutment Materials 1. Not Applicable 2. _____

Abutment Description _____

Pier Materials 1. _____ 2. _____

Pier Description _____

RESEARCH METHODS (check all that apply)

- | | | | |
|---|---|--|---|
| <input checked="" type="checkbox"/> FDOT database search | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files | <input type="checkbox"/> informal archaeological inspection |
| <input type="checkbox"/> HABS/HAER record search | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory | <input type="checkbox"/> formal archaeological survey |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> Public Lands Survey (DEP) | <input type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>PALMM aerial photographs</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) Publication of Archival Library & Museum Materials (PALMM), accessible online at: <http://susdl.fcla.edu/>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) This is a typical example of the Tee Beam style bridge found throughout Polk County, limited research revealed no significant historical associations. Therefore, 8PO7972 does not appear eligible for listing in the NRHP.Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. <u>Engineering</u>	3. _____	5. _____
2. <u>Transportation</u>	4. _____	6. _____

DOCUMENTATION

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

- | | |
|--|---|
| 1) Document type <u>All materials at one location</u> | Maintaining organization <u>Archaeological Consultants Inc</u> |
| Document description <u>Field notes, maps, photographs</u> | File or accession #'s <u>(P1130F) SR-60 CSX RR Grade Separation</u> |
| 2) Document type _____ | Maintaining organization _____ |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Jorge Danta Affiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida 34240
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**

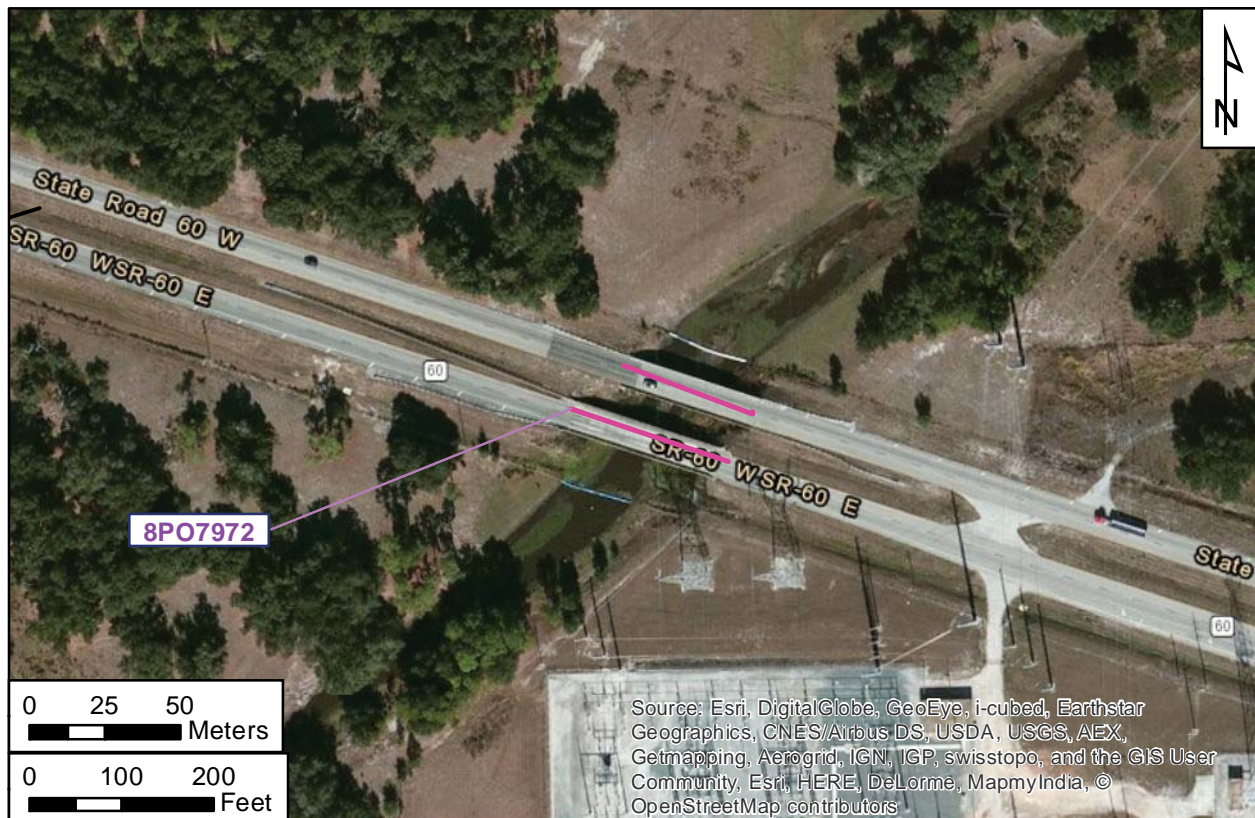
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



PHOTOGRAPH



AERIAL MAP





HISTORIC BRIDGE FORM

Site # **8PO7972**

USGS

Eloise

Township 30 South, Range 26 East, Section 1





RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PO07973
 Field Date 10-8-2014
 Form Date 10-16-2014
 Recorder# 3

☒ Original
☐ Update

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

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

Resource Group Name SR-60 Multiple Listing [DHR only] _____
 Project Name SR-60 CSX RR Grade Separation FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Street Number N/A Direction _____ Street Name _____ Street Type _____ Suffix Direction _____
 Address: N/A
 City/Town (within 3 miles) Lake Wales In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Polk County
 Name of Public Tract (e.g., park) Unknown
 1) Township 30S Range 26E Section 1 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township 30S Range 27E Section 6 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name ELOISE USGS Date 1955
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant Unknown
 Verbal Description of Boundaries (description does not replace required map) The recorded segment of SR-60 stretches from W. Lake Wales Road on the east to just west of the Peace Creek Drainage Canal.

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

HISTORY & DESCRIPTIONConstruction Year: 1950 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer(last name first): Unknown Builder(last name first): UnknownTotal number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

1. American 1821-present 3. 2. WW II & Aftermath 1941-1950 4. Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) **RESEARCH METHODS (check all that apply)**

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

Bibliographic References (give FMSF Manuscript # if relevant) Publication of Archival Library & Museum Materials (PALMM),
accessible online at: <http://susdl.fcla.edu/>**OPINION OF RESOURCE SIGNIFICANCE**Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) This is a small
segment of a linear resource that stretches beyond the project APE. Only the segment within the APE was
recorded; thus, there is insufficient information to consider NRHP eligibility.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Transportation 3. 5. 2. 4. 6. **DOCUMENTATION**

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

- | | |
|---|---|
| Document type <u>All materials at one location</u> | Maintaining organization <u>Archaeological Consultants Inc</u> |
| 1) Document description <u>Field notes, maps, photographs</u> | File or accession #'s <u>(P1130F) SR-60 CSX RR Grade Separation</u> |
| 2) Document type <u> </u> | Maintaining organization <u> </u> |
| Document description <u> </u> | File or accession #'s <u> </u> |

RECORDER INFORMATIONRecorder Name Jorge Danta Affiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida, 34240
(address / phone / fax / e-mail)**Required Attachments**

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



PHOTOGRAPH



AERIAL MAP





USGS

Eloise

Township 30 South, Range 26 East, Section 1

Township 30 South, Range 27 East, Section 6



☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **PO07974**
 Field Date 10-8-2014
 Form Date 10-13-2014
 Recorder # 4

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

Site Name(s) (address if none) International Paper (Lake Wales) Multiple Listing (DHR only) _____
 Survey Project Name SR-60, CSX RR Grade Separation Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Street Number 4025 Direction W Street Name SR-60 Street Type _____ Suffix Direction _____
 Address: _____
 Cross Streets (nearest / between) W Lake Wales Road and CSX RR tracks
 USGS 7.5 Map Name ELOISE USGS Date 1955 Plat or Other Map _____
 City / Town (within 3 miles) Lake Wales In City Limits? ☐ yes ☒ no ☐ unknown County Polk
 Township 28S Range 27E Section 6 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Tax Parcel # 27-30-06-000000-014020 Landgrant _____
 Subdivision Name Not in a subdivision Block _____ Lot _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 435655 Northing 3086307
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1956 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use Storage building From (year): 1956 To (year): 2013
 Current Use Abandoned/Vacant From (year): 2013 To (year): cur
 Other Use _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Date: _____ Original address _____
 Alterations: ☐ yes ☒ no ☐ unknown Date: _____ Nature _____
 Additions: ☒ yes ☐ no ☐ unknown Date: c. 1965 Nature Subsequent additions in 1970s and 1985
 Architect (last name first): Unknown Builder (last name first): Unknown
 Ownership History (especially original owner, dates, profession, etc.) St. Joe Company c. 1995

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
 Exterior Fabric(s) 1. Brick 2. Metal 3. Concrete-pre-cast
 Roof Type(s) 1. Flat 2. _____ 3. _____
 Roof Material(s) 1. Built-up 2. _____ 3. _____
 Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
 Windows (types, materials, etc.) Four-light aluminum awning, grouped
 Distinguishing Architectural Features (exterior or interior ornaments) clearstory windows

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) None

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Steel skeleton 2. _____ 3. _____
 Foundation Type(s): 1. Unknown 2. _____
 Foundation Material(s): 1. _____ 2. _____
 Main Entrance (stylistic details) N elevation, square opening, double doors, glazed

Porch Descriptions (types, locations, roof types, etc.) None

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

Narrative Description of Resource Large industrial building built ca. 1956, with a 1965 addition with loading docks. Large additions to the east containing administrative areas were built ca. 1985. International Paper, who owned the complex, closed this location in June 2013.

Archaeological Remains _____ ☐ Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Publication of Archival Library & Museum Materials (PALMM), accessible online at: <http://susdl.fcla.edu/>; Bouffard Kevin, "International Paper Closing Lake Wales Box Plant", The Ledger, May 1, 2013

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient information
 Appears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient information
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical example of the Industrial Vernacular style found throughout Polk County, limited research revealed no significant historical associations. Therefore, 8P07974 does not appear eligible for listing in the NRHP.

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

- | | | |
|--|-----------------------|----------|
| 1. <u>Architecture</u> | 3. <u>Engineering</u> | 5. _____ |
| 2. <u>Community planning & development</u> | 4. _____ | 6. _____ |

DOCUMENTATION

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

- | | |
|--|--|
| 1) Document type <u>All materials at one location</u> | Maintaining organization <u>Archaeological Consultants Inc</u> |
| Document description <u>Field notes, photographs, field maps</u> | File or accession #'s <u>P1130F (CSX RR Grade Separation)</u> |
| 2) Document type _____ | Maintaining organization _____ |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Jorge Danta Affiliation Archaeological Consultants Inc
 Recorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, Florida 34240
 (address / phone / fax / e-mail)

Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

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



PHOTOGRAPH



AERIAL MAP





USGS

Eloise

Township 30 South, Range 27 East, Section 6



APPENDIX B: Demolition Letter



Florida's First Choice in Cultural Resource Management

October 28, 2014

Mr. Vincent Birdsong
Florida Master Site File
Division of Historic Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Historic Resource Status


Dear Mr. Birdsong:

This letter is to inform you that background research and a recent field reconnaissance survey conducted in October 2014, has discovered that all the properties associated with resource group 8PO6888 are no longer extant:

(8PO6888), Clark Cattle Ranch resource group located at 4306 SR-60, Lake Wales, Florida, which included the following resources:

- (8PO6970) - Buildings 1, 2
- (8PO6971) - Building 3
- (8PO6972) - Building 4
- (8PO6973) - Building 5
- (8PO6974) - Building 6

Sincerely,



Jorge Danta, MHP
Architectural Historian

APPENDIX C: Survey Log

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) CRAS SR 60 CSX Railroad Grade Separation, Phase I

Report Title (exactly as on title page) Cultural Resource Assessment Survey SR 60 Grade Separation Over CSX Railroad PD&E Study, Polk County, Florida. FPID No. 436559-1-22-01

Report Authors (as on title page, last names first) 1. ACI 3. _____
2. _____ 4. _____

Publication Date (year) 2014 Total Number of Pages in Report (count text, figures, tables, not site forms) 63

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
P1130F Conducted for FDOT, District 1, Bartow and Atkins, by ACI, Sarasota

Supervisors of Fieldwork (even if same as author) Names Almy, Marion

Affiliation of Fieldworkers: Organization Archaeological Consultants Inc City Sarasota

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

1. Railroad 3. _____ 5. _____ 7. _____
2. Ponds 4. _____ 6. _____ 8. _____

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

Name Atkins Organization _____

Address/Phone/E-mail 600 North Broadway Avenue, Suite 310 Bartow, Florida 33830

Recorder of Log Sheet Lee Hutchinson Date Log Sheet Completed 11-3-2014

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 ELOISE Year 1955 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 10-8-2014 End 10-12-2014 Total Area Surveyed (fill in one) _____ hectares 8.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: 61 meters 200 feet Length: 2.00 kilometers 1.00 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 background research, systematic & judgmental subsurface testing (all negative), 1 m deep, 50 cm diameter, 6.4 mm mesh screen; historic resources survey; CRAS prepared

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 2 Count of Newly Recorded Sites 4

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) PO7117, PO5391

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) PO7971, PO7972, PO7973, PO7974

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: _____

