# CULTURAL RESOURCE ASSESSMENT SURVEY
# TECHNICAL MEMORANDUM

## INTERCHANGE RECONSTRUCTION
## I-75 AT FRUITVILLE ROAD (SR 780) INTERCHANGE
## SARASOTA COUNTY, FLORIDA

**Financial Project ID No.: 420613-2-52-01**

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

Prepared For:

**Florida Department of Transportation**
**District One**
**P.O. Box 1249**
**Bartow, Florida 33830-1249**

May 2018

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On Behalf of:

**ICON Consultant Group, Inc.**
**10006 N. Dale Mabry Highway, Suite 201**
**Tampa, Florida 33618**

Prepared by:

**Archaeological Consultants, Inc.**
**8110 Blaikie Court, Suite A**
**Sarasota, Florida 34240**

**Marion Almy - Project Manager**
**Lee Hutchinson - Project Archaeologist**
**Nelson Rodriguez - Archaeologist**
**Kim Irby - Historian**

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## 1. INTRODUCTION

Archaeological Consultants, Inc. (ACI) conducted a Cultural Resources Assessment Survey (CRAS) to evaluate proposed interchange improvements at I-75 and Fruitville Road (SR 780) in Sarasota County, Florida (**Figure 1**). This interchange evaluation is part of a larger project that ACI conducted the CRAS for in 2008. Since that time, design changes have resulted in the footprint of the interchange Area of Potential Effects (APE) changing.

Thus, the purpose of this survey was to locate and identify any cultural resources within the project APE, to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP), and to assess any potential impacts the project may have on cultural resources. As defined in 36 CFR Part § 800.16(d), the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The archaeological and historic APE is defined as the area contained within the footprint of this proposed undertaking. Based on the scale and nature of the activities, it is unlikely that the project will result in any effects outside of the immediate footprint of construction. There does not exist a significant potential for indirect (visual or audible) or cumulative effects as a result of the type of activity included in the project description. Therefore, because of the project type and location of proposed work, the APE for the project was limited to the footprint of the construction activities within the existing right-of-way (ROW).

This CRAS was initiated to comply with Section 106 of the *National Historic Preservation Act* of 1966, as amended by Public Law 89-665; the *Archaeological and Historic Preservation Act*, as amended by Public Law 93-291; Executive Order 11593; and Chapter 267, *Florida Statutes (FS)*. All work was carried out in conformity with Part 2, Chapter 8 ("Archaeological and Historical Resources") of the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual* (FDOT 2017), and the Florida Division of Historical Resources' (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2003), as well as with the provisions contained in the Chapter 1A-46, *Florida Administrative Code* (*FAC*).

Background research, which included a review of the findings of the previous I-75 report: *A Cultural Resource Assessment Survey I-75 Project Development and Environment Study from SR 681 to University Parkway, Sarasota and Manatee Counties, Florida* (ACI 2008a) and other surveys in the vicinity (ACI 2002, 2005, 2008b, 2009, 2016a, 2016b) as well as an updated check of the digital database of the Florida Master Site File (FMSF). The FMSF data utilized in this analysis were obtained in February 2018. This research revealed that no previously recorded historic or prehistoric archaeological sites are located within the APE. This was confirmed by field investigations.

Historical data indicated that no historic buildings (50 years of age or older) were recorded previously within the APE. However, there is one previously recorded Resource Group, 8SO06979, a building complex located at 900 Coburn Road which includes two Frame Vernacular style buildings(8SO06975

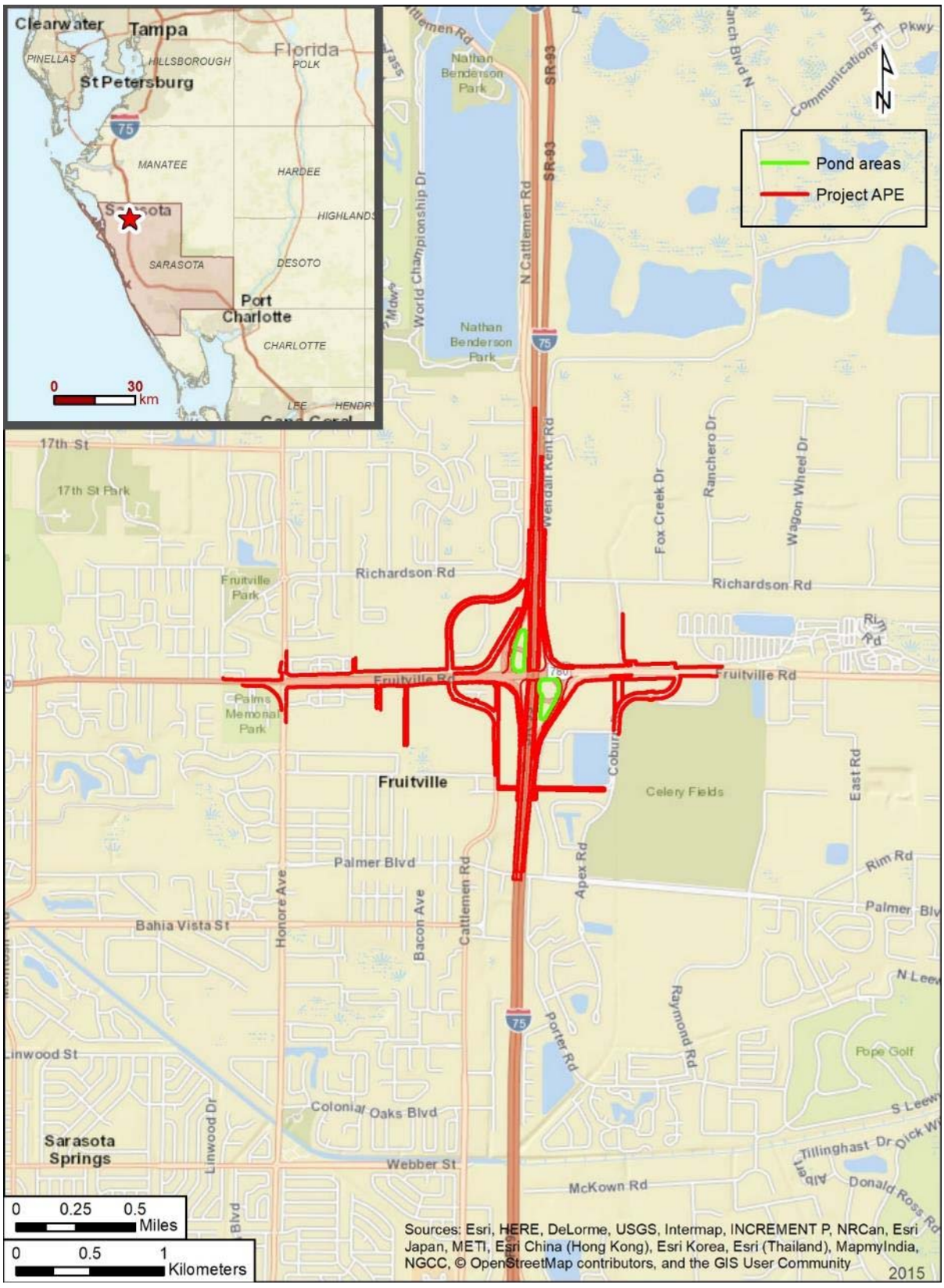


**Figure 1.** Location of the I-75 at Fruitville Road Interchange Reconstruction APE.

and 8SO06976), as well as a Masonry Vernacular and a Frame Vernacular style barn (8SO06977 and 8SO06978). The building complex is comprised of typical Masonry and Frame Vernacular styles found throughout Sarasota County. Furthermore, research revealed no significant historical associations or unique features. Finally, the buildings for the most part, have been extensively altered and are located north of Fruitville Road. The resource group was determined not eligible for listing in the NRHP or Sarasota County Registry of Historic Places (SCRHP) (FMSF 2016).

In addition, one previously recorded linear resource, the Fruitville Drainage District (8SO06275) which includes several separately numbered branches (8SO02660, 8SO03200, 8SO03201, 8SO06274), is recorded in and near the APE (ACI 2003a, 2007, 2010, 2012, 2014; Dickinson and Wayne 2012; Hughes 2006). The resource has previously been determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO). Background research also indicated that there was no potential for previously unrecorded historic buildings within the APE.

Based on the background research and field investigations, the proposed undertaking will have no effect on any cultural resources that are listed, eligible, or that appear to be potentially eligible for listing in the NRHP.

## 2. PROJECT DESCRIPTION

Project Background

The FDOT conducted a PD&E Study in 2008 along I-75 in Sarasota County to determine the ultimate needs for the interstate and interchanges. The preferred alternative for the I-75 and Fruitville Road (SR 780) interchange was identified to be Arterial Separation along with adding turn lanes to the on and off-ramp approaches at Fruitville Road, as well as the widening of Fruitville Road from west of Cattlemen Road to west of Coburn Road to accommodate additional lanes along Fruitville Road.

This 2008 PD&E Study was updated in 2012 as part of a Systems Interchange Modification Report (SIMR). This report also concluded that the preferred alternative for the I-75 and Fruitville Road (SR 780) interchange to be Arterial Separation along with adding turn lanes to the on and off-ramp approaches at Fruitville Road.

A new Interchange Modification Report (IMR) was prepared in 2016 to reevaluate the future traffic operations at the I-75 and Fruitville Road interchange, based on revised population/traffic growth projections and reevaluated the need for the improvements recommended by the 2008 PD&E Study and the 2012 SIMR.

The 2016 IMR evaluated two design alternatives:

- The 2008 PD&E Study and the 2012 SIMR-recommended preferred alternative Arterial Traffic Separation, and
- A Diverging Diamond Interchange (DDI) alternative.

Based on the results from the evaluation of these alternatives, the 2016 IMR recommended the DDI as the preferred alternative. The two distinguishing features between the approved PD&E Concept and the DDI alternative are:

1) The increased lane utilization along Fruitville Road approaching I-75 with the DDI configuration.
2) The overall safety improvements for all modes of travel at the interchange intersections with the DDI configuration.

Similar to the PD&E preferred alternative, the DDI alternative requires reconstruction of I-75 and the interchange and provides similar impacts within the existing ROW. Along Fruitville Road, the DDI alternative requires widening of Fruitville Road from east of Honore Avenue to the eastern-most Coburn Road intersection. Additionally, the project includes widening east of the eastern-most Coburn Road intersection to provide for three westbound through lanes and a westbound right turn lane providing access to the future Lakewood Ranch Boulevard Extension.

Both alternatives fall within nearly the same footprint with a minor difference at the intersection of Fruitville Road with Cattlemen Road. Both alternatives require the acquisition of ROW along the south side of Fruitville Road west of Cattlemen Road to account for the widening of Fruitville Road needed to accommodate the additional lanes, however, the PD&E alternative required the acquisition of ROW along the east side of Cattlemen Road and at the southeast quadrant of the intersection with Fruitville Road to accommodate the additional widening previously required along Cattlemen Road south of Fruitville Road. The DDI alternative eliminates the need for this widening and the additional ROW east of Cattlemen Road.

Description of Alternatives

**Approved PD&E Concept – Arterial Traffic Separation:** As provided in the PD&E Study, this alternative adds arterial separation on Fruitville Road at the ramp terminal intersections and maintains the existing Partial Cloverleaf Interchange. This allows southbound and northbound left turn traffic along Fruitville Road to turn while eastbound and westbound through traffic continues to flow uninterrupted. Additional lanes will be added to the eastbound to northbound loop-ramp, and eastbound to southbound on-ramp. Along eastbound Fruitville Road, an additional through lane will be added beginning east of Cattlemen Road to create five total through lanes approaching the I-75 interchange. Eastbound Fruitville Road east of the interchange contains four through lanes approaching the Coburn Road signalized intersection where the right-most and left-most lanes drop as the right and left turn lanes, respectively. Along westbound Fruitville Road, two lanes will be added beginning west of the stop-controlled Coburn Road approach to lead to the north and southbound on-ramps at the I-75 interchange, although only two through lanes exist at the northbound ramp terminal intersection. Westbound Fruitville Road west of the interchange contains five through lanes (two more than existing) approaching Cattlemen Road. The fifth through lane merges to create four through lanes west of Cattlemen Road and the fourth through lane is dropped as the westbound right turn lane at the Honore Avenue intersection (**Figure 2**).

**2016 IMR Proposed Alternative – Diverging Diamond Interchange:** This alternative will reconstruct the existing I-75 at Fruitville Road (SR 780) Interchange facility from the existing six, 12-foot travel lanes (three in each direction) to provide for a diverging diamond configuration interchange that provides for the ultimate typical section along I-75. The design of the ultimate typical section for I-75 provides a ten-lane facility with two express lanes and three general use lanes in each direction from MP 38.769 to MP 39.452, a distance of 0.683 mile. The general use lanes will be designed to transition to the existing lanes on I-75; the transition south of SR 780 is from MP 38.333 to MP 38.769, a distance of 0.436 mile; the transition north of SR 780 is from MP 39.452 to MP 40.283, a distance of 0.831 mile (the overall length of work on I-75 is 1.950 miles). The Interchange improvements will also require the replacement of the existing I-75 at Fruitville Road (SR 780) bridges, Bridge Nos. 170083 and 170084; the replacement of the existing I-75/SR 780 entrance and exit ramps; and the widening of Fruitville Road (SR 780) from Honore Avenue (MP 4.203) to Coburn Road (MP 5.844), a distance of 1.641 miles, to accommodate the transition of the proposed lanes to tie to existing lanes. Additionally, Cattlemen Road, north of SR 780, will be widened to provide triple southbound left turn lanes and Fruitville Road will be widened in the westbound direction east of Coburn Road to provide for a northbound right turn lane onto the future Lakewood Ranch Boulevard Extension and for an additional westbound lane through the intersection with Coburn Road (**Figure 3**).

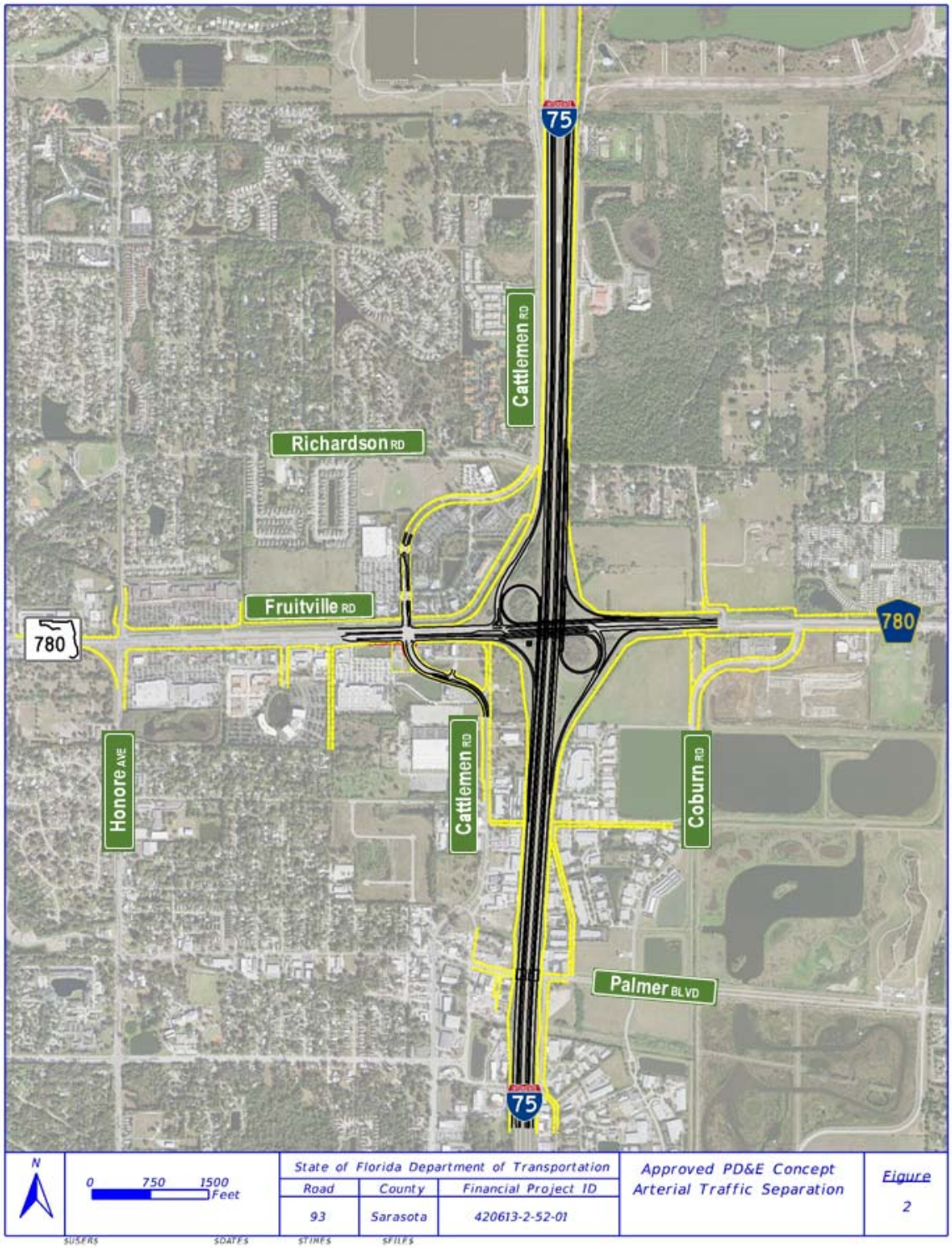


**Figure 2.** Approved PD&E Concept – Arterial Traffic Separation**.**

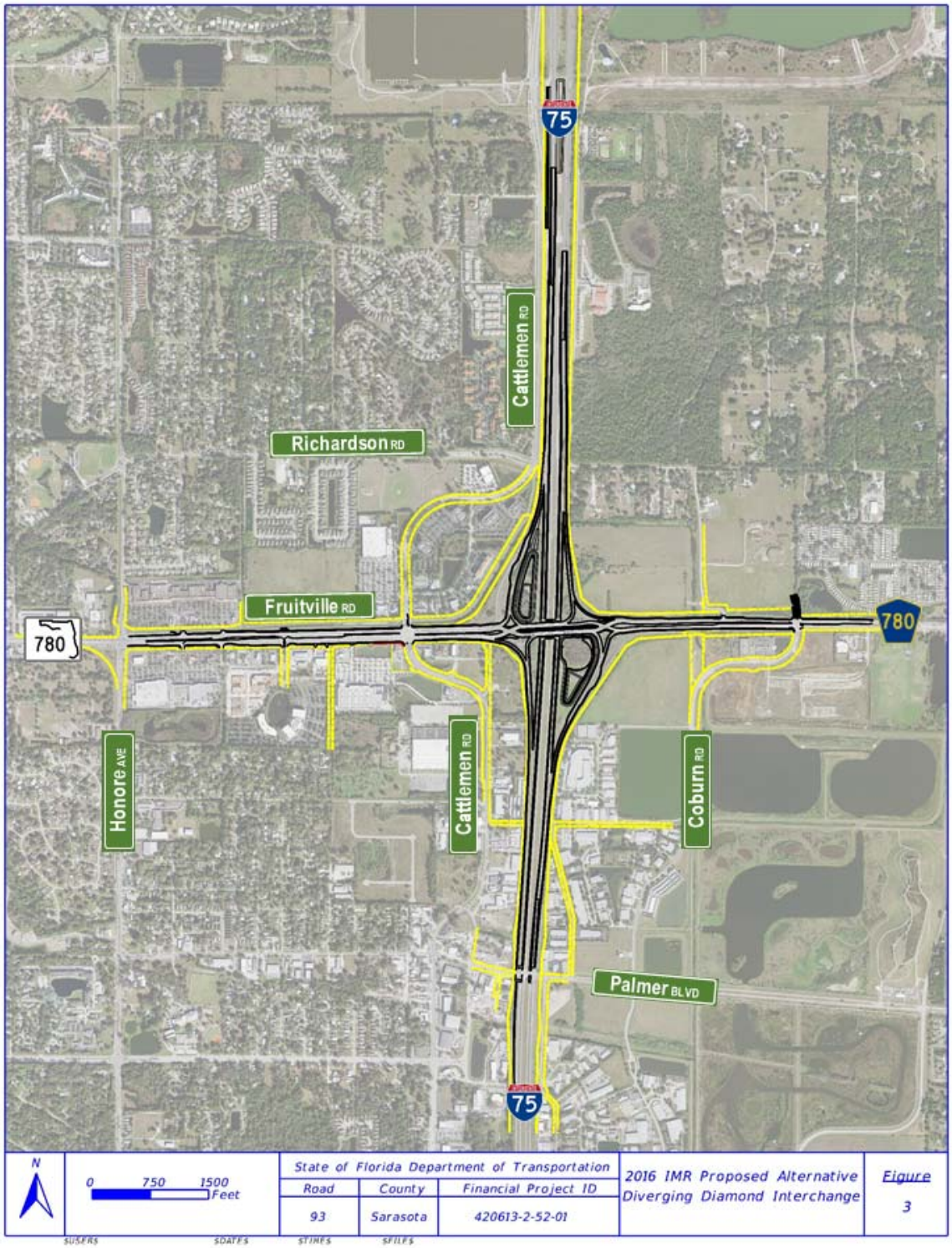


**Figure 3.** 2016 IMR Proposed Alternative – Diverging Diamond Interchange.

Differences Between the Diverging Diamond Interchange Alternative and the Arterial Traffic Separation Alternative that Require Re-evaluation

*Construction Footprint*

**Figure 4** illustrates the differences in construction footprints between the Diverging Diamond Interchange Alternative and the PD&E Arterial Traffic Separation Alternative. As can be seen in **Figure 4** both alternatives fall within nearly the same footprint. The areas highlighted in yellow are areas of additional footprint required for the Diverging Diamond Interchange alternative that have not been evaluated for environmental impacts.

The construction footprint identifies the additional widening required for the DDI alternative along Fruitville Road from east of Honore Avenue to west of Cattlemen Road that was not included in the PD&E alternative, although it would have been required for construction. The widening is required to transition from the existing lanes to meet the widened typical section. The construction footprint also identifies additional construction required for the DDI alternative east of I-75 for the widening of Fruitville Road to the easternmost intersection of Fruitville Road with Coburn Road plus additional widening for westbound Fruitville Road east of the signalized Coburn Road intersection to accommodate three through lanes in the westbound direction and a westbound right turn lane to the proposed Lakewood Ranch Boulevard Extension.

The PD&E alternative identified the need for ROW acquisition along the south side of Fruitville Road at the southwest and southeast corners of the intersection with Cattlemen Road, as well as requiring ROW along the east side of Cattlemen Road. The proposed ROW delineated with the PD&E alternative requires ROW from three parcels (two west of Cattlemen Road and one east of Cattlemen Road) for a total of approximately 0.152 acre to allow for widening of Cattlemen Road south of Fruitville Road. The proposed ROW necessary for the DDI alternative requires ROW from two of the three parcels identified for the PD&E alternative however less ROW is needed from these two parcels. Approximately 0.04 acre of ROW is necessary for the DDI alternative.

**Figure 5** illustrates the ROW needed for both the PD&E Study alternative and the DDI alternative.

**Construction Activities and Duration:** The Diverging Diamond Interchange alternative would require the same construction activities and construction duration as the Arterial Traffic Separation alternative.

**Operation:** Once constructed, there are no substantial differences in the traffic operations of the two alternatives that would cause the Diverging Diamond Interchange alternative to have greater impacts (e.g., traffic, noise, air quality).

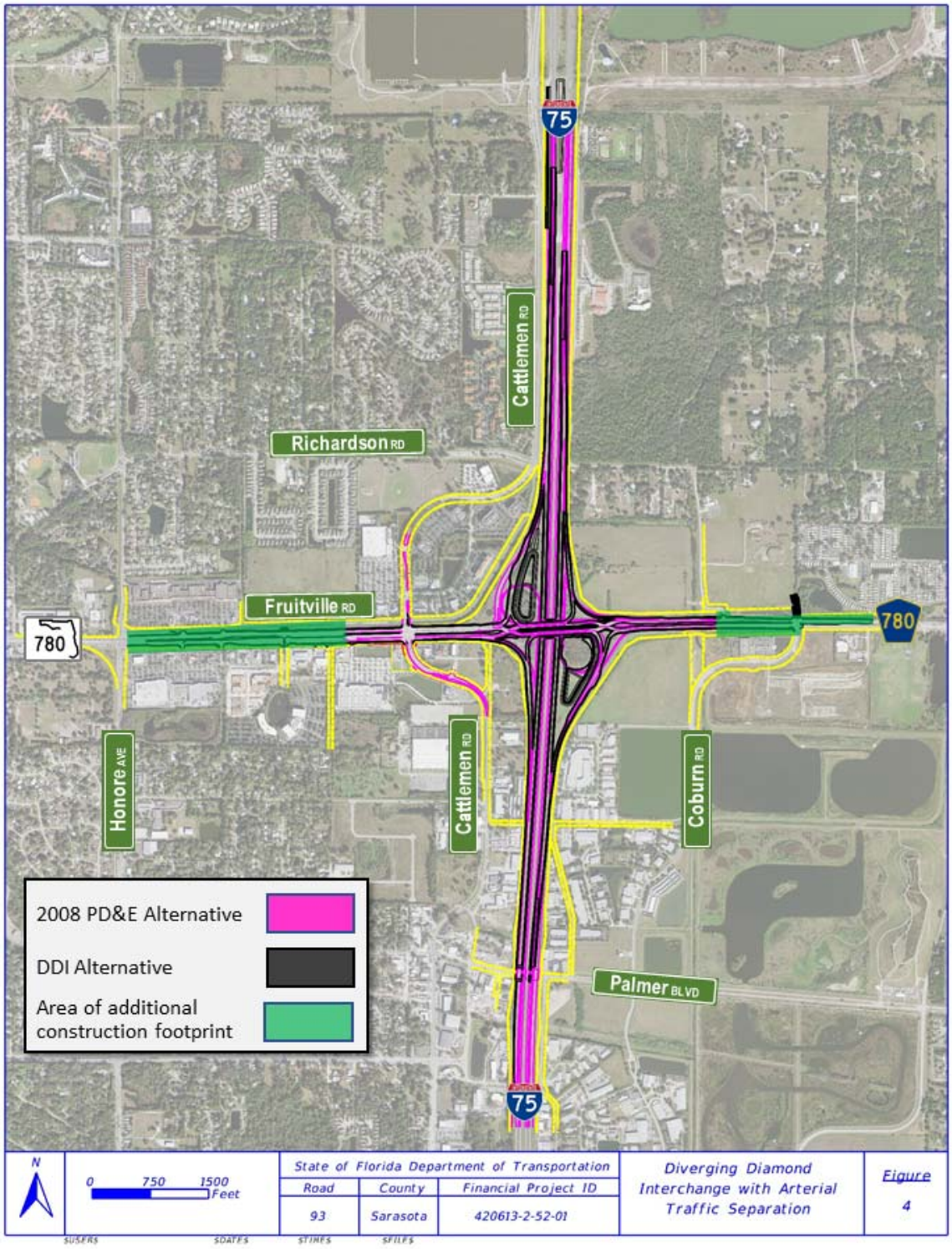


**Figure 4.** Diverging Diamond Interchange with Arterial Traffic Separation.

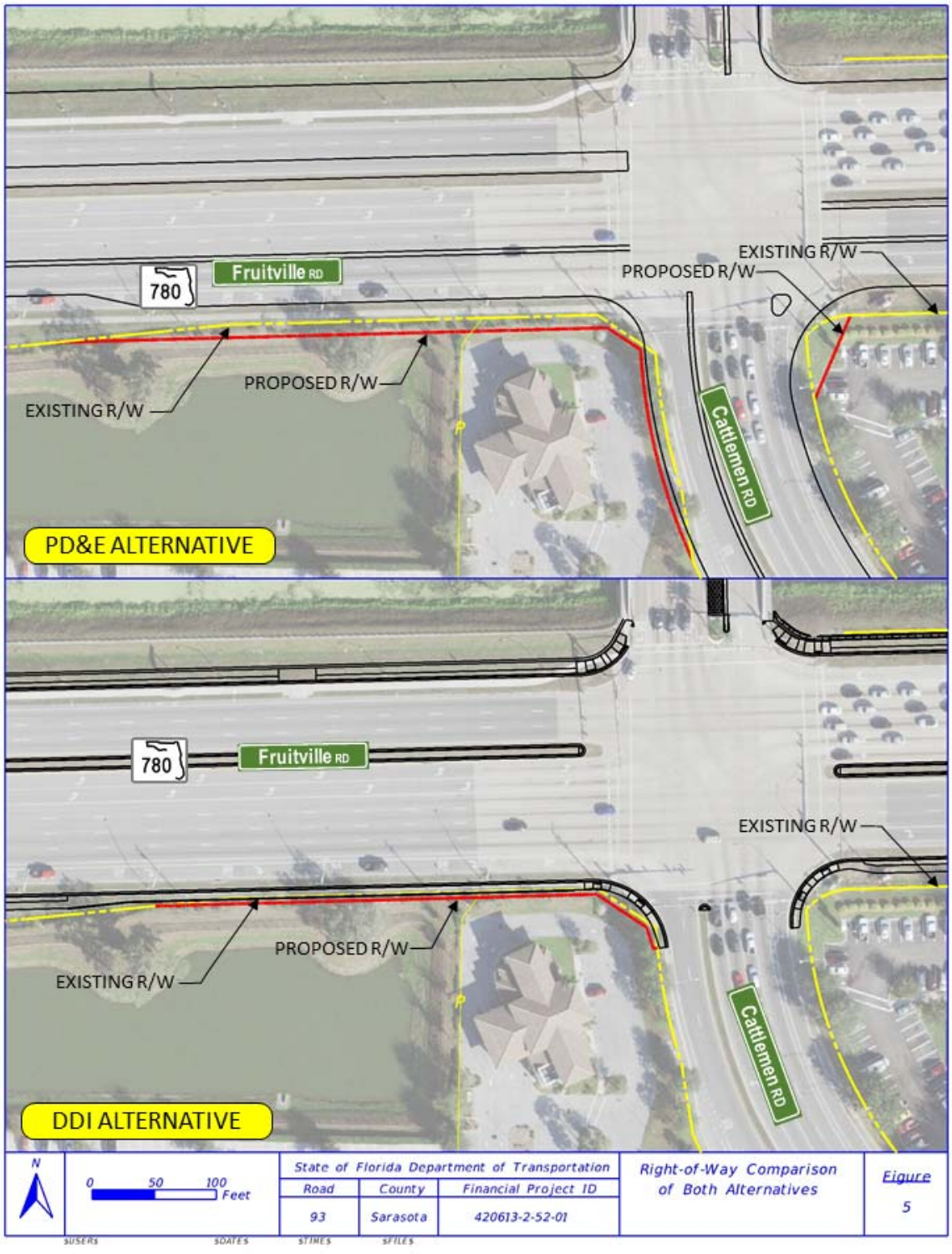


**Figure 5.** Right-of-Way Comparisons of Both Alternatives.

## 3. ENVIRONMENTAL SETTING

The general project area is located within the Gulf Coastal Lowlands, the physiographic zone that typifies the entire coastline of the state of Florida. The Gulf Coastal Lowlands are flat, and are characterized by surficial streams with little to no down cutting. The project elevations vary between 25 and 35 feet (ft) above mean sea level (amsl) and is located in Townships 36 and 37 South, Ranges 18 and 19 East.

Soils within the project corridor are part of the EauGallie-Myakka-Holopaw-Pineda soil association. This association includes nearly level and poorly to very poorly drained soils found on broad flatwoods that are interspersed with sloughs surrounding many seasonally ponded depressions (United States Department of Agriculture [USDA] 1991). These flatwoods soils typically consist of one to three feet of acidic sands generally overlying an organic hardpan or clayey subsoil.

Today, some of the natural vegetation exists within the APE but much has been removed as the result of the construction of I-75 and activities associated with construction, underground and above ground utilities, and commercial development of the area (**Photos 1-6**).

**Photo 1.** Looking north at I-75 from southbound ramp.

**Photo 2.** Conditions at the northbound interchange.

**Photo 3.** View of Fruitville Road east of I-75 looking west.

**Photo 4.** View of Fruitville Road west of I-75 looking east.

**Photo 5.** Conditions along Cattlemen Road.

**Photo 6.** Conditions in vicinity of Honore Road.

## 4. HISTORIC AND PREHISTORIC OVERIVEWS

In-depth historic and prehistoric overviews were previously conducted for the PD&E CRAS document submitted and approved by the State Historic Preservation Officer (SHPO) (Gaske 2008; **Appendix A**). As a result, it is in the FDHR database (FDHR Project File No. 2008-7479; *A Cultural Resource Assessment Survey I-75 Project Development and Environment Study from SR 681 to University Parkway, Sarasota and Manatee Counties, Florida* [ACI 2008]).

## 5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Prior to initiating the archaeological and historical survey of the APE, ACI reviewed the CRAS for I-75 from SR 681 to University Parkway, Sarasota and Manatee Counties (ACI 2008a), which indicated that no NRHP listed or determined eligible cultural resources had been identified within the project APE. Other surveys conducted in and adjacent to the project area were also reviewed. These include surveys conducted for cell tower projects (Burrier 2001; Dynamic Environmental Associates, Inc. 2008; Pracht 2000); commercial and residential developments (ACI 1990, 1992, 1997, 2002, 2003a, 2006a, 2006b); as well as roadway projects (ACI 2003b, 2004; Janus Research 2004; Jones 1975).

The background research also included a review of the computerized database at the FMSF and NRHP listings (conducted in February 2018), a review of the Bee Ridge (United States Geological Survey [USGS] 1973) quadrangle map, the Soil Survey of Sarasota County (USDA 1991), as well as the standard archaeological predictive model for the Central Peninsular Gulf Coast and Caloosahatchee archaeological regions (Milanich and Fairbanks, 1980; Milanich 1994). This research revealed that one prehistoric archaeological site is recorded within one mile of the project APE (**Figure 6**) and consists of a lithic scatter (ACI 1997). It has not been evaluated by the SHPO but the cultural resource recorder did not consider it eligible for listing in the NRHP (FMSF 2018).

Based upon the results of background research, the APE was considered to have a low archaeological potential for site discovery. For prehistoric period archaeological sites, distance to a fresh water source, soil type and drainage, relative elevation, proximity to known sites, and overall integrity (i.e., the degree of modern land alterations) were the key variables used in the classification of each proposed pond site.

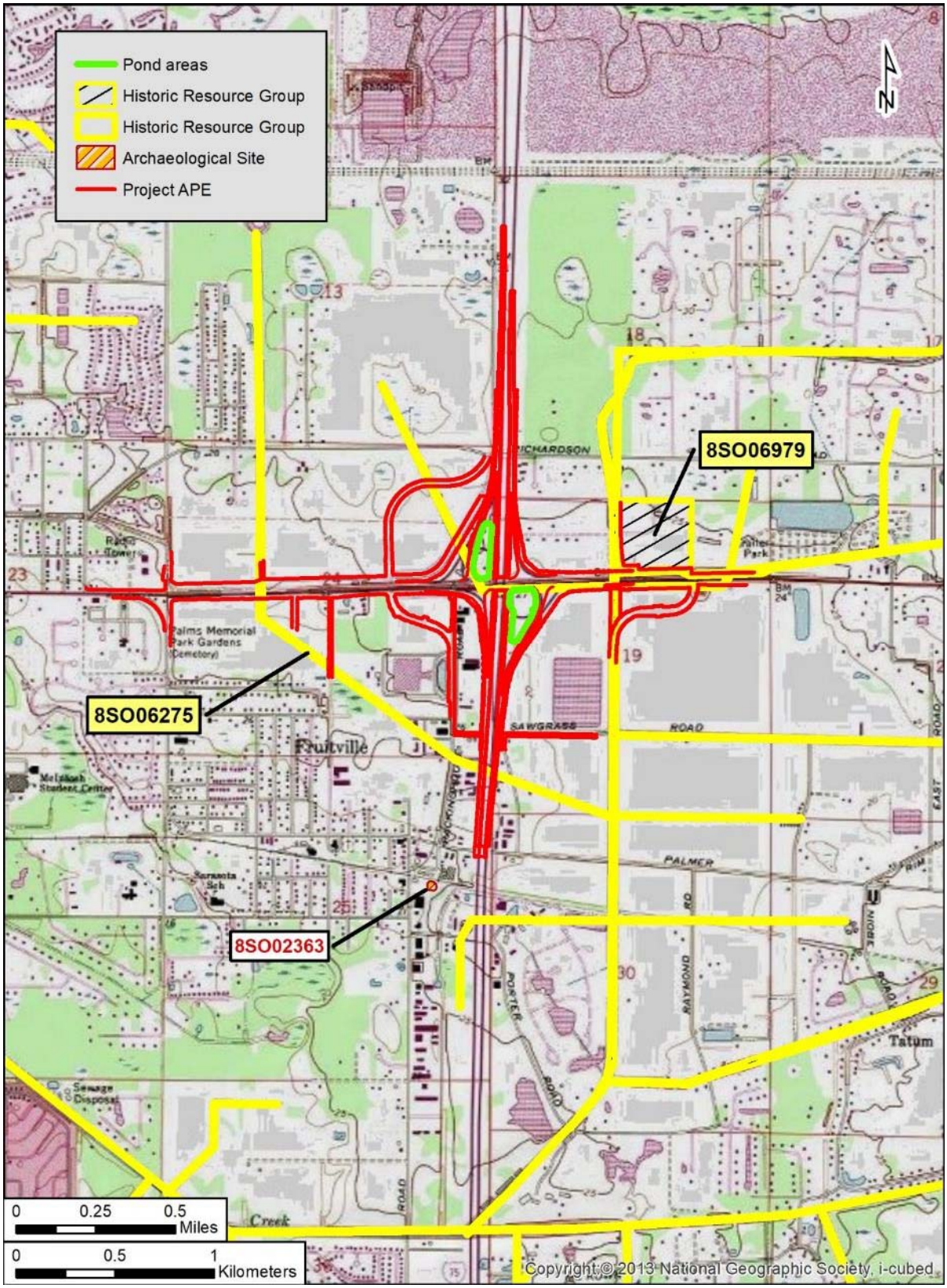


**Figure 6.** Environmental setting and the location of the previously recorded archaeological sites and historic resource group within one mile of the APE. Hatched historic resource group shows boundary of 8SO06979; non-hatched historic resource group shows linear resource 8SO06275.

The potential for historic period archaeological sites was assessed on the basis of documentary research. Prehistoric sites, if found, were expected to be small, low artifact density lithic and/or artifact (ceramics and lithics) scatters. Based upon an examination of the nineteenth century federal surveyor's plat and field notes, no homesteads, forts, battle sites, military trails, or Native American (Seminole) encampments were expected.

Historical data indicated that no historic buildings (50 years of age or older) were recorded previously within the APE. However, one Resource Group, 8SO06979 (ACI 2014) and one previously recorded linear resource, Fruitville Drainage District (8SO06275) which includes several separately numbered branches (8SO02660, -03200, -03201, -06274), were identified in and near the project APE (ACI 2003a, 2007, 2010, 2012, 2014; Dickinson and Wayne 2012; Hughes 2006). Background research also indicated that there was no potential for previously unrecorded historic buildings within the project APE.

## 6. SURVEY METHODS AND CONSIDERATIONS

The FDHR's Module Three, Guidelines for Use by Historic Professionals, indicates that the first stage of archaeological field survey is a reconnaissance of the project area to "ground truth," or ascertain the validity of the predictive model (FDHR 2003). During this part of the survey, the researcher assesses whether the initial predictive model needs adjustment based on disturbance or conditions such as constructed features (i.e., parking lots, buildings, etc.), underground utilities, landscape alterations (i.e., ditches and swales, mined land, dredged and filled land, agricultural fields), or other constraints that may affect the archaeological potential. Additionally, these Guidelines indicate that non-systematic "judgmental" testing may be appropriate in urbanized environments where pavement, utilities, and constructed features make systematic testing unfeasible; in geographically restricted areas such as proposed pond sites; or within project areas that have limited high and moderate probability zones, but where a larger subsurface testing sample may be desired. While predictive models are useful in determining preliminary testing strategies in a broad context, it is understood that testing intervals may be altered due to conditions encountered by the field crew at the time of survey.

Due to design changes in the interchange, the footprint of the APE changed. Thus, much of the APE could not be tested due to the built environment as noted in **Photos 4, 5, and 6**. Hence, archaeological field survey included both ground surface reconnaissance and the systematic excavation of shovel test pits where possible. Subsurface testing was conducted judgmentally. All shovel tests measured 1.6 ft in diameter and were dug to 3.3 ft in depth. All recovered soil was screened through a .25 inch (in) mesh hardware cloth to maximize the recovery of cultural materials, and, after soil stratigraphy was recorded, each test pit was refilled. The location of each shovel test was plotted on an aerial.

The historical/architectural field survey consisted of a reconnaissance of the project APE to determine if any historic buildings or structures (those 50 years of age or older) were present.

**Laboratory Procedures and Curation**: In the event that cultural materials were recovered, they would be initially cleaned and sorted by artifact class and subjected to a limited technological analysis. However, no artifacts were found as a result of this survey.

All project related information will be housed at Archaeological Consultants, Inc., in Sarasota (Project File #P14065), pending transfer to a FDOT-designated repository for permanent storage and curation.

**Unexpected Discoveries**: It was planned that if human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, the provisions and guidelines set forth in Chapter 872.05 *FS* (Florida's Unmarked Burial Law) would be followed. However, it was not anticipated that such sites would be found within the APE and none were found during the survey.

## 7. SURVEY RESULTS

**Archaeological:** Field survey resulted in the excavation of six shovel tests placed within the interchange area (**Figure 7**). Also, in 2008, ACI tested the I-75 corridor including proposed pond locations along this segment of the I-75 project; all were negative for cultural resources (ACI 2008a, 2008b). Several other surveys conducted within and in the immediate vicinity of the APE (ACI 2002, 2009, 2014, 2016a, 2016b) also resulted in negative findings. The shovel tests as a result of these surveys are not shown on **Figure 7.** The development as denoted in previous photos (**Photos 1-6**), extremely limited the number of shovel tests which could be placed within the APE. Soil stratigraphy consisted of 1-100 cm of mottled grey and brown sand with shell and stone fill material. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to survey all areas of the project APE.

As a result of this archaeological testing, no sites were found and no additional archaeological testing is recommended.

**Historical:** As a result of the historical survey, no historic buildings were identified within the APE. However, one previously recorded linear resource and one previously recorded resource group is adjacent and/or partially within the APE.

The Fruitville Drainage District (8SO06275), is comprised of a series of canals and ditches and was officially created in 1925 with the passing of Chapter 11137 of *Florida State Law*. However, planning for the district began a few years earlier in 1921 under the organization efforts of R.K Thompson (Sarasota County History Center [SCHC] n.d.). The District is comprised of a series of canals that was completed by 1926 to drain approximately 26,000 acres for agricultural use and development. In its entirety, the project included a network of 50 linear miles of canals and played a significant role in converting low, wet, marshy terrain into arable agricultural lands, particularly between the 1920s and the 1950s. Several of these canals and ditches are assigned separate FMSF numbers (SO02660, -03200, -03201, -06274). The Fruitville Drainage District has been determined not eligible for listing in the NRHP by the SHPO. Whether it may be eligible for local listing in the SCRHP as defined in Historic Preservation, Chapter 66 (subsection 66-73) of the Sarasota County Code has not been determined by the SCRHP.

Resource Group, 8SO06979, a building complex located at 900 Coburn Road includes two Frame Vernacular style buildings (8SO06975 and 8SO06976) and both a Masonry Vernacular and a Frame Vernacular style barn (8SO06977 and 8SO06978). The building complex contains typical examples of both the Masonry and Frame Vernacular styles found throughout Sarasota County. Furthermore, research revealed no significant historical associations or unique features, and most of the buildings have been extensively altered. The resource group was determined not eligible for listing in the NRHP or SCRHP (FMSF 2016).

The FMSF forms were not updated as part of this survey because the SHPO has determined the resources not NRHP eligible.

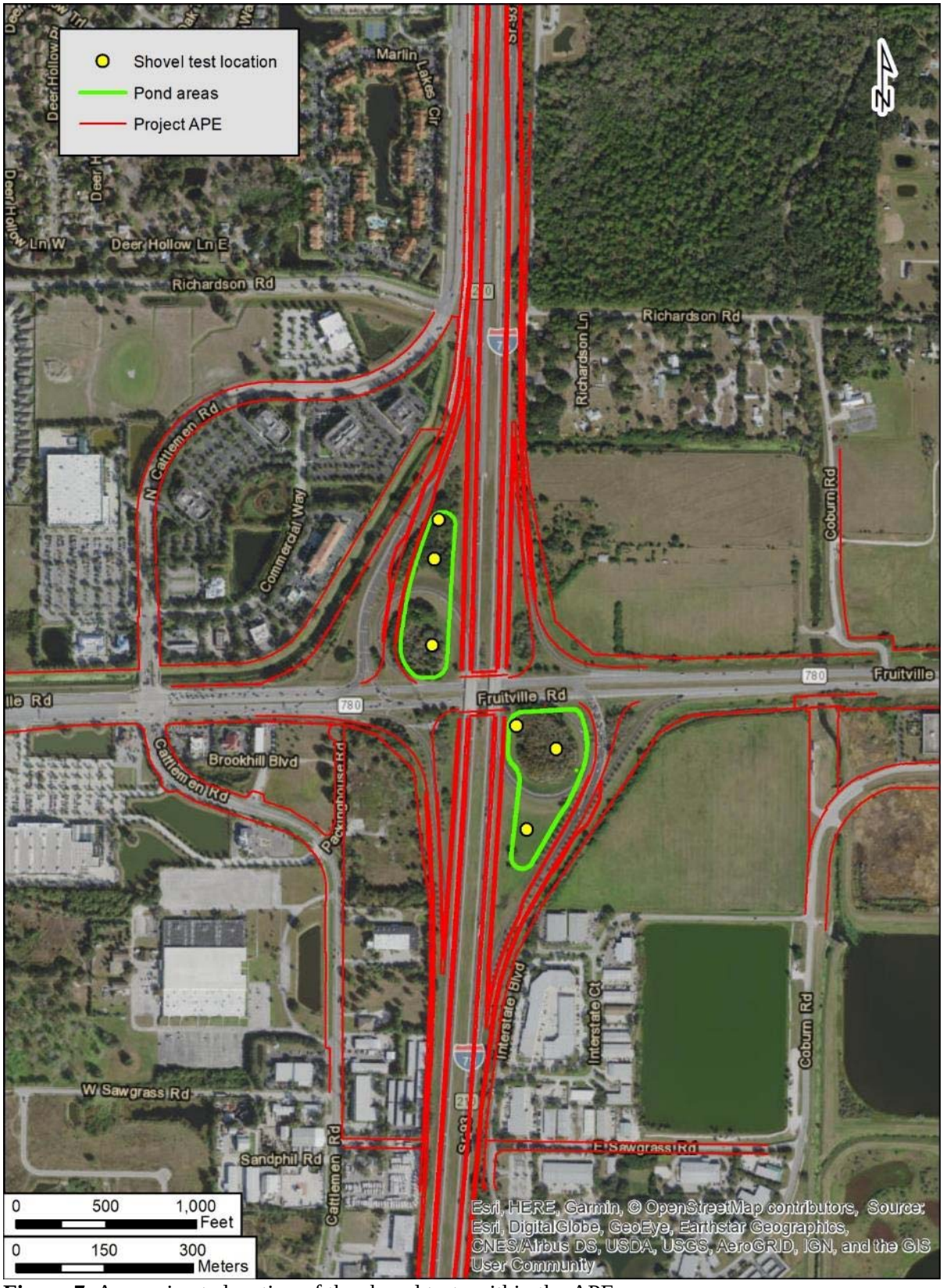


**Figure 7.** Approximate location of the shovel tests within the APE.

## 8. CONCLUSIONS

In summary, this undertaking will have no effect on any cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or that appear to be eligible for listing in the NRHP.

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2004 Cultural Resource Assessment Survey of Webber Street from McIntosh Road to Cattlemen Road, Sarasota County, Florida. FDHR, Tallahassee.

Jones, B. Calvin
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1994 *Archaeology of Precolumbian Florida*. University Press of Florida, Gainesville.

Milanich, Jerald T. and Charles H. Fairbanks
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**APPENDIX A: 2008 SHPO CONCURRENCE LETTER**

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

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

December 9, 2008

**Attn: BSB Murthy**

RE: DHR Project Number: 2008-7479
Received by DHR: October 27, 2008
Project: ENV-FL
CRAS on I-75 (SR93) TMA
FIN#: 201277-1-22-01
*Addendum to the Project Development and Environment (PD&E) Study I-75 (S.R. 93) from South of S.R. 681 to North of University Parkway, Sarasota and Manatee Counties, Florida - For Preferred Pond Sites*

Dear Mr. Gibbs:

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

A Cultural Resources Assessment Survey (CRAS) was conducted within the area of potential effect for the Interstate-75 Project Development and Environment study from south of S.R. 681 to north of University Parkway in Manatee and Sarasota Counties. As part of the proposed improvements, a CRAS was performed for 23 preferred pond sites. No archaeological sites were discovered. However, one historic building was identified and recorded. After evaluation, this building is not considered eligible for listing in the National Register of Historic Places.

Based on provided information, it is the determination of the Federal Highway Administration that there will *no historic properties affected* [as per 36 C.F.R. Part 800, §800.4(d)(1)] as a result of the proposed undertaking. Our agency concurs with these determinations and finds the submitted report complete and sufficient.

If you have any questions concerning our comments, please contact Brian Yates, Compliance Review Archaeologist, by electronic mail *byates@dos.state.fl.us*, or at 850-245-6372.

Sincerely,

Frederick P. Gaske

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

XC: Elizabeth Serdynski, FDOT District One, Bartow

**APPENDIX B: 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) I-75 at Fruitville Road (SR 780) Interchange, Phase I

**Report Title** (exactly as on title page) Cultural Resource Assessment Survey, Interchange Reconstruction, I-75 at Fruitville Road (SR 780) Interchange, Sarasota County, Florida; FPID No.: 420613-2-52-01

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

**Publication Date** (year) 2018 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 17

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

P14065 ACI, Sarasota

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

**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. I-75 3. _____ 5. _____ 7. _____
2. Fruitville Road 4. _____ 6. _____ 8. _____

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

Name _____ Organization Florida Dept of Transportation - District 1

Address/Phone/E-mail 801 North Broadway Ave., Bartow, FL 33830

**Recorder of Log Sheet** Marion Almy **Date Log Sheet Completed** 3-29-2018

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

## Mapping

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

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

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

1. Name BEE RIDGE Year 1978
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

## Description of Survey Area

**Dates for Fieldwork:** Start 3-26-2018 End 3-26-2018 **Total Area Surveyed** (fill in one) _____ hectares 10 acres

**Number of Distinct Tracts or Areas Surveyed** 2

**If Corridor** (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers 2.00 miles

# Survey Log Sheet

Survey #_____

## 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, 1 m deep, 50 cm diameter, 6.4 mm mesh screen; 25, 50, 100 m intervals; all sterile

**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, **un**controlled | ☐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** 0 **Count of Newly Recorded Sites** 0

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

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

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

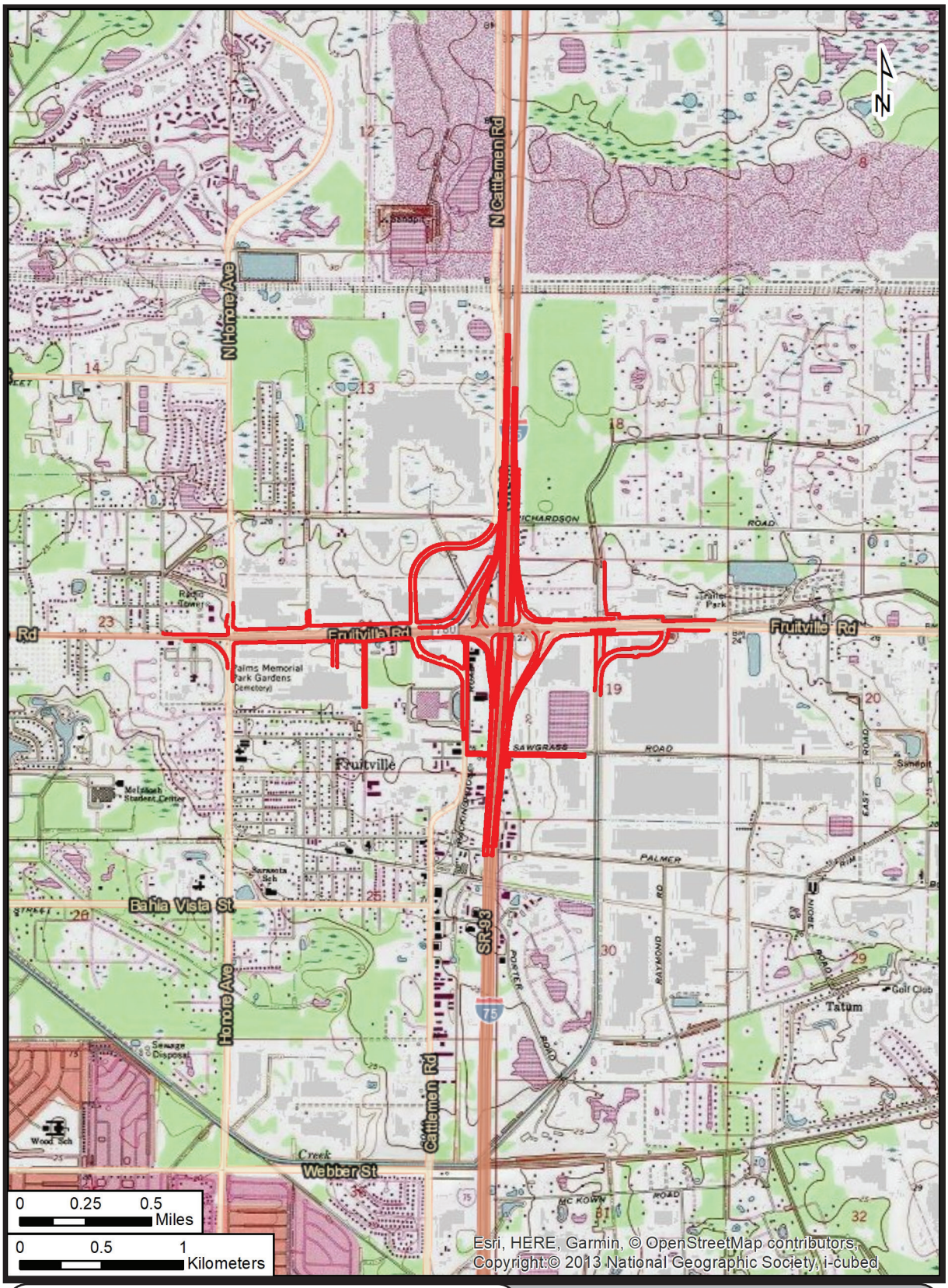
*****REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)*****

| 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:** _____




**I-75 and Fruitville Road (SR 780) Interchange**
Township 36 South, Range 18 East, Sections 13, 23-25, and
Township 36 South, Range 19 East, Sections 18-19
USGS Bee Ridge, Sarasota County.

**CRAS Technical Memorandum**
**I-75 and Fruitville Road (SR 780) Interchange**
**Sarasota County, Florida,**
**FPID No.: 420613-2-52-01**