CULTURAL RESOURCES ASSESSMENT SURVEY REPORT

Florida Department of Transportation

District 1

SR 31 PD&E Study

Limits of Project: SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)

Lee County, Florida

Financial Management Number: 441942-1-22-01

ETDM Number: 14359

Date: September 13, 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

CULTURAL RESOURCES ASSESSMENT SURVEY FOR THE SR 31 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FROM SR 80 (PALM BEACH BOULEVARD) TO SR 78 (BAYSHORE ROAD)

LEE COUNTY

Financial Project ID No. 441942-1-22-01
Federal Aid Project No. TBD

Prepared for:

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September 2023

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District 1 (Department) conducted a Cultural Resources Assessment Survey (CRAS) for the State Road (SR) 31 Project Development and Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. The Preferred Alternative consists of the following:

- Widen the existing two-lane undivided roadway to a six-lane divided roadway from SR 80 to SR 78
- Replace the Wilson Pigott Bridge over the Caloosahatchee River
- Improvements to the SR 31/SR 80 intersection

The Preferred Alternative will consist of widening the two-lane roadway to six lanes. The proposed SR 31 roadway typical section from SR 80 to SR 78 will include three, 11-foot travel lanes in each direction separated by a 22-foot raised median with type E and F curb along the inside and outside lanes, respectively. A 12-foot shared-use path is proposed on each side of SR 31 (northbound and southbound) with a 9-foot utility strip between the back of curb and path. This typical section will require approximately 32 acres of new right-of-way.

The Preferred Alternative is a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line; this roadway segment will be located east of the existing two-lane roadway and the 50-foot FGT easement. The project will tie into the proposed SR 31 North Design-Build project at the northern terminus.

The proposed design speed for the project is 45 miles per hour. The Preferred Alternative raises the profile above the current 100-year floodplain. The profile will be raised approximately three feet above existing SR 31 due to the updated 100-year floodplain elevation (from seven feet to ten feet) in the project corridor.

A new high-level fixed bridge will be constructed to replace the existing Wilson Pigott Bridge. The proposed bridge will meet USCG vertical clearance requirements of 55 feet for a high-level fixed bridge.

The Preferred Alternative also includes reconfiguring the existing intersection of SR 31/SR 80 to a grade-separated intersection. The grade-separation will introduce two new flyover bridges for SR 31 and SR 80 movements and will also include a new signal on SR 31.

Stormwater runoff from the project will be collected and conveyed in closed drainage systems to one proposed offsite pond for water quality treatment and attenuation per state and federal requirements. The pond will discharge at or near the same outfall ditch that carry the roadway runoff in the existing condition. An additional 13.5 acres of right-of-way will be required for the proposed pond and associated access easements.

The objective of the survey was to identify cultural resources within the project area of potential effect (APE) and assess the resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4. This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes* (*F.S.*); and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective July 1, 2023). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Historic linear resource evaluation was conducted in accordance with the *FDOT Historic Linear Resource Guide*. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Much of the archaeological APE is within areas of existing and proposed ROW that have been previously surveyed for archaeological resources during the following surveys, each of which previously received concurrence from the FDHR/SHPO:

- *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road) Lee County, Florida* (Southeastern Archaeological Research, Inc. [SEARCH] 2012; Florida Master Site File [FMSF] Manuscript No. 20161)
- *Technical Memorandum: Cultural Resource Assessment Survey Update for the Project Development and Environment Study of State Road 31 from State Road 78 to County Road 78, Lee County, Florida* (SEARCH 2020; FMSF Manuscript No. 27269)
- *Cultural Resource Assessment of the Caloosa Landing Project Area in Lee County, Florida* (Panamerican Consultants, Inc. 2005; FMSF Manuscript No. 12279)
- *Cultural Resource Reassessment Survey of a Segment of SR 80 in Lee County, Florida* (Ballo 1989; FMSF Manuscript No. 2165)

No archaeological sites were recorded within or adjacent to the current APE during the prior survey efforts. No archaeological sites or archaeological occurrences were identified during the current survey. Subsurface testing was conducted within the APE where feasible and focused on areas of proposed ROW not included in the previous surveys. Based on the results of the current and previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

The CRAS identified six historic resources within the APE. Four of these were previously recorded (8LL1898, 8LL2586, 8LL2615, and 8LL2845) and two were newly recorded (8LL2948 and 8LL2949). The Caloosahatchee River Canal (8LL1898) was determined eligible for the National Register by the SHPO in 2012 under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the agricultural development of South Florida. The Seaboard Air Line Railroad Grade (8LL2586) and Wilson Pigott Bridge (8LL2615) have been determined ineligible by the SHPO. SR 31 (8LL2845) was previously determined ineligible outside of the APE. The section within the current APE exhibits modern improvements and lacks historic associations. It is considered ineligible for the National Register. The FMSF form for SR 31 (8LL2845) was updated since the roadway had not been previously recorded within the current APE. FMSF forms were not updated for the other previously recorded resources, as they did not exhibit alterations or changes in their National Register eligibility since they were last recorded. The two newly recorded structures were 16400 SR 31 (8LL2948) and the Sweetwater Landing Marina (8LL2949). The structures exhibit common architectural styles in South Florida and lack historical associations. Therefore, they are considered ineligible for the National Register. FMSF forms were completed for the two newly identified resources.

TABLE OF CONTENTS

LIST OF APPENDICES

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

Project Overview

The FDOT, District One (Department) is conducting a Project Development and Environment (PD&E) Study in accordance with the National Environmental Policy Act (NEPA) to evaluate capacity, operational, structural, and modal improvements to about 1.4 miles of State Road (SR) 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in northeastern Lee County (see Figure 1). The study includes the evaluation of capacity improvements to its current two-lane configuration, as well as pedestrian and bicycle accommodations. The study also includes evaluating repair/rehabilitation and replacement options for the Wilson Pigott Bridge over the Caloosahatchee River and improvement alternatives for the SR 31/SR 80 intersection.

The Department is coordinating with adjacent studies, including the SR 78 PD&E Study, the SR 31 North Design-Build project, and the pending Babcock Ranch development.

Existing Facility and Conditions

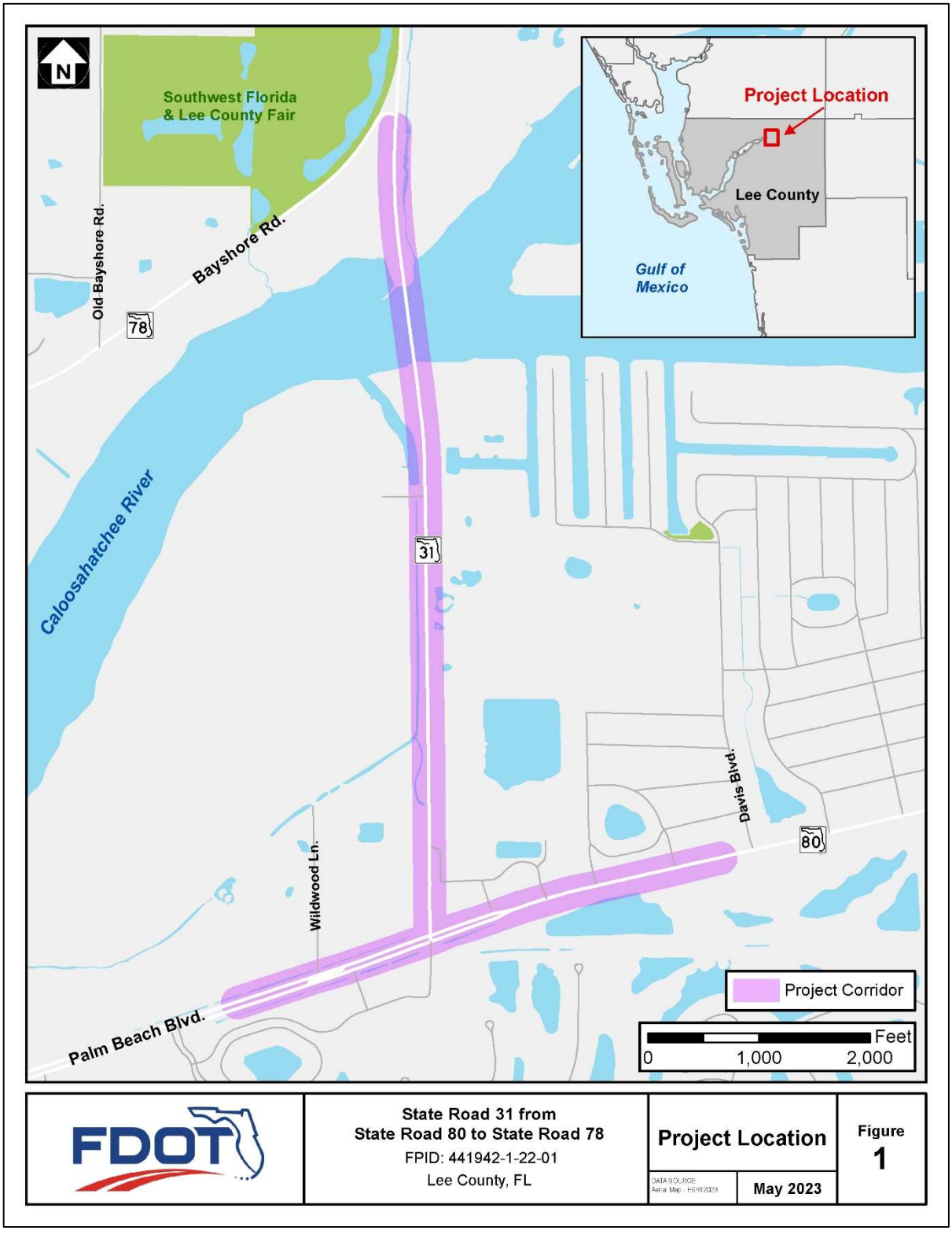
SR 31 in the project study area is classified by the Department as an Urban Minor Arterial. SR 31 is considered an Emerging Strategic Intermodal System (SIS) Corridor. The existing typical section is a two-lane, undivided rural roadway with two 12-foot travel lanes and 5-foot paved outside shoulders centered within a 100-foot right-of-way. The existing bridge is a 14-span low-level bascule structure with 10-foot lanes, 4-foot outside shoulders, and 3.5-foot raised sidewalks on both sides with no separation from motor vehicles. The existing vertical clearance over the channel is 26 feet.

The posted speed limit in this section of SR 31 is 40 mph. The surrounding land uses are a mixture of rural residential, commercial, and undeveloped land. The Lee County Future Land Use map (as of January 2022) reveals that most of the study area is zoned as “Future Urban Areas-Suburban”. “Sub-Outlying Suburban”, “Non-Urban Areas-Rural”, and “Environmentally Critical Areas-Wetlands” designations are also in the project vicinity.

Stormwater runoff is collected in open drainage swales adjacent to the roadway with ultimate outfall to the Caloosahatchee River. SR 31 has no existing stormwater management facilities. The project is located within WBID 3240C, which is impaired for Nutrients. There are four cross drains within the project limits.

Purpose and Need

The purpose of the project is to address capacity, operational, and structural deficiencies of SR 31 from SR 80 to SR 78 in northeastern Lee County. To meet future travel demand, the project will evaluate potential widening improvements to its current two-lane configuration, including paved shoulders, sidewalks, bike lanes, and/or a multi-use pathway. Repair/rehabilitation and replacement options for the Wilson Pigott Bridge will also be evaluated as part of the project, as design elements of the bridge are substandard.


N
Southwest Florida
& Lee County Fair
Old Bayshore Rd.
Bayshore Rd.
78
Caloosahatchee River
31
Project Location
Lee County
Gulf of
Mexico
Davis Blvd.
80
Wildwood Ln.
Palm Beach Blvd.
Project Corridor
Feet
0
1,000
2,000
FDOT
State Road 31 from
State Road 80 to State Road 78
FPID: 441942-1-22-01
Lee County, FL
Project Location
DATA SOURCE
Aerial Map - ESRI 2023
May 2023
Figure
1

The need for the project is based on the following primary and secondary criteria:

Primary Criteria

Capacity/Transportation Demand: Improve Operational Conditions

The existing year [2022] Annual Average Daily Traffic (AADT) volume for the SR 31 project corridor is 16,600 vehicles per day (vpd), operating at Level of Service (LOS) C. As SR 31 is a designated highway corridor of Florida's Emerging SIS and a Tier I Freight Corridor of Lee County, approximately 25% of existing traffic along the roadway is composed of trucks. The SIS network includes the state's most significant transportation facilities, as these facilities carry the highest volumes of freight and commuter traffic. The projected demand along the corridor exceeds the maximum threshold of 20,000 AADT for a two-lane facility. As an Emerging SIS facility, LOS D is the minimum acceptable LOS for SR 31. Without capacity improvements, the corridor is projected to operate at LOS F.

Much of the growth contributing to the increase in traffic comes from the Babcock Ranch Development of Regional Impact (DRI) located to the north of the SR 31 project segment. Although the Babcock Ranch DRI is in Charlotte County, some development is expected to occur in Lee County, such as the Babcock Ranch Mixed-use Planned Development (MPD) and a marina to be sited northeast of the project corridor. The Babcock Ranch DRI and MPD is approved for 19,500 residential dwelling units, almost 5 million square feet of office and retail space, and 600 hotel rooms. In addition, the DRI is approved for 650,000 square feet of industrial space, which will further increase the volume of trucks moving freight along the corridor. Also, eight Planned Unit Developments exist or are proposed along the SR 31 project segment, including a mixed-use development southeast of SR 31 and SR 80. The Sweetwater Landing Marina, located along the corridor, has expanded operations.

Increased congestion along SR 31 between SR 80 and SR 78 is anticipated due to this noted growth. Conditions along the roadway will be exacerbated if no improvements occur because the roadway lacks the operational capacity to accommodate future travel demand. In addition, freight traffic and multimodal activity are expected to increase along the corridor due to projected growth in the area.

Substandard Bridge Elements: Address Mechanical Malfunctions & Design Deficiencies

The Wilson Pigott Bridge was constructed in 1960 and has exceeded its fifty-year design life. Based on a FDOT bridge inspection report conducted in October 2021, the Wilson Pigott Bridge received a sufficiency rating of 52.0 (on a scale of 0-100). Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A sufficiency rating below 50.0 qualifies a bridge for replacement funds. The bridge inspection report also revealed a health index of 95.52 for the Wilson Pigott Bridge. The health index uses the condition rating of several important bridge components to develop a number from 1 to 100. The lower the number, the more work is required to improve the bridge's overall condition. Below 85 generally means repairs are needed. A low health index may also indicate that it would be more economical to replace the bridge than to repair it. Additionally, an interview conducted with Lee County Metropolitan Planning Organization (MPO) staff in February 2018 indicated that the Wilson Pigott Bridge frequently experiences mechanical malfunctions leaving the bascule span in the up position, disrupting traffic flow and circulation in the area.

Although the current bridge inspection report indicates a health index over 90 due to the most recent bridge repairs, the bridge has substandard design elements, including:

- Narrow roadway widths [ten-foot travel lanes and four-foot shoulders]
- Narrow pedestrian facilities [three-foot six-inch sidewalks on both sides with no guardrail separating pedestrians and motor vehicles]
- Substandard bridge rails

As the Caloosahatchee River is a navigable waterway, the United States Coast Guard (USCG) regulates the horizontal and vertical clearance requirements for bridges constructed over navigable waters. The following minimum movable bridge clearance guidelines for the Caloosahatchee River at the project location are: Horizontal Clearance = 90 feet; Vertical Clearance (closed) = 21 feet. The vertical clearance for the Wilson Pigott Bridge (closed) is 26 feet at the center and 23 feet at the fenders, and the horizontal clearance is 86.6 feet. Based on this condition, the Wilson Pigott Bridge does not meet the current USCG guide for horizontal clearance.

Secondary Criteria

Area Wide Network/System Linkage: Enhance Regional Connectivity

Planned immediately north of the SR 31 project segment is the widening of SR 31 from SR 78 in Lee County to North of Cook Brown Road in Charlotte County. The proposed widening of SR 31 from SR 80 to SR 78 will provide a continuous connection from Lee County into Charlotte County and a viable north-south alternate route to I-75.

Safety: Improve Emergency Evacuation and Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County, SR 31 [including the Wilson Pigott Bridge] plays a critical role in facilitating traffic during emergency evacuation periods as one of seven crossings over the Caloosahatchee River within Lee County. The project is in Lee County's Evacuation Zone "A", and all the neighborhoods in proximity to the project corridor are within the 100-year floodplain. Improving the operational capacity of the roadway and maintaining the functionality of the Wilson Pigott Bridge will further enhance emergency evacuation efficiency leading to improved evacuation and response times.

Alternatives

An alternatives analysis process consists of developing, evaluating, and eliminating potential project alternatives (including the No-Build option), based on the purpose and need for the project. This process also considers the engineering and environmental factors, along with public and stakeholder input.

Preferred Alternative
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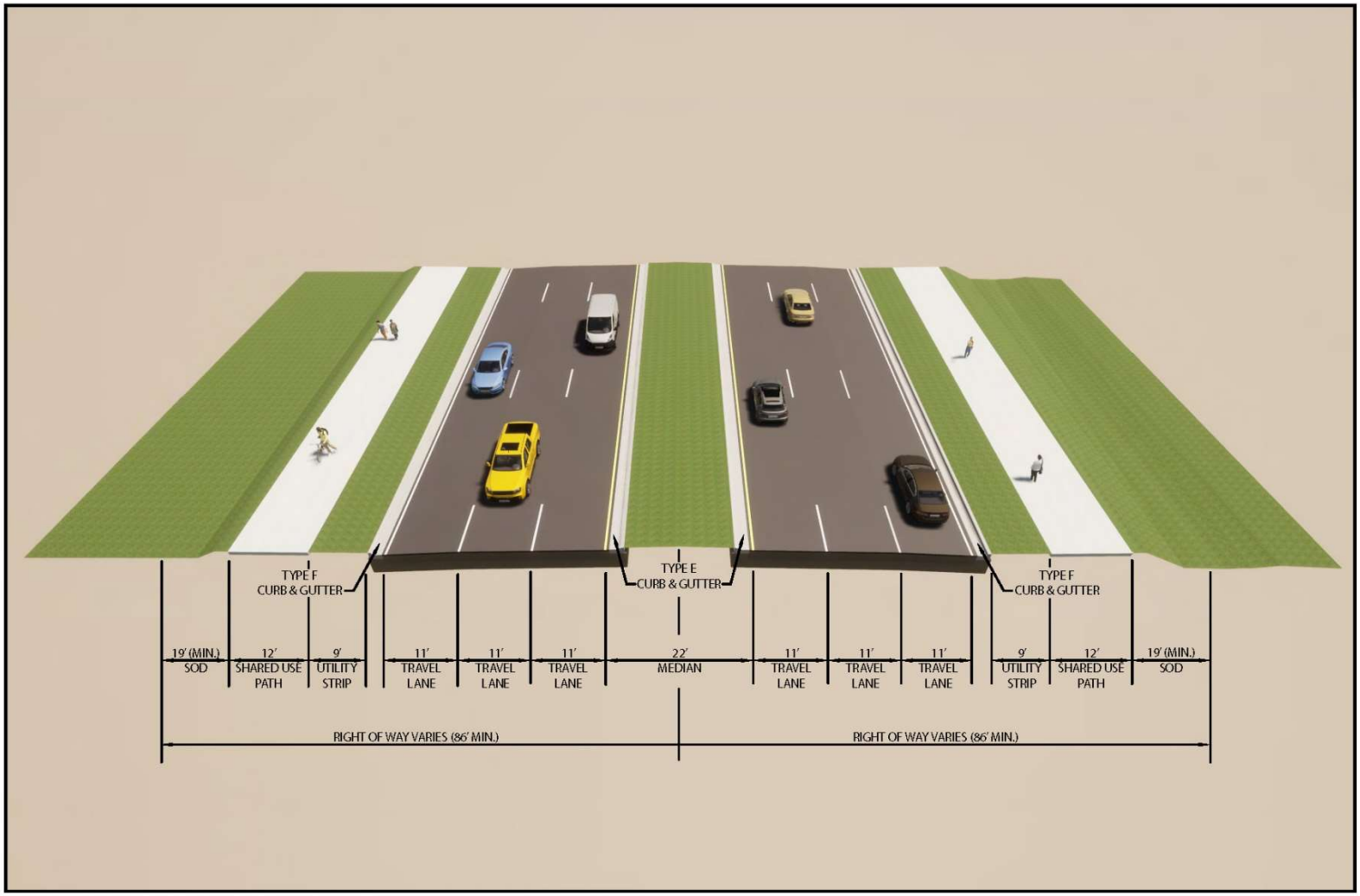
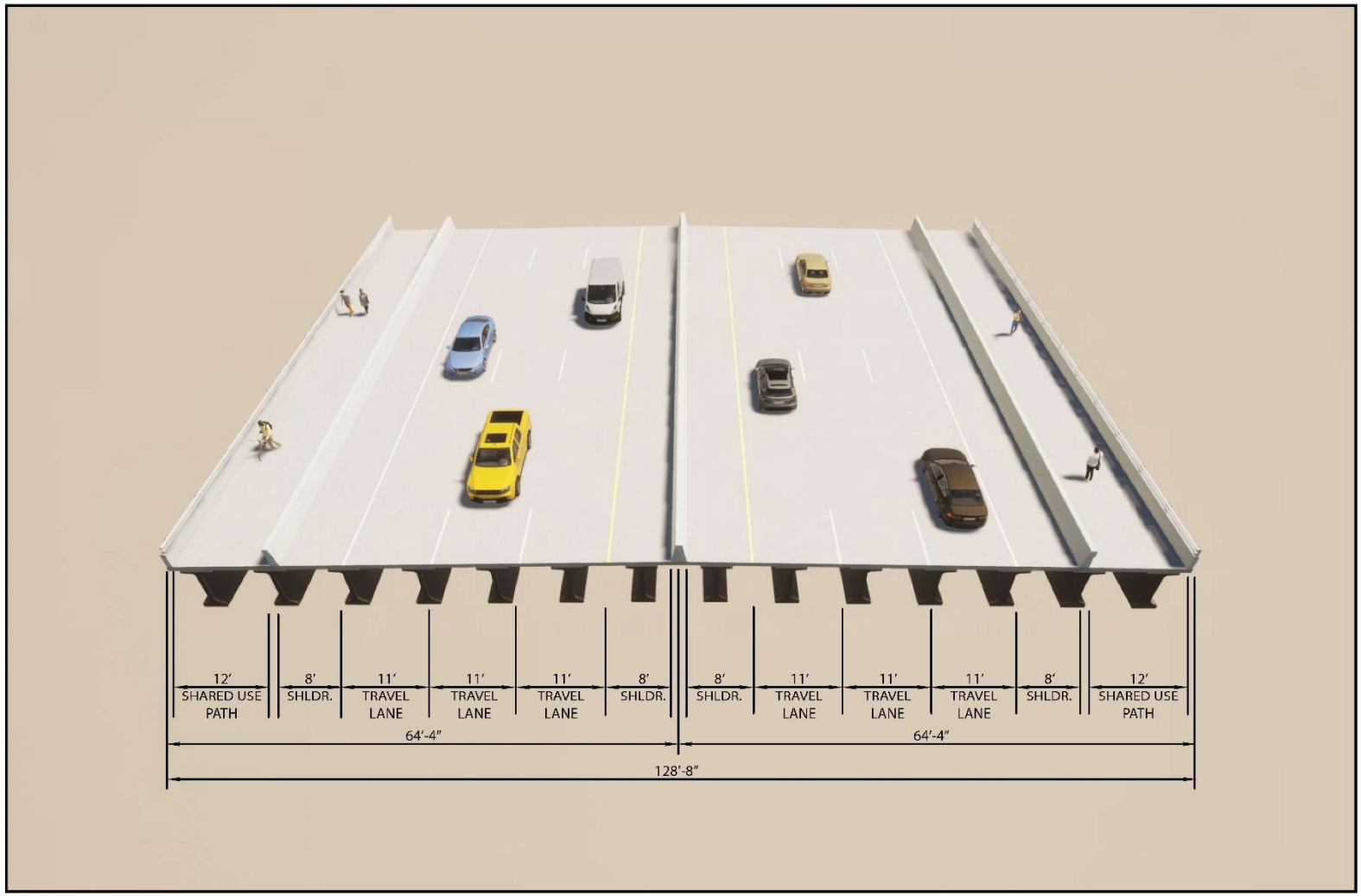


FDOT	**SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)** FPID: 441942-1-22-01 Lee County, FL	**Proposed Roadway Typical Section** **SR 31 from SR 80 to SR 78** DATA SOURCE: Aerial Map - ESRI 2023 **May 2023**	Figure **2**



FDOT	SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) FPID: 441942-1-22-01 Lee County, FL	**High-Level Fixed Bridge Typical Section** **SR 31 at Caloosahatchee River** DATA SOURCE Aerial Map - ESRI 2023 **May 2023**	**Figure** **3**

CULTURAL RESOURCES APPROACH AND APPLICABLE LEGISLATION

The Department conducted a Cultural Resources Assessment Survey (CRAS) for the SR 31 PD&E Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. The general location of the project area for the CRAS is illustrated in Figure 4. The project area for the CRAS is located in Sections 25 and 36 of Township 43 South, Range 25 East, and Sections 19 and 30 of Township 43 South, Range 26 East, on the Fort Myers (1958 Photorevised [PR] 1987) United States (U.S.) US Geological Survey (USGS) quadrangle map (Figure 5). The objective of the survey was to identify cultural resources within the project area of potential effect (APE) and assess the resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes* (*F.S.*); and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective July 1, 2023). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Historic linear resource evaluation was conducted in accordance with the *FDOT Historic Linear Resource Guide*. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

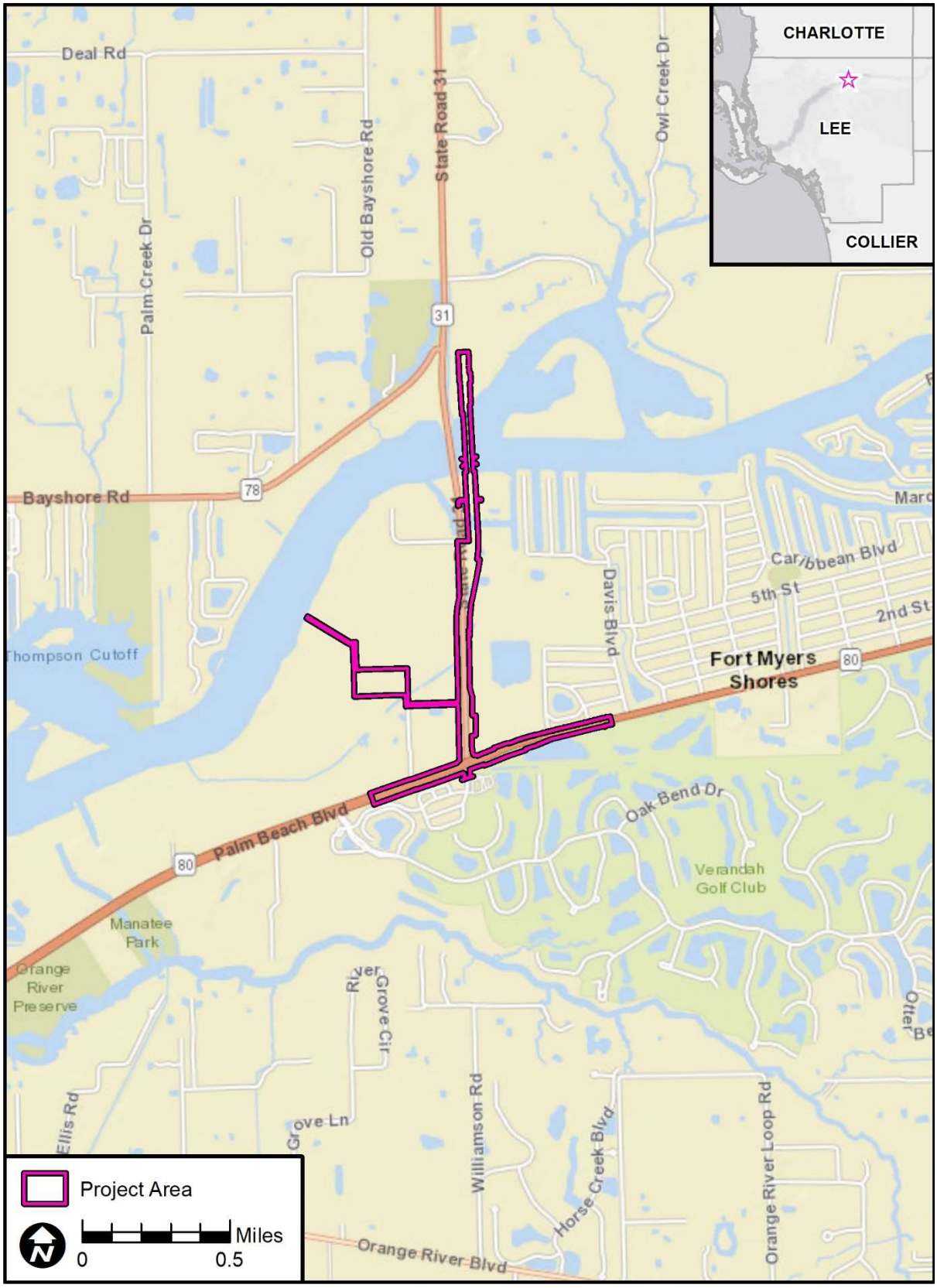


Figure 4: General Location of the CRAS Project Area

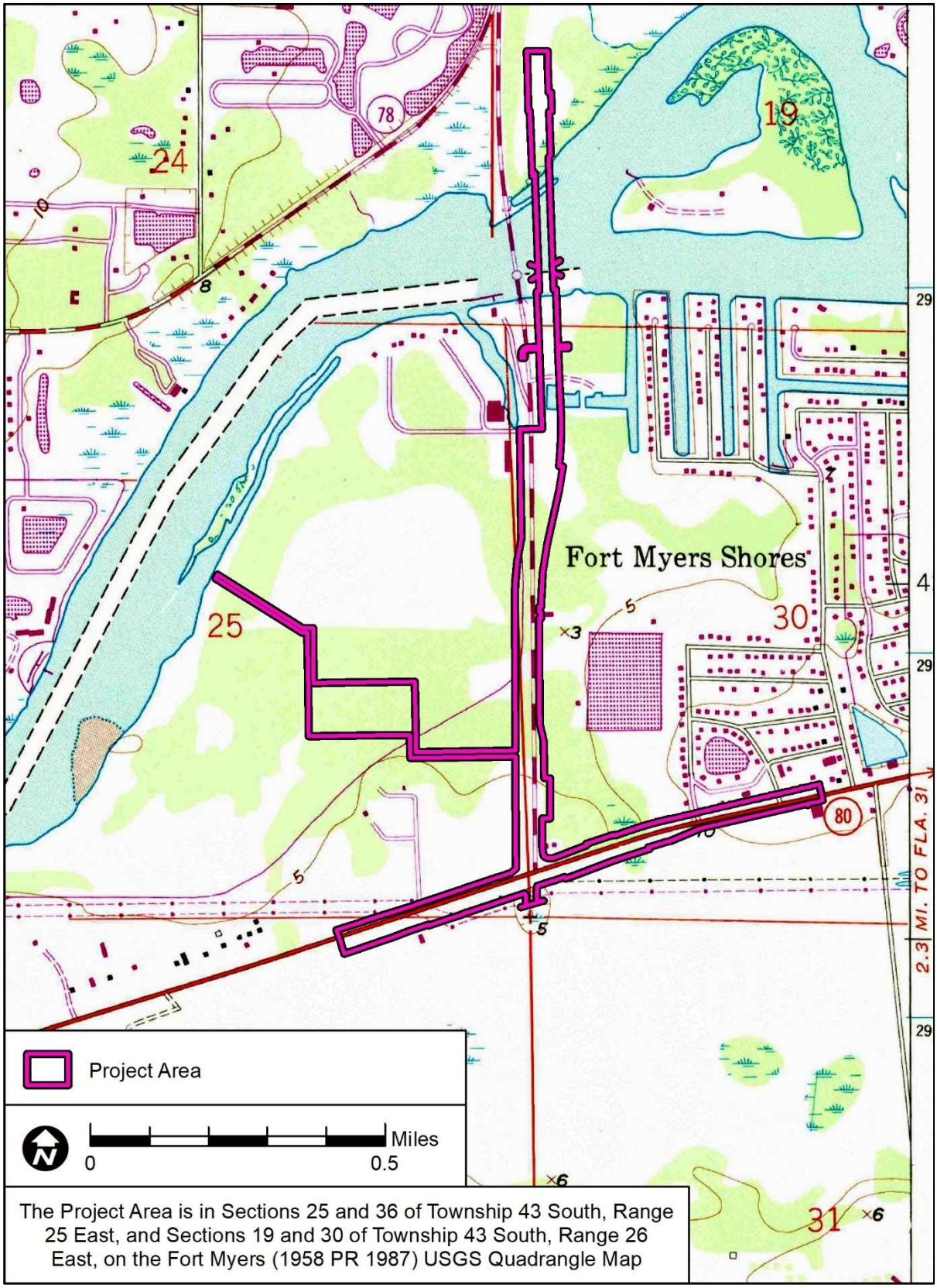


Figure 5: CRAS Project Area Illustrated on a 1958 PR 1987 USGS Quadrangle Map

AREA OF POTENTIAL EFFECT

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. The survey for archaeological sites typically focuses on identifying and evaluating resources within the geographic limits of the proposed action and its associated ground-disturbing activities, as well as areas where ownership will be transferred. Improvements associated with the recommended preferred alternative consist of widening the existing SR 31 facility from SR 80 to the north for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge; replacing the existing Wilson Pigott Bridge with a new high-level fixed bridge; reconfiguring the intersection of SR 31 and SR 80 to a grade-separated intersection with two new flyover bridges; and the excavation of one proposed offsite pond (Pond 1E) with two associated drainage outfalls.

The development of the archaeological APE also considered the modified character of the area containing the majority of the project corridor and considered the nature of the improvements planned within the existing and proposed ROW. Therefore, the archaeological APE for this survey consisted of the footprint of the existing and proposed ROW containing the proposed improvements. It also included Pond 1E and its two associated outfalls, as well as several small areas where the proposed roadway improvements extend outside of the existing/proposed ROW.

Where the improvements were minor or limited (i.e. improvements like milling and resurfacing, pavement marking, etc. within existing ROW), the historic resources APE consisted of the existing ROW containing the proposed improvements and the small areas where the improvements extended outside of the existing/proposed ROW. The historic resources APE expanded in areas of proposed ROW and roadway widening to the footprint of the existing and proposed ROW containing the proposed improvements, as well as adjacent parcels/resources for a distance of up to 150 feet from the edge of the existing/proposed ROW. The historic resources APE also expanded in the area of the newly proposed roadway alignment to the footprint of the existing and proposed ROW containing the proposed improvements, as well as a buffer of 250 feet from the edge of the associated existing/proposed ROW. In addition, the historic resources APE expanded out 250 feet from the footprint of the proposed flyovers and 500 feet from the footprint of the proposed high-level bridge). The APE for Pond 1E included the footprint of the pond and a buffer of 150. The APE for the outfalls was limited to their footprints. The archaeological and historic resources APEs are shown on aerial mapping in Figures 6a–6e.

Figure 6a: Project APE (Map 1 of 5)

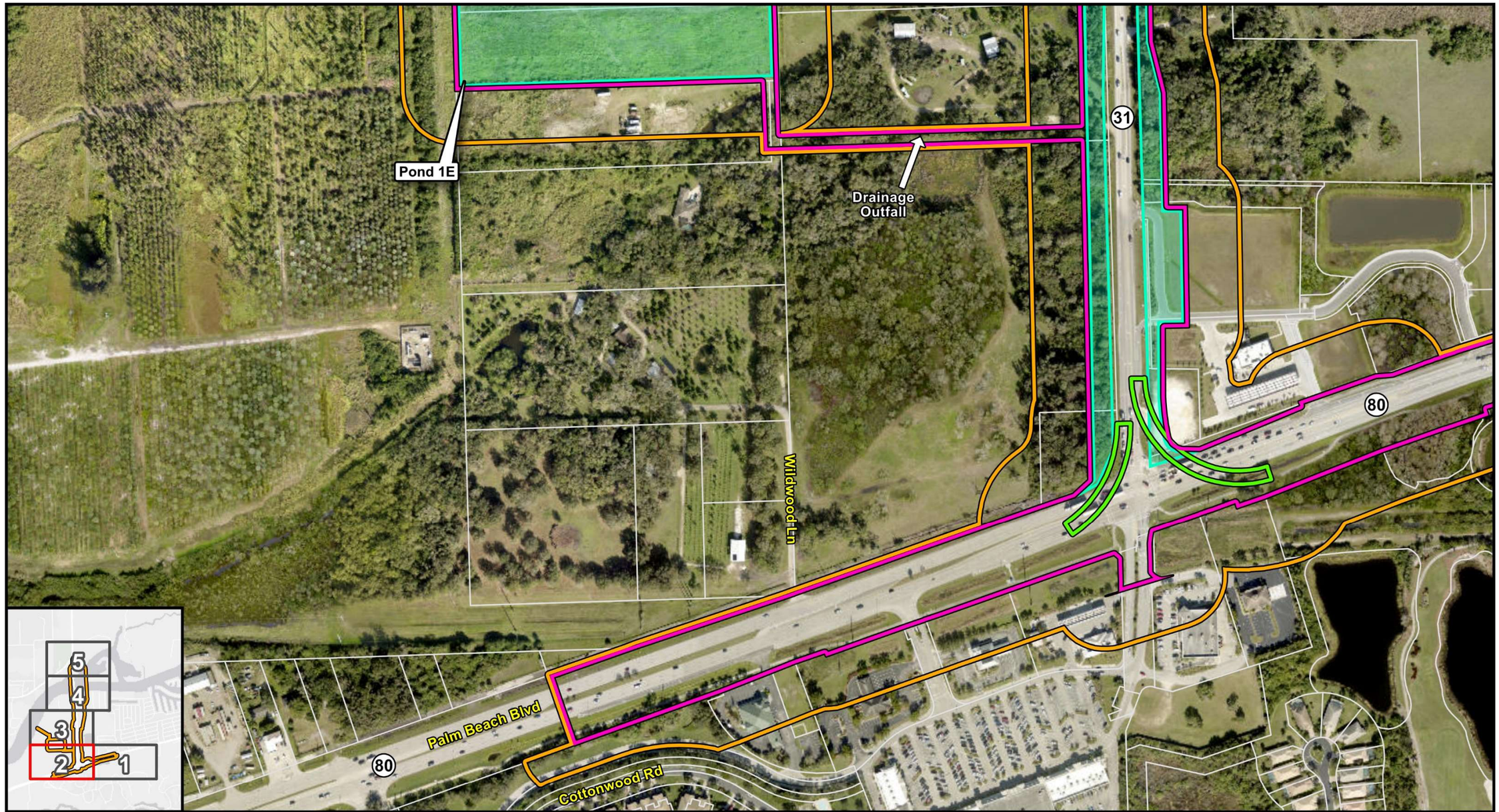


Figure 6b: Project APE (Map 2 of 5)

Archaeological APE (Project Area)
Historic Resources APE
Proposed ROW
Proposed Bridge
Proposed Flyover

Lee County

N
0 250 500 Feet

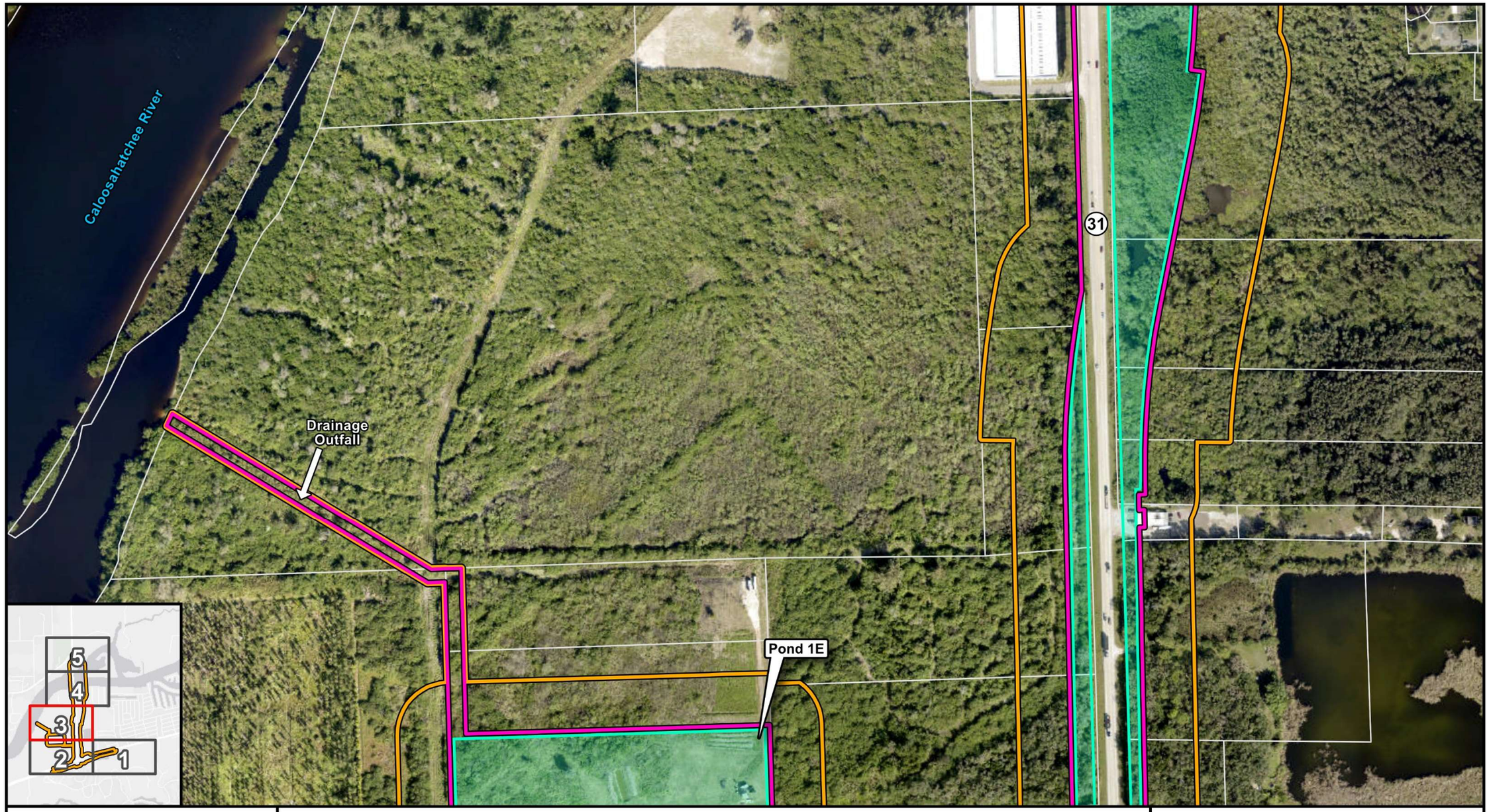


Figure 6c: Project APE (Map 3 of 5)

Archaeological APE (Project Area)
Historic Resources APE
Proposed ROW
Proposed Bridge
Proposed Flyover

Lee County

N
0 250 500 Feet

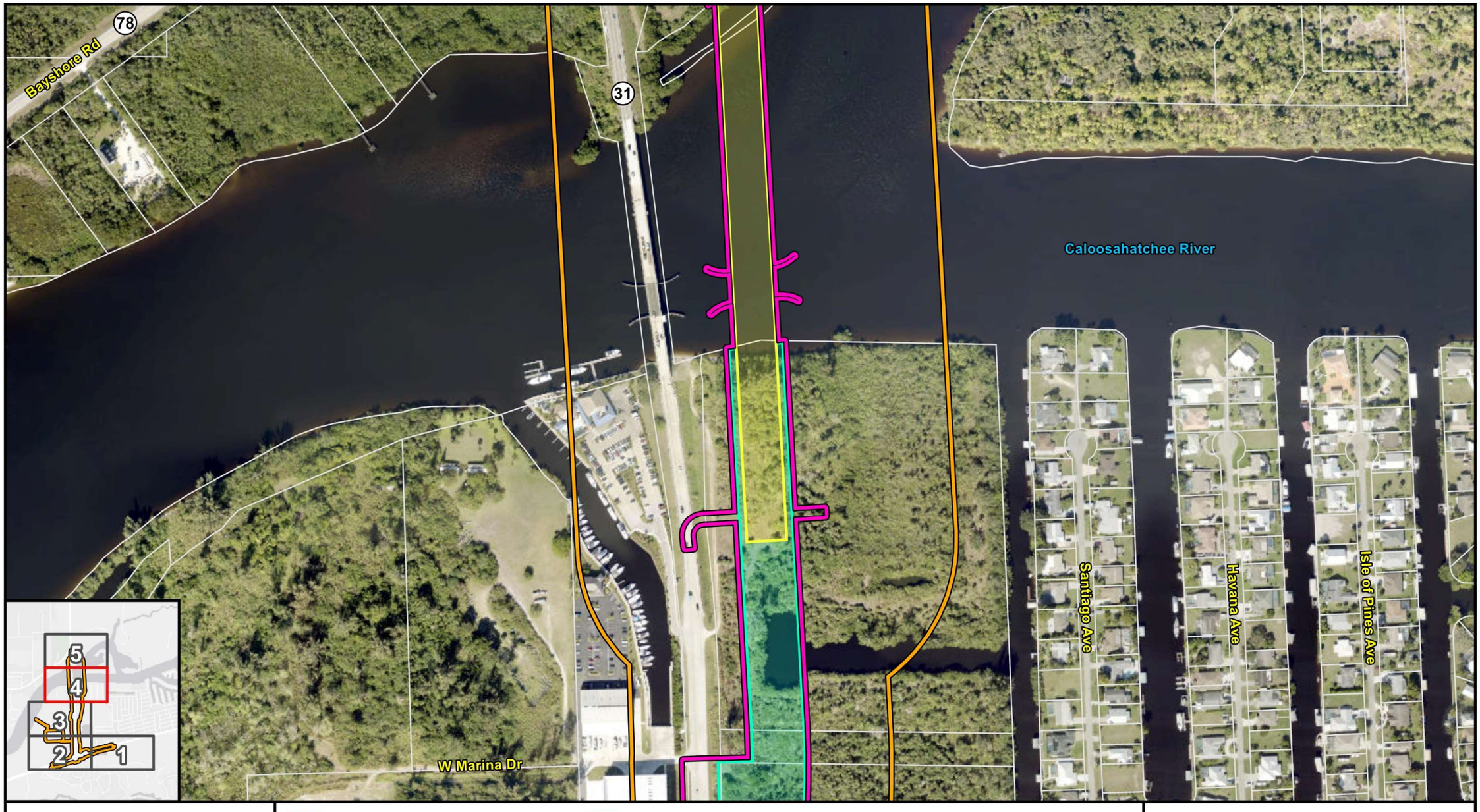


Figure 6d: Project APE (Map 4 of 5)

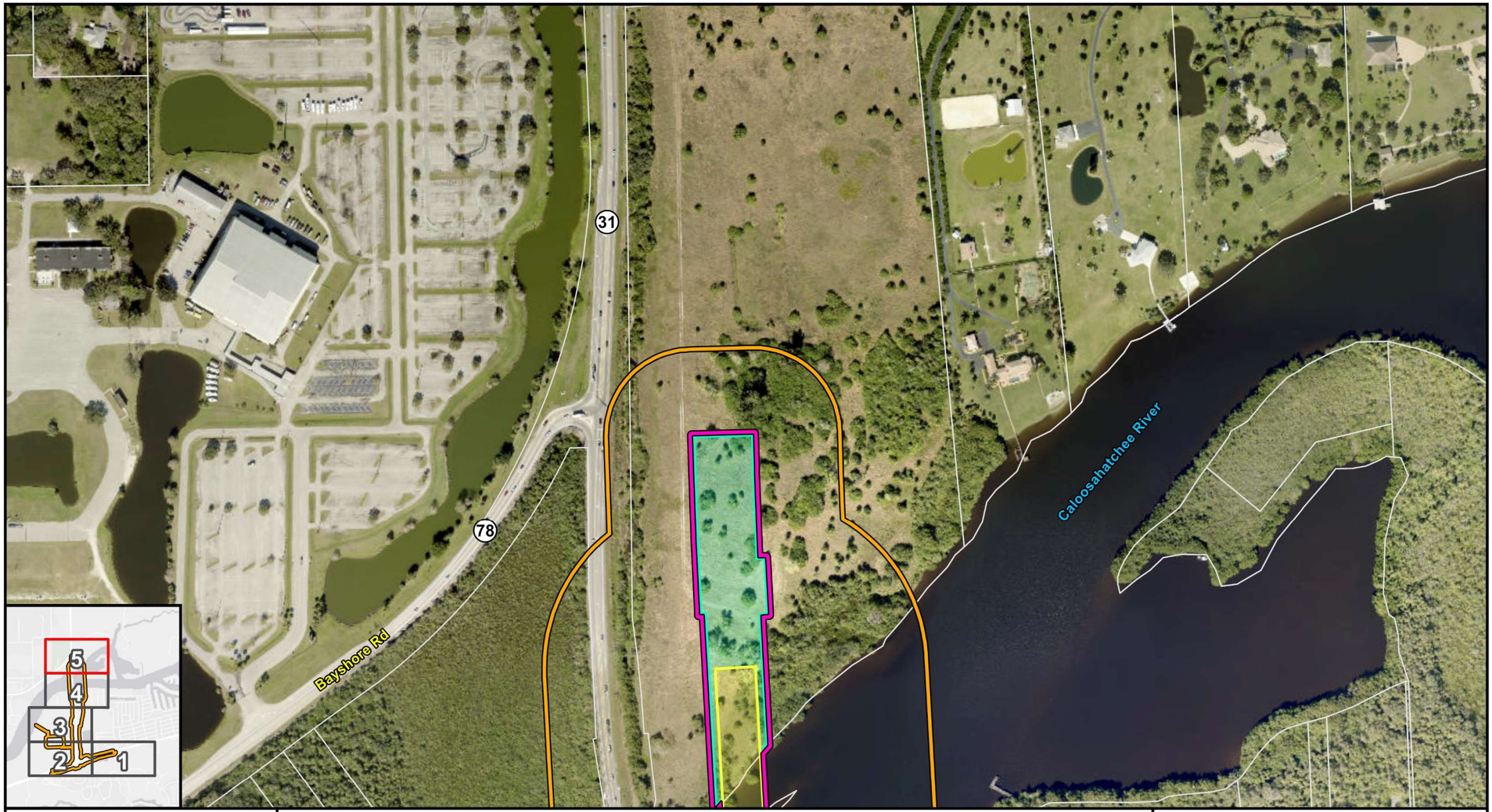


Figure 6e: Project APE (Map 5 of 5)

Archaeological APE (Project Area)
Historic Resources APE
Proposed ROW
Proposed Bridge
Proposed Flyover

Lee County

N 0 250 500 Feet

ENVIRONMENTAL SETTING

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

Paleo-Environment and Macro-Vegetational Change

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,550 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in hunting/foraging strategies and seasonal migration patterns. In the archaeological record, these changes can be seen in different settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made. During the late Pleistocene, sea levels were more than 70 meters lower than they are today, and the coastline extended many miles beyond its current location (Hines et al. 2017:475). During the Pleistocene-Holocene transition, sea levels rose dramatically as the continental ice sheets retreated and melted. The vegetational community in western Florida mostly consisted of oak, hickory, and southern pine forests, with mixed hardwood forests along major drainages from the Appalachian highlands toward the Gulf of Mexico. By the early Holocene, (approximately 11,550 BC) the climate became warmer and wetter as sea levels rose, and precipitation increased, contributing to rising groundwater tables and the filling of shallow lakes (Hines et al. 2017:457, 477).

The Holocene Climatic Optimum, a time of warmer and drier environmental conditions, occurred during the Archaic period (Deevey and Flint 1957; Anderson et al. 1996:3-7). Pine species replaced oak as the dominant forest element (Watts 1975; Delcourt and Delcourt 1981, 1983, 1985, 1987). Water was more plentiful, but only in rivers and springs fed by the Floridan Aquifer or at sinkholes. By Late Archaic times, the environment of the region approached present conditions and water was no longer the limiting factor to site and resource location. Sea levels were still fluctuating but were within one meter of current levels (Widmer 1983). After 3050 BC, the environment in Florida began to take on a more modern appearance. Large stands of slash pine became established, probably at the expense of oak in the wetter, low-lying areas. Rainfall increased and the sea level rose, creating wetter conditions.

Regional Environment

The project area is located in the Caloosahatchee Valley physiographic province, as defined by White (1970:Map 1-C). The Caloosahatchee Valley marks a major boundary between the Anastasia Formation and the Tamiami Formation to the south, and the Fort Thompson Formation to the east (White 1970:76). The Caloosahatchee River flows westward between the Caloosahatchee Incline to the north and the Immokalee Rise to the south. These areas of higher elevation were formed during periods of higher Pleistocene seas when the Caloosahatchee Valley was a large tidal channel (Lane 1980).

The drainage characteristics of southern Florida are controlled largely by the underlying bedrock formations and the properties of surficial sediments. Limestone is at or very near the surface throughout much of Lee County (Lane 1980). Exposures of silicified limestone, or chert, were often exploited by precontact peoples as a raw material source for the manufacture of stone tools; however, no significant outcrops of chert are known for southwest Florida (Upchurch et al. 1982:22; Lane 1980).

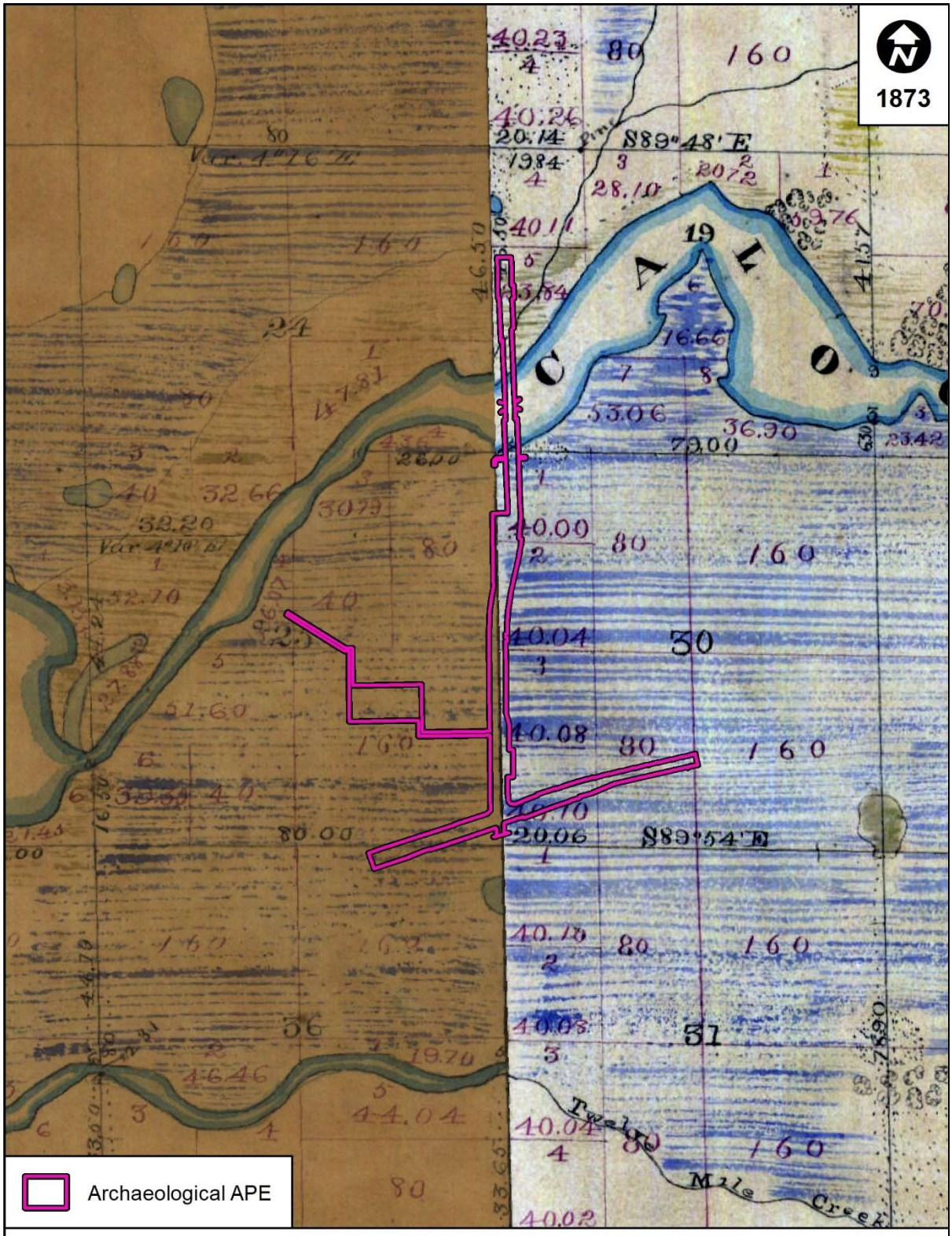
Water resources consist of both ground and surface water. The principal groundwater aquifer for all of Florida is the Floridan, which occurs under artesian conditions with slowly permeable clays and sands forming a confining layer that effectively prevents the vertical movement of water from the surficial to the groundwater aquifer. Secondary groundwater resources include the shallow aquifer that is semi-confined and contains water under artesian conditions. The water-table aquifer is unconfined and subject to atmospheric pressure. The shallow artesian aquifer is the main source of groundwater for much of South Florida. The region is susceptible to periods of both flooding and severe drought. Surface runoff, evapotranspiration, and vertical recharge of the aquifers are natural factors that operate to remove surface water from the peninsula. During precontact times, the availability of surface water would have been an important factor in the scheduling of aboriginal subsistence activities and the location of sites.

Physical Environment of the Project Area

A review of the General Land Office (GLO) historic plats map and surveyors' field notes (Florida Department of Environmental Protection [FDEP] 1859, 1872, 1873a, 1873b, 1873c, 1873d) was conducted to examine past environmental conditions within the vicinity of the project corridor. The historic plat maps illustrated the APE within marsh and prairie (Figure 7). The surveyors' notes described the APE and vicinity as prairie, sawgrass, scrub, pine, and scattered cabbage palms and ponds. No cultural features were shown on the plat maps or mentioned in the field notes.

A review of historic aerial photographs from 1944, 1953, 1958, 1970, and 1980 (FDOT, Office of Surveying and Mapping 1996–2023; University of Florida, George A. Smathers Libraries 2023) was conducted to examine prior land use of the archeological APE and identify environmental features regarded as having an increased probability for archaeological resources. In 1944, the project area was located in a low-lying and marshy area adjacent to the Caloosahatchee River (Figure 8). Several small creeks or tributaries were present and dredging activities were apparent along the banks of the river. A former railroad corridor crossed the southern end of the APE and the surrounding area was also low and wet with a few scattered agricultural fields. No hammocks or cultural features were visible within the APE. By 1953, the area remained undeveloped and construction on SR 80 was underway. The 1958 aerial showed Fort Myers Shores and associated canals under development to the east but the APE remained undeveloped and within marsh or wetlands (Figure 9).

By 1970, the construction of the Wilson Pigott Bridge had been completed in addition to the development of roads and buildings in the surrounding area (Figure 10). Between 1970 and 1980, additional drainage facilities appeared visible to the west of SR 31 (Figure 11). Filling



The Archaeological APE is in Sections 25 and 36 of Township 43 South, Range 25 East, and Sections 19 and 30 of Township 43 South, Range 26 East

Figure 7: Archaeological APE Illustrated on 1873 Historic GLO Plat Maps

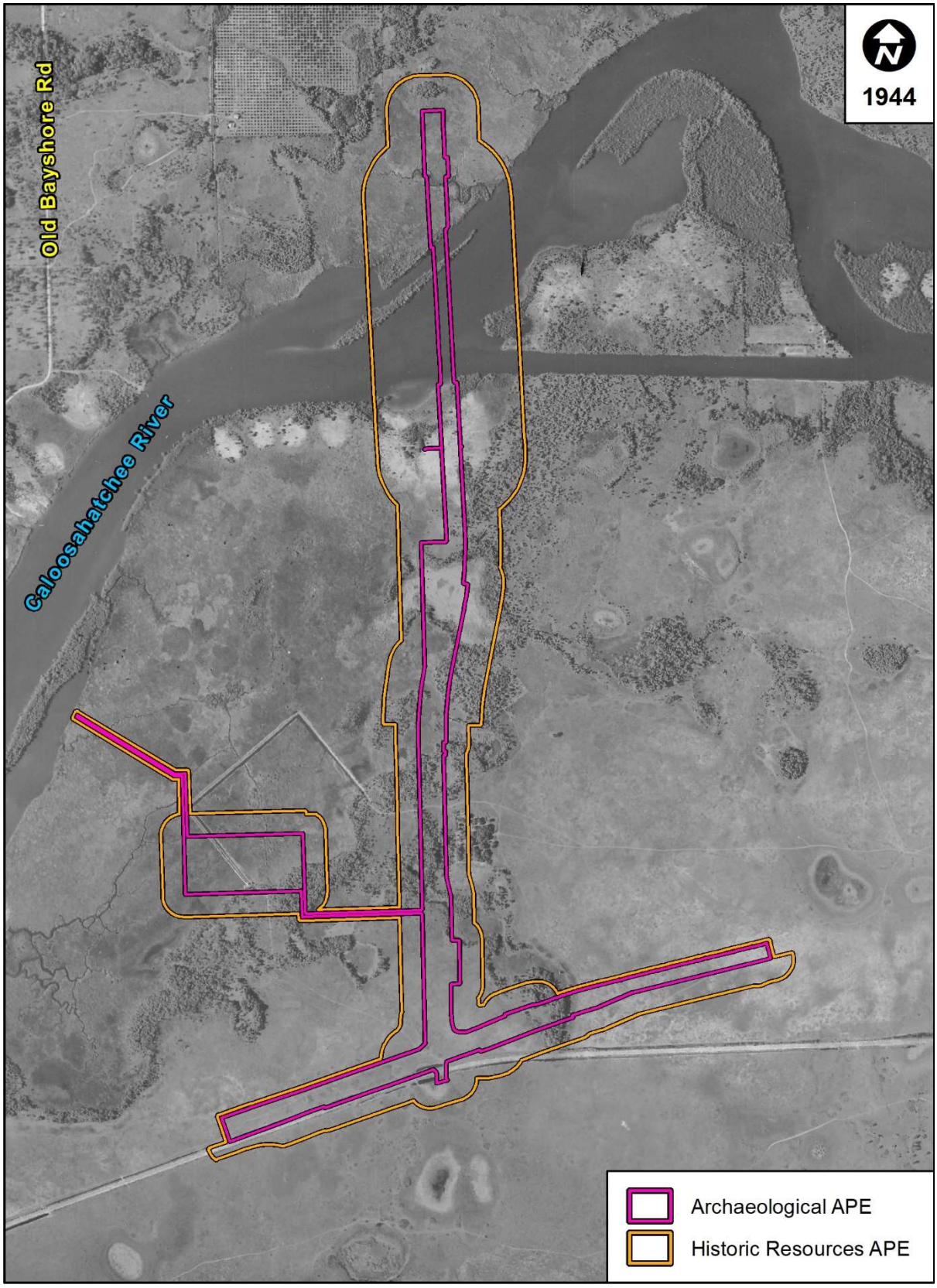


Figure 8: Project APE Illustrated on a 1944 Historic Aerial Photograph

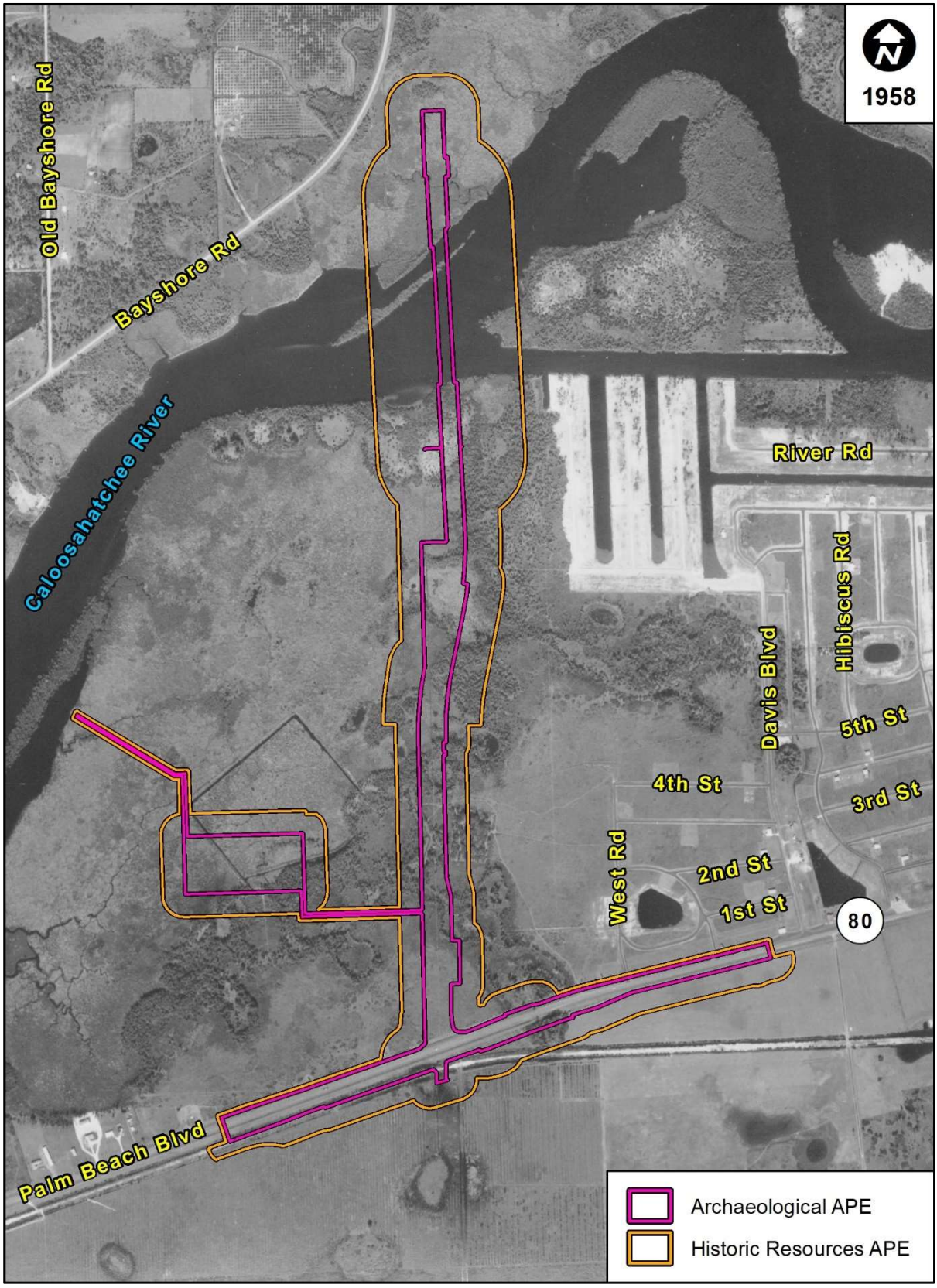


Figure 9: Project APE Illustrated on a 1958 Historic Aerial Photograph

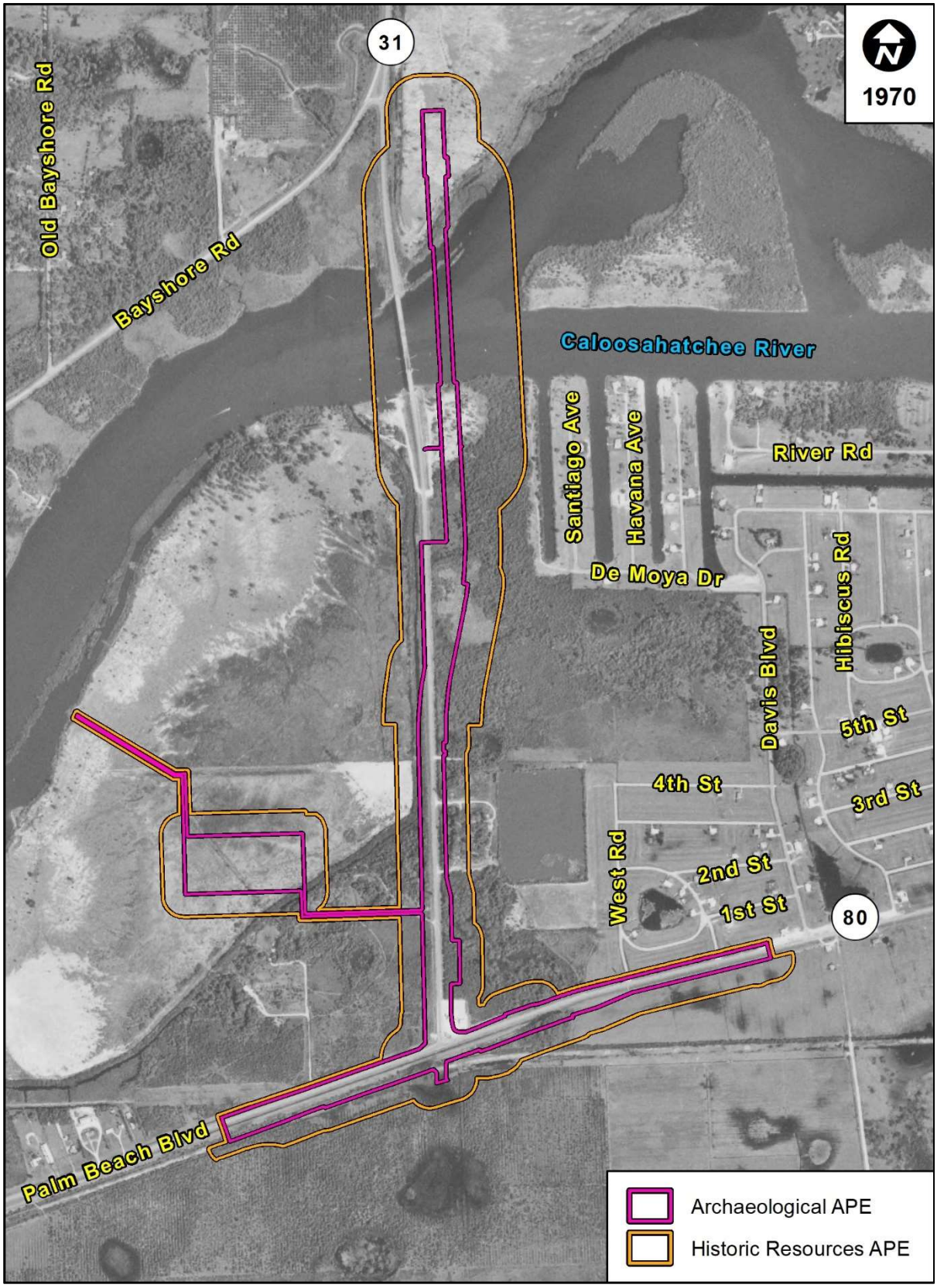


Figure 10: Project APE Illustrated on a 1970 Historic Aerial Photograph

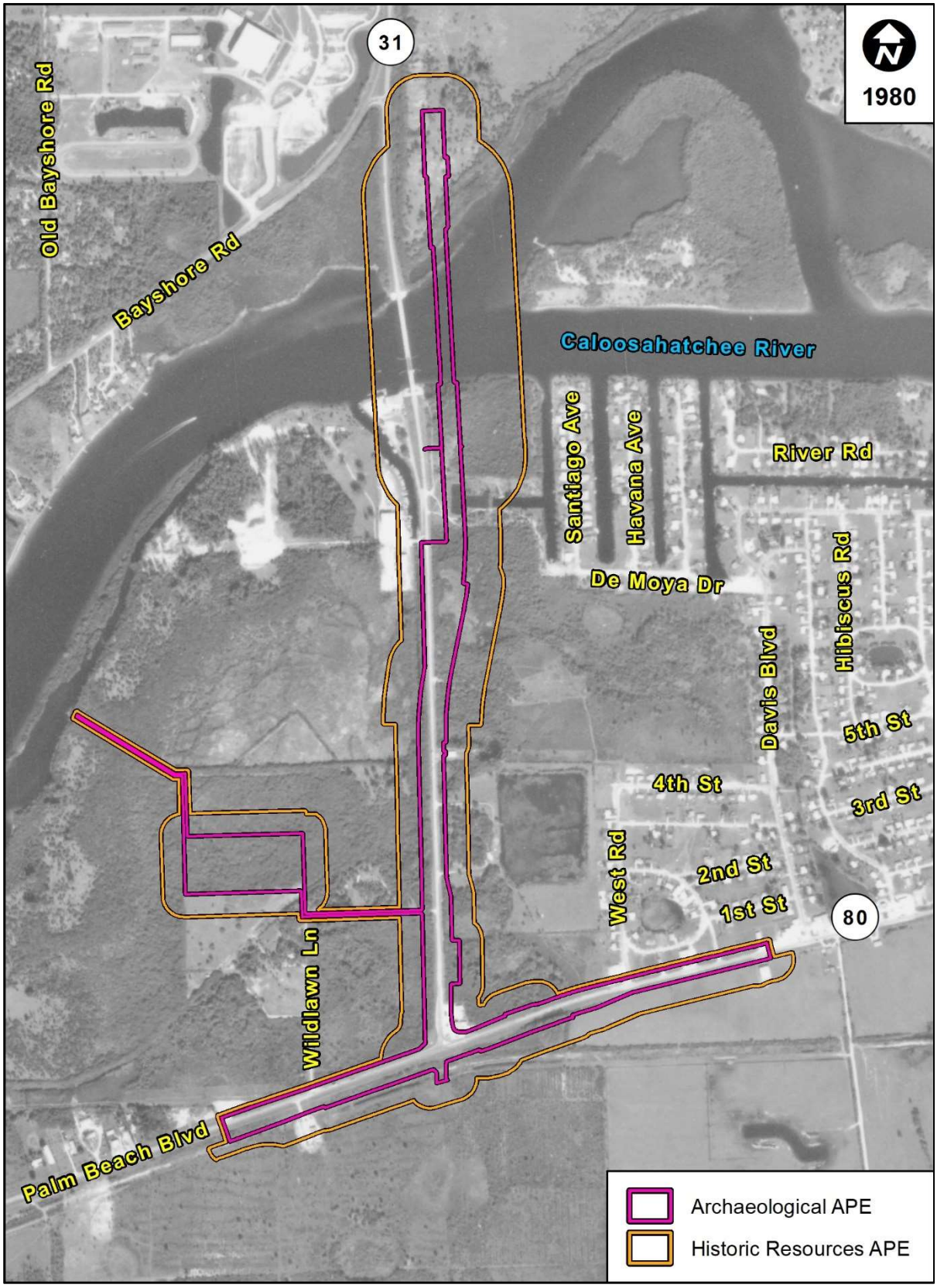


Figure 11: Project APE Illustrated on a 1980 Aerial Photograph

activities are also evident along the north and south banks of the Caloosahatchee River and within Pond 1E and the outfall to the river. By 1975, the construction of nearby canals and the dumping of dredge material along the banks of the river had altered the regional environment. The sawgrass marsh that once bordered the river now contained dry land and while the inland area still appeared as wetland and was noticeably drier than previous years. These conditions were consistent with modern imagery.

The *Soil Survey of Lee County Area, Florida* (USDA 1984) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the archaeological APE indicative of increased archaeological site potential. The drainage characteristics and environmental associations of the 10 detailed soil types within the archaeological APE are included in Table 1 and their locations are illustrated relative to the APE in Figure 12. Soils within the project APE consisted of a mix of somewhat poorly drained soils associated with land modification, poorly drained soils with seasonally high water tables in the flatwoods, and very poorly drained soils associated with tidal swamps and depressions. None of these soil types were associated with hammock vegetation or naturally elevated areas.

A review of the Fort Myers (1958) USGS quadrangle map showed the archaeological APE was primarily within low, marshy areas at or below 5 feet AMSL (Figure 13).

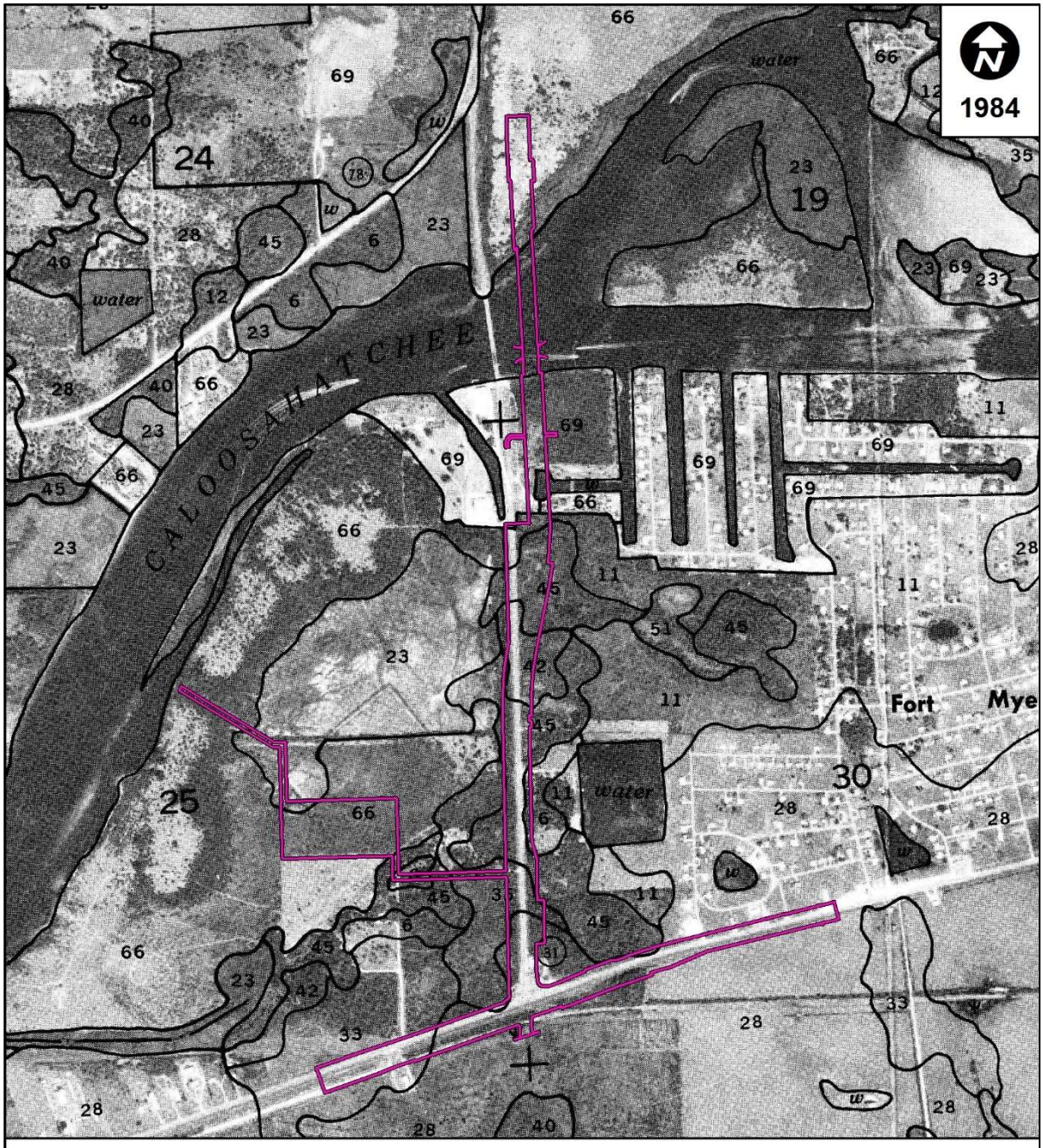


Figure 12: Archaeological APE Illustrated on a 1984 County Soil Sheet Excerpt

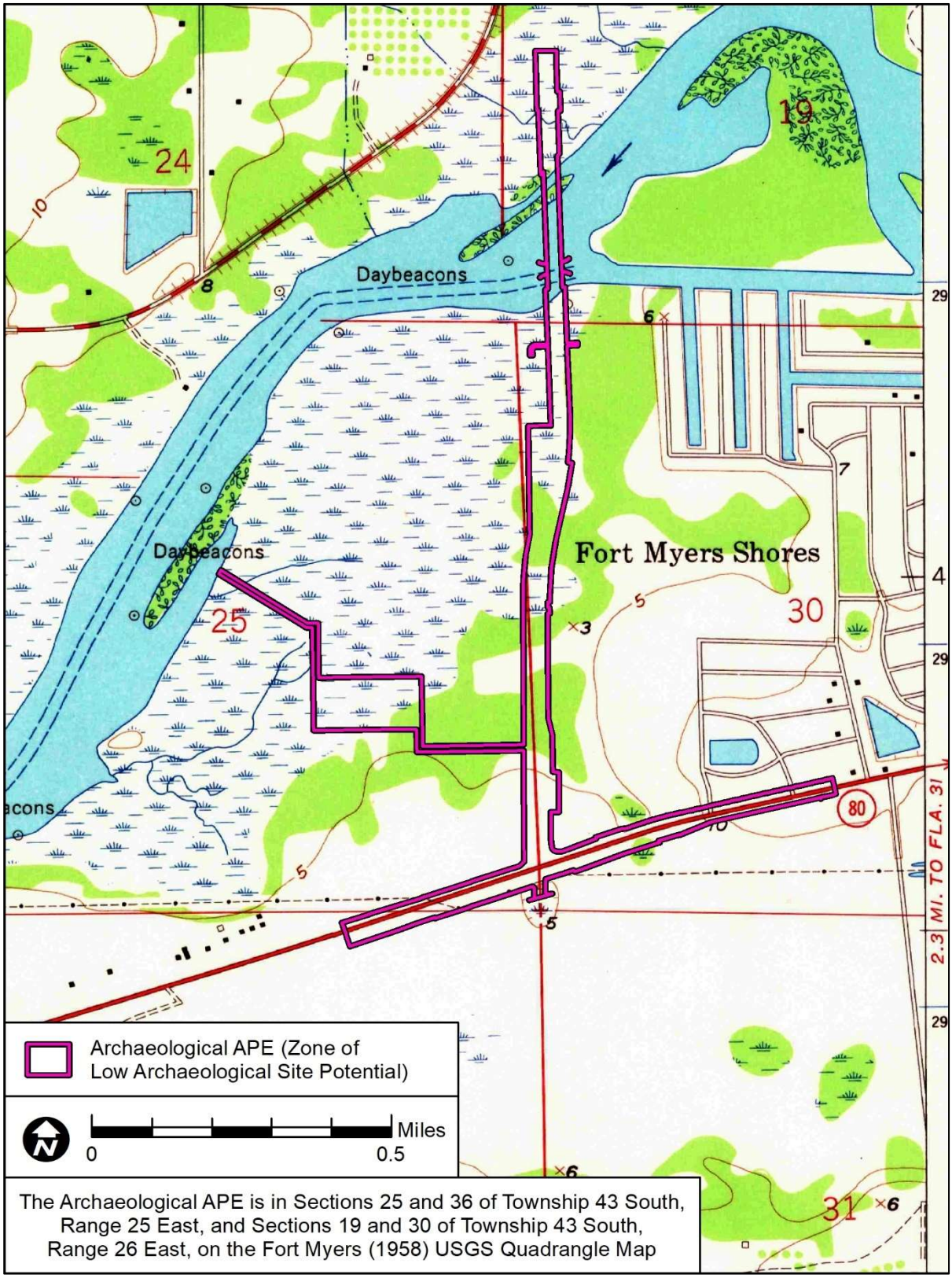


Figure 13: Archaeological APE and Archaeological Site Potential Illustrated on a 1958 USGS Quadrangle Map

Table 1. Characteristics of Detailed Soil Types within the Archaeological APE

Drainage Characteristics	Soil Type	Environmental Association
Very Poorly Drained	Wulfert muck	Broad tidal swamps with natural vegetation consisting of American mangrove, black mangrove, and needlegrass. The water table fluctuates with the tide resulting in tidal flooding.
	Copeland sandy loam, depressional	Low depressions with natural vegetation consisting of cypress, wax myrtle, cabbage palm, fern, redroot, and other water-tolerant plants. The water table is above the surface for 3–6 months of the year.
Poorly Drained	Hallandale fine sand	Low broad flatwoods with natural vegetation consisting of saw palmetto, pineland threeawn, bluestem, panicums, and South Florida slash pine. The water table is less than 10 inches below the surface for 1–3 months of the year.
	Myakka fine sand	Broad flatwoods with natural vegetation consisting of saw palmetto, fetterbush, pineland threeawn, and South Florida slash pine. The water table is less than 10 inches below the surface for 1–3 months of the year.
	Immokalee sand	Flatwoods with natural vegetation consisting of saw palmetto, fetterbush, pineland threeawn, and South Florida slash pine. The water table is less than 10 inches below the surface for 1–3 months of the year.
	Oldsmar sand	Low, broad flatwoods with natural vegetation consisting of saw palmetto, South Florida slash pine, pineland threeawn, and meadow beauty. The water table is less than 10 inches below the surface for 1–3 months of the year.
	Wabasso sand	Flatwoods with natural vegetation consisting of saw palmetto, South Florida slash pine, pineland threeawn, cabbage palm, and bluestem. The water table is less than 10 inches below the surface for 2–4 months of the year.
	Wabasso sand, limestone substratum	Broad flatwoods with natural vegetation consisting of saw palmetto, South Florida slash pine, dwarf huckleberry, cabbage palm, gallberry, and pineland threeawn. The water table is less than 10 inches below the surface for 1–3 months of the year.
Somewhat Poorly Drained	Caloosa fine sand	This soil type is the result of dredging, filling, and earth-moving operations. Most of the natural vegetation has been removed within areas of this soil type but existing vegetation at the time of the 1984 soil survey consisted of scattered South Florida slash pine, wax myrtle, cabbage palm, improved pasture, and various scattered weeds.
	Matlacha gravely fine sand	This soil type is the result of filling and earth-moving operations. Most of the natural vegetation has been removed within areas of this soil type but existing vegetation at the time of the 1984 soil survey consisted of South Florida slash pine and various scattered weeds.

USDA 1984:14, 15, 17, 22-24, 26, 27, 29, 30, 33-35, 40, 41

PRECONTACT OVERVIEW

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

Paleoindian Period (12,000–7500 BC)

The earliest period of precontact cultural development dates to the time people first arrived in Florida. These first inhabitants, who occupied Florida during the late Pleistocene and transition into the Holocene, are known as the Paleoindians or Paleoamericans (Anderson and Sassaman 2012). Many of the Paleoindian artifact finds in Florida have been surface finds, often identified by collectors, especially divers (Dunbar 2016:46; Anderson et al. 2015:15; Thulman 2009:243). The greatest density of these finds and other known Paleoindian sites is associated with the rivers and karst river basins of northern and north-central Florida where the Floridan aquifer and chert-bearing limestone are both near the surface (Dunbar 2016:46). Diagnostic Paleoindian artifacts have been recovered in or along rivers, including the Santa Fe, Silver, Oklawaha, Chipola, Aucilla, and Wakulla, along with the remains of extinct Pleistocene faunal species. Paleoindian sites near Lee County include Little Salt (8SO18) and Warm Mineral Springs (8SO19) in Sarasota County (New South 2006; Tesar 1997).

Archaic Period (7500–500 BC)

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

Early Archaic (7500–5000 BC)

Cultural changes began around 8000 BC in the late Paleoindian times with less arid conditions, correlating to changes in projectile-point types, specifically from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63). Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34; Austin and Endonino 2004).

With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population

changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

Middle Archaic Period (5000–3000 BC)
The Middle Archaic period is characterized by an increasing population and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points, including the Newnan point and the less common Alachua, Levy, Marion, and Putnam points (Bullen 1968; Milanich 1994). In addition to these stemmed points, cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, "hump-backed" unifacial scrapers, and sandstone "honing" stones are also associated with this period (Purdy 1981; Clausen et al. 1975). Additionally, thermal alteration, a technique in stone tool production, reached its peak during the Middle to Late Archaic periods. Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975), small special-use camps, large base camps, and quarry-related sites. Archaeological evidence suggests a mobile population practicing general foraging in the then warmer and wetter environment, particularly at inland sites, as well as adaptability to strategies best suited for the variable environments of mid-Holocene-era Florida (Austin 2006:155-179). Archaeological investigations at Little Salt Springs (8SO18) identified a Middle Archaic component in the uplands surrounding the spring and within the associated slough (New South Associates 2006).

Late Archaic Period (3,000–500 BC)
After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). By the Late Archaic period, a regionalization of precontact cultures began to occur as human populations became adapted to specific environmental zones. Extensive Late Archaic middens are found along the coast of southwestern Florida from Charlotte Harbor south into the Ten Thousand Islands, and in the braided river-marsh system of the central St. Johns River, especially south of Lake George. The importance of the wetlands in these regions to precontact settlements was probably duplicated in other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). Many of the sites in these areas are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

Late Archaic populations increased their exploitation of estuarine, riverine, and coastal resources such as shellfish and reduced dependence upon terrestrial resources in their subsistence regimes. Social and trade networks intensified and broadened geographically through the Late Archaic, but stone tool trade may have decreased as shell tools replaced the

need for stone (Randall 2015; Anderson and Sassaman 2012). The construction of large and sometimes complex shell rings in the coastal regions across Florida may represent population centers used for feasting and ceremonial activities during the Late Archaic, although they likely had multiple uses and meanings, as well as configurations. The Horr's Island complex in southwest Florida (8CR37–8CR42 and 8CR206–8CR211) contains a shell ring, linear middens, and small associated mounds, as well as evidence of domiciles and hearths (Russo, et al. 1991). Sites with late Archaic components in the vicinity of the project area include 8LL2395 and 8LL2397, identified as middens along or near Trout Creek (AHC 2007).

Formative Period (500 BC–AD 1513)

The project area is in the Caloosahatchee cultural region (Milanich 1994; see Figure 14). During later periods, this area was inhabited by the Calusa, who ranged from Charlotte Harbor south to the Ten Thousand Islands, and whose political influence extended inland along the Caloosahatchee River and included the Lake Okeechobee Basin. As a result of intermarriage with other tribes, their influence extended across most of South Florida. The southwestern Florida coast from Charlotte Harbor south to just south of Estero Bay was a highly productive marine environment at this time, providing precontact inhabitants with a wide variety of fish and shellfish. It is believed they may have used the Caloosahatchee River to meet and trade with other cultures in adjacent regions (Milanich 1994:311). Along the southwest coast, the Calusa Indians lived around Charlotte Harbor, Pine Island Sound, San Carlos Bay, and Estero Bay in Charlotte and Lee counties. Archaeological and historical evidence suggests close ties with the Calusa on the southwest coast and the interior groups to the east in the Okeechobee Basin, as well as along the east coast (Milanich 1995).

Calusa sites are located primarily along the coast and consist of two types: shell middens on the mainland, particularly around inlets, as well as offshore keys and islands; and larger sites combining shell middens with mounds, platforms, causeways, embankments, and plazas. Sites dating to this period are located on Useppa Island, Sanibel Island, Josslyn Island, Marco Island, Mound Key, and Buck Key (Stirling 1935; Griffin 1949; Fradkin 1976; Marquardt 1999; Marquardt and Walker 2013; Schober 2014). Some sites, such as Mound Key and Pineland, on Pine Island, had artificial canals leading to them that are similar to those in the Okeechobee Basin. Man-made mounds of shell and earth on Mound Key likely were used as platforms for civic and ceremonial structures. Some of the middens on Mound Key are more than 20 feet thick. Caloosahatchee sites also have been discovered inland along the Caloosahatchee River and on interior hammocks near freshwater marshes. Small, special-use camps have also been found in interior areas (Milanich 1994:314). The ceramic chronology refined by Marquardt and Cordell is summarized in Table 2 (Cordell 1992).

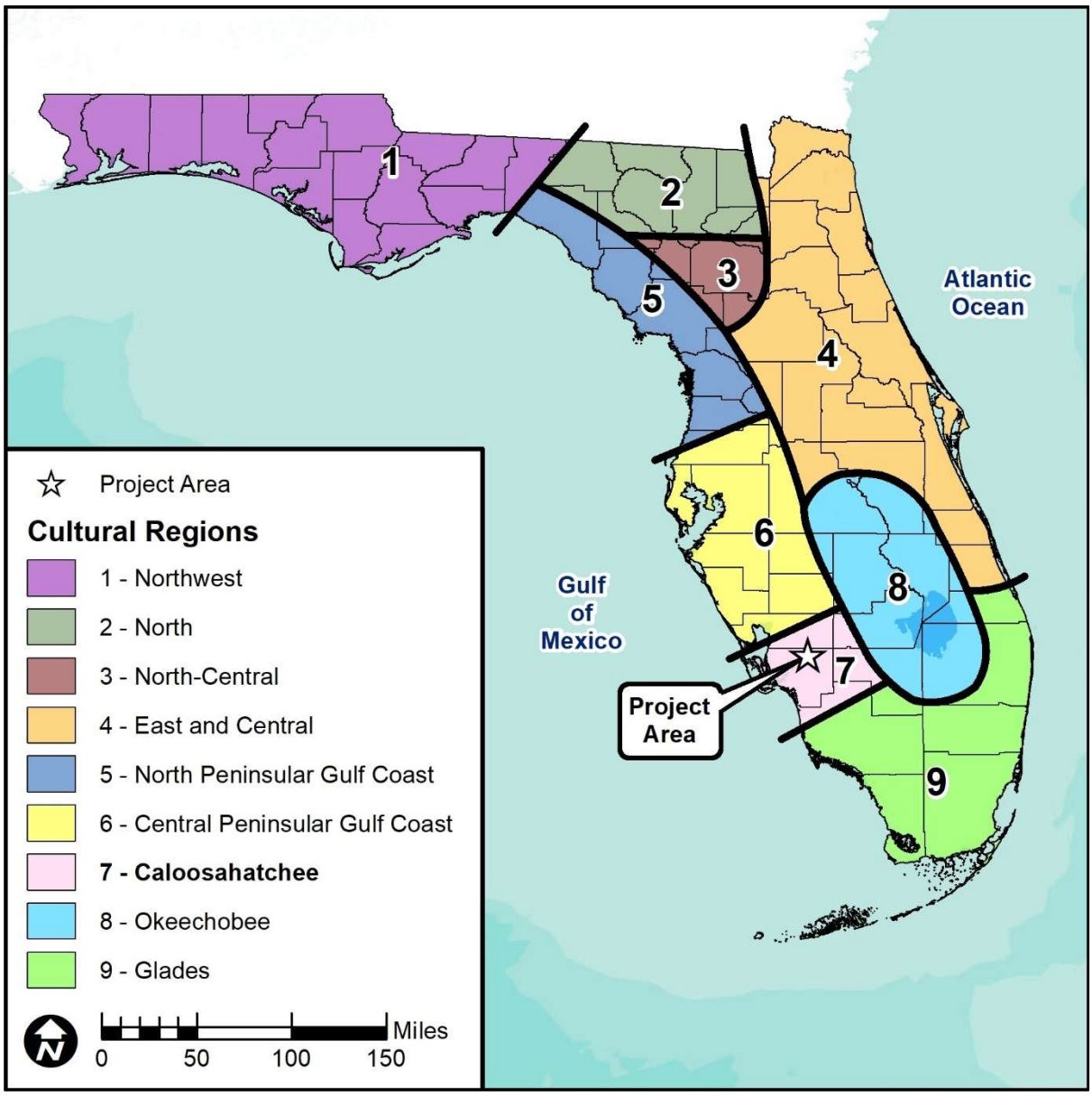


Figure 14: Location of the Project Area Within the Caloosahatchee Cultural Region (Adapted from Milanich 1994)

Table 2. Caloosahatchee Region Ceramic Chronology

Period	Dates	Distinguishing Characteristics
Caloosahatchee I	500 BC to AD 650	Thick, sand-tempered plain predominant; small amounts of St. Johns Plain and "Hopewellian" decorated pottery.
Caloosahatchee IIa	AD 650–800	Belle Glade Plain appears; Glades Red; decrease in sand-tempered plain; spiculite sand-tempered plain appears; Weeden Island wares appear.
Caloosahatchee IIb	AD 800–1200	Belle Glade Plain; Belle Glade Red; Weeden Island wares; thin, sand-tempered plain and spiculite sand-tempered plain.
Caloosahatchee III	AD 1200–1350	St. Johns Check Stamped; Englewood ceramics; Belle Glade wares predominant; Glades Red; Grog-tempered plain appears; thin, sand-tempered plain and spiculite sand-tempered plain.
Caloosahatchee IV	AD 1350–1500	Safety Harbor wares; Glades Tooled; Glades Red; Pinellas Plain; Grog-tempered plain; Belle Glade Plain diminishes; increase in spiculite sand-tempered plain.

Cordell 1992:168

HISTORIC OVERVIEW

The following overview traces the historical development of the general study area from the late nineteenth century through the modern era. The overview intends to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the project area and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any resources encountered during the survey.

The project improvements intersect the National Register–eligible Caloosahatchee River Canal (8LL2586) which was constructed in 1880, in an area where adjacent historic resources have Actual Year Built (AYRB) dates primarily in the 1960s and 1970s. For this reason, the historical overview begins in the late-19th Century based on the period in which the canal within the project APE was first developed and includes the eras in which all buildings adjacent to but not within the project APE were constructed.

Civil War and Post War Period (1860–1898)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade runners. The Union attempted to stop all shipping from Florida ports, but blockade runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade runner, supplied the schooners and Summerlin supplied the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war, as cattle continued to be shipped, it is reported that in the decade between 1870 and 1879 over 165,000 head were shipped (Grismer 1949).

Fort Myers was established in 1850 during the Third Seminole War and abandoned in 1858 at the war's end. It went unused until 1863 when Jacob Summerlin, James McKay, and other cattlemen began shipping cattle to Cuba through Fort Myers. To end this blockade running, Union troops occupied Fort Myers in 1863. In the Fort Myers vicinity, cattlemen continued to drive herds north to the Confederate Army and south to Cuba. These men also served in the Cattle Guard Battalion to protect their beef from Union raids. Near the end of the war, Confederate troops, including the Cattle Guard Battalion, recaptured Fort Myers and the Union troops retreated to Punta Rassa.

The post-war economic conditions of much of the rest of the south contributed to changes in the economy of the Tampa Bay area and communities to the south along the Gulf Coast. An influx of poor farmers coinciding with the southward movement of cattle ranches made the economic stability of the area dependent upon reliable sources of overland freight transport. In 1866, three homesteads were settled with two more the following year. These families established some of the first orange groves and continued the cattle industry. Beginning about 1870, many settlers

began to buy the land on which they had homesteaded for so many years in anticipation of the coming railroad (Hetherington 1980:86).

At the war's end, many people needed to rebuild and building materials in southern Florida were scarce. Many settlers raided Fort Myers, taking the wood siding and beams to construct buildings. At this time, Manuel Gonzales staked claim to the fort's land and established a house there. Later, Gonzales would build many of the first houses in Fort Myers. In 1869, a telegraph line connecting Jacksonville to Punta Rassa, Key West, and Havana, Cuba was established in the old barracks building at the fort. In the following years, other families settled in Fort Myers.

Many settlers used the overland cattle routes to reach the Fort Myers area. Of these settlers, the Hendrys had been familiar with Fort Myers during the wars and returned to establish a home. In the mid-1870s, Major James S. Evans returned to Fort Myers to reclaim the 160 acres he bought after the Third Seminole War. He allowed the settlers to stay and had the town platted and recorded in Key West, the county seat. The area had a slow, but steady growth during the years following the official establishment of the town of Fort Myers.

Much of the development in Fort Myers was around the old fort grounds and consisted almost entirely of wood frame structures. People bought land along the Caloosahatchee River and farmed or started groves. During the 1870s, two general stores, a school, and a number of residential buildings were constructed. When the town was platted in 1876, the United States Post Office officially changed the town's name to Myers, to avoid confusion with Fort Myer, Virginia. Many local people continued to refer to their home as "Fort" Myers, but the name was not legally restored until 1901.

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

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

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at $0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of $1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his

obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

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

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

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

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

By 1885, the population of Fort Myers was approximately 350, the *Fort Myers Press* was in operation, several pineapple plantations had established themselves, a number of hotels had sprung up, and people were beginning to settle upriver away from the former fort area. Many people grew crops such as cabbage, eggplant, and squash. In 1884, Lee County was created out of Monroe County, a new courthouse was constructed, a new newspaper—the *Tropic News*—was founded, and a severe freeze brought about the relocation of much of the citrus industry farther south, including the vicinity of Fort Myers. Fort Myers was incorporated in 1885 and became the county seat of the newly created Lee County in 1887. Thomas A. Edison visited Fort Myers in 1885 and was so delighted with the town that he moved to build his house and laboratory on the banks of the Caloosahatchee River (King 2019).

Table 3. Land Apportionment in the Project Area as Recorded in the Tract Book Records

Township 43 South, Range 25 East			
Section	**Portion Owned**	**Owner**	**Date of Deed or Sale**
24	N ½ of NE ¼; N ½ of NW ¼	James M. Kramer	December 27, 1909
	S ½ of NE ¼; S ½ of NW ¼; N ½ of SW ¼; Lots 1, 2, 3	Charles H. Gruss	April 10, 1885
	Lot 4	Marcellus A. Williams	April 19, 1877
25	E ½ of NE ¼	Atl. & Gulf Coast Canal Okeechobee Land Co.	December 15, 1884
	NW ¼ of NE ¼ (Lot 3); Lot 5	Marcellus A. Williams	April 19, 1897
	SW ¼ of NE ¼; Lot 6	Frank A. Hugh	December 8, 1883
	Lots 1, 2	Anne A. Taylor	March 9, 1883
	Lot 4	Raymond H. Parker & Gloria A. Parker	December 1, 1948
	SE ¼	Jabez B. Upham	December 10, 1885
36	N ½ of NE ¼; N ½ of NW ¼; S ½ of NW ¼	Eben M. Burroughs	March 30, 1886
	SW ¼ of NE ¼' SE ¼ of NE ¼	Samuel Garrett	April 30, 1883
	N ½ of SW ¼; S ½ of SW ¼; N ½ of SE ¼; S ½ of SE ¼	Marcellus A. Williams	April 19, 1887
	S ½ of SE ¼	Fla. Land & Improvement Co.	July 31, 1883
Township 43 South, Range 26 East			
Section	**Portion Owned**	**Owner**	**Date of Deed or Sale**
19	Lots 1-5, 7, 8	Marcellus A. Williams	April 19, 1877
	Lot 6	Albert Wade	May 10, 1877
30	NE ¼ of NE ¼; W ½ of SE ¼	W.M. Hendry & F. A. Hugh	March 20, 1885
	SE ¼ of NE ¼; E ½ of SW ¼; NE ¼ of SE ¼	Jax Tampa Key West Railway	December 31, 1888
	W ½ of NE ¼	Francis A. Hugh	March 20, 1883
	E ½ of NW ¼; SW ¼ of SW ¼	William M. Hendry	March 6, 1886; April 10, 1886
	NW ¼ of NW ¼	Daniel Mulaney	June 3, 1885
	SW ¼ of NW ¼; NW ¼ of SW ¼	William M. Wilson	November 9, 1891
	SE ¼ of SE ¼	Fla. Land & Improvement Co.	July 3, 1883

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

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

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics. Several of Broward's major issues included the Everglades drainage project, railroad regulation, and the construction of roads. During this time, railroads were constructed throughout the state, and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619. At this time, St. Lucie and Palm Beach counties were established, indicative of the increasing numbers of people moving to the east coast of the state.

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

Between 1899 and 1910, Fort Myers grew to 2,000 residents. Fort Myers was in the midst of a "building boom" as a number of hotels, a power plant, several banks, and ice plants were constructed. The population of Fort Myers was just under 950 residents at the turn of the century and a number of residential developments arose such as Edgewood, Woodward Grove, and what came to be called Dean Park. Downtown streets were paved and the famous palms were planted along McGregor Boulevard.

Attracted by the area's reputation for good weather, hunting, and fishing, tourists visited the southwest Gulf coast, often living aboard their yachts near rail and telegraph heads like Fort Myers, Punta Gorda, and Tampa (Tebeau 1966:168). Many nationally known visitors to the area, including Thomas Edison and Henry Ford, decided to stay and constructed winter homes in Fort Myers.

One visitor, Dr. Cyrus R. Teed, was somewhat famous in the Chicago area as the founder of "The College of Life" and the charismatic leader of this religious group. Teed's doctrines included a theory of the universe that maintained the earth was a hollow sphere with the sun in the center and life existing in the center. His group also practiced celibacy and maintained separate communal living facilities. Teed had taken the name "Koresh," the Hebrew translation of the Persian word for Cyrus (Herbert and Reeves 1977:5). During the winter of 1894, Teed

appeared in Lee County on a mission to find a new home for his followers. He was befriended by Gustave Damkohler, who was soon converted to Teed's pseudo-scientific religious theories. Damkohler gave Teed 300 acres of land near his homestead on the Estero River and Teed purchased another 1,000 acres with Koreshan Funds (Damkohler 1967). Colonists came to Estero the same winter and began erecting buildings. The settlement was called "New Jerusalem" and was an experiment in utopian communal living that emphasized usefulness and service to God and neighbor, and a denial of personal gain (Roper 1988).

The Koreshans were generally urban, middle class professionals who followed Teed to Florida and succeeded in creating a unique planned community out of the wilderness. They had pledged themselves to a celibate communal life after giving all of their assets to the group. Inspired by their religious fervor, the settlers quickly created a model self-sufficient agricultural and industrial commune. In 1903, the community had a population of 200. They operated a general store, a bakery, a publishing house, a machine shop, a concrete factory, boat building facilities, and a lumber mill that provided income to develop their commune. The Koreshans raised their own vegetables, had a small citrus grove, and raised cattle, hogs, chickens, and other livestock. They also conducted experiments in ornamental horticulture and published a newspaper, *The American Eagle* (Grismer 1949:189-190).

With Teed's death in 1908, the Koreshan movement began a slow decline, and recruiting new members proved more and more difficult. Although the community continued to function, by the late 1940s it appeared that dissolution of the community was imminent (Michel n.d.). In 1961, to ensure the preservation and perpetuation of Koreshan history, Koreshan Unity, Inc. transferred a portion of its holdings to the State of Florida, resulting in the Koreshan State Historic Site. The original Koreshan Unity, Inc. organization still exists in the form of the Koreshan Unity Foundation, but the last of the community's residents died in 1982 (Austin 1991).

The idea of constructing the Tamiami Trail, a highway across the Everglades, which would link the Gulf and Atlantic coasts in southern Florida, was first promoted by James Franklin Jaudon in 1915. Jaudon, a former Dade County tax assessor, wanted to develop property he owned in the western Everglades and around Chevalier Bay in northern Monroe County and believed that construction of the Tamiami Trail would make this feasible (Burnett 1988). Apparently with this scheme in mind, Jaudon, L.T. Highleyman, eventual Supervisor of the Southern Drainage District, and R. E. McDonald purchased 20,000 acres of land in the Everglades from the Trustees of the Internal Improvement Board in 1917 (Jaudon 1924). Jaudon and a promotion group then convinced Lee, Dade, and Monroe county officials of the value and feasibility of a road and canal through his landholdings. At the time, there was even serious talk of the construction of a railroad alongside the Trail and Canal (Jaudon 1917–1934). Consequently, Dade County raised $125,000 and graded a rough road from the eastern part of the county to the edge of the Everglades, while Lee County worked on the western end of the highway. Work on the project temporarily stopped during World War I, when the war and problems connecting the Dade and Lee County portions delayed the road's completion.

World War I and Aftermath Period (1917–1920)

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

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

Florida Boom Period (1920–1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

Work on the Tamiami Trail began again after the war ended. But, by 1921, Lee County had run out of funds, and work again halted (Burnett 1988:41–44). In the meantime, Jaudon surveyed and staked out the most feasible route. In the spring of 1923, a group of Lee County promoters organized a motorcade to attract public interest and demonstrate that automobile travel across the Everglades was possible. On April 4, 1923, these motorists, called the "Trail Blazers," left Fort Myers to drive across the flooded and rock-bottomed prairies of the Everglades. The expedition, which consisted of 10 cars, 23 men, and 2 Seminole-Miccosukee guides, took 23 days to reach Miami and captured the attention of the nation as daily

reports were wired to the press (Federal Writer's Project 1984:406; Covington 1993:202; Gaby 1993:163).

This trip stimulated interest in building the highway and also demonstrated the viability of overland automobile traffic across the Everglades. Following this journey, Barron G. Collier, a millionaire tycoon with more than 1 million acres in southern Lee County, guaranteed completion of the highway (Barron Collier Company 2012).

Barron G. Collier first came to Florida in 1911 at the behest of John M. Roach, president of the Chicago Street Railway Company. Collier, who made his money in street railway advertising, bought Useppa Island from his friend and made it his legal residence after 1926. His first land purchase in Collier County came in 1921 when he bought Deep Lake Hammock, which included a grove and the 14-mile Deep Lake Railroad. He gradually bought up large tracts in what are now Collier, Lee, and Hendry counties from land and timber companies, the State of Florida, and local owners. In Collier County alone, his acquisitions totaled more than 900,000 acres; much of it land that was originally declared overflowed by the state (Tebeau 1966:84–86).

Collier's guarantee to complete the Tamiami Trail was contingent on the establishment of a new county, to be called Collier County, in what was then southern Lee County. It also required the re-routing of the road across Collier's holdings in this new county, thereby bypassing Monroe County and Jaudon's original Chevalier Bay tract.

Collier County was created from the southern portion of Lee County in 1923 (Tebeau 1966:108). At the time of its creation, the new county had a population of fewer than 1,200 people (USDA 1998:2–3). The newly created Collier County issued $350,000 in bonds to pay for the Tamiami Trail and work began again in 1923. By 1924, Jaudon reported that 42 or 34 miles of the Trail in Dade County had been completed by the J. B. McCrary Company (Jaudon n.d.). Collier's financing was depleted by 1926, when the State Road department took over the final 12 miles of the Everglades section of the road, the most difficult, to link it with the Dade County portion, as well as the work from Naples to the Lee County line. When the 143-mile-long Tamiami Trail officially opened on April 25, 1928, it had taken 13 years to build for $13 million (Tebeau 1966:220–232; Burnett 1988:41–44).

The next major expansion in the Fort Myers area occurred during the Florida Land Boom. A steady flow of people, mostly disillusioned would-be farmers from the Lake Okeechobee area, had settled in the area only a few years prior to the start of the Boom. Neighborhoods such as Seminole Park, Riverside Park, Edison Park, Valencia Terrace, Allen Park, and Alabama Groves, which are still prominent today, were founded at this time. Competition arose between Henry Plant's Coast Line Railroad and a new rail line, the Seaboard Railroad, which had three terminals in Fort Myers, all of which still stand today. The opening of the Tamiami Trail, linking Fort Myers with Tampa and Miami, further accelerated growth through southern Florida. Until the end of the Boom, land values rose sharply, and large numbers of people came to the Fort Myers area (Grismer 1949:221–232). The population increased from 3,600 in 1920 to more than 9,000 in 1930 (Godown and Rawchuck 1975:66).

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

By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996).

Depression and New Deal Period (1930–1940)

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

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

Fort Myers suffered along with the rest of the state and nation, as development and growth came to a standstill. Unbelievably, some of the more elegant buildings and structures in Fort Myers were built during this time, including the Federal Building and the Edison Bridge. The Yacht Basin was a WPA project originally designated for Sarasota, but Mayor David Shapard succeeded in transferring the project to Fort Myers after he made a special trip to Washington. Construction began in 1936, and with the coming of World War II, the Coast Guard was stationed in the Yacht Basin.

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

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

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida and also introduced these new residents to the warm weather and tropical beauty of Florida. More than 70,000 servicemen and women were stationed in the area. Shortly before the war, in 1940, the city airport was turned into Page Field. In January 1942, Buckingham Army Air Field was constructed to house the Flexible Gunnery Training School.

The cattle ranges located 10 miles outside of Fort Myers were ideal for Buckingham Army Air Field because of their open expanse (perfect for target ranges) and close proximity to the Gulf of Mexico (Williams 1991:1F). The City of Fort Myers and Lee County leased the 6,500-acre site to the government for $1 a year (Mitchell 1999:22). Buckingham Army Air Field expanded beyond the government-owned land to encompass 44,240 acres (Buckingham Army Air Field 1945). Major Richard W. Duggan opened the airfield office in an old store building located in downtown Fort Myers, in the Collier Arcade, on May 5, 1942 (Board 1985:6E). On May 9, Base Commander Colonel Delmar T. Spivey arrived and began construction two weeks later (Orr 1995:47). The Army gave Colonel Spivey $10 million to build the Buckingham Flexible Gunnery Training School and 12 months to complete it (Brown n.d.). Buckingham Army Air Field would become the largest of the nation's six gunnery bases. A year later, it also housed the Army Air Corps Central Instructors School (CIS) (Orr 1995:47, 50).

General Walter H. Franck, Commander, 3rd Airforce, with 650 men of the 323rd Air Base Group and the 348th Material Group, arrived to supervise the construction of the Buckingham Flexible Gunnery Training School. The school trained gunners for B-17 bombers, known as the "Flying Fortress." The B-17's turrets held the finest machine guns for shooting down attacking enemy planes (Buckingham Army Air Field n.d.).

Building began on May 25, 1942, with buildings scheduled for completion within 75 days and others to be completed within 110 days. The construction process employed 3,000 to 3,500 military and construction men, and a majority of the buildings were in serviceable condition when the troops arrived (Buckingham Army Air Field n.d.; Board 1985:6E). Buckingham Army Air Field was designated a temporary base to be closed at the end of the war; therefore, most buildings were of simple construction. Oftentimes, they were constructed of tar paper over a wood frame.

By the end of the year, water and sewage systems, hangars, barracks, shops, runways, gunnery ranges, a recreation hall, a mess hall, a chapel, a hospital, a swimming pool, and a theater were completed (Board and Bartlett 1985:161; Fritz 1963:163-64). In all, 700 buildings were constructed with a total floor space of nearly two million square feet (Williams 1991:1F). Formal base activation was July 5, 1942, training began on September 5, 1942, and the first

gunners received their wings in October (Buckingham Army Air Field n.d.; Board 1985:6E). In addition to the Buckingham Flexible Gunnery Training School and CIS, the base served as one of many holding camps for prisoners of war. The POWs did various jobs around the base (Williams 1991:1F). These prisoners were some of the 10,000 prisoners deployed in 25 Florida camps between 1942 and 1946 (Langley 1999:28).

Training at Buckingham included the aerial gunnery course that lasted six weeks, five weeks of ground instruction, and one week in the air. At first, the men used .22 caliber rifles to practice shooting miniature airplane targets on a moving belt to learn sighting. Then 12-gauge shotguns were used to teach the soldiers the principles of lead and to shoot skeet while standing still. As training progressed, they also learned to shoot at a moving object from a moving base. The soldiers stood on the back of a moving truck and fired at clay pigeons emerging from traps along a mile-long track (Board 1985:6E; Brown n.d.).

An additional aspect of training was spending hours learning to maintain and manipulate the moving turrets in bombers. In these turrets, located in the training grounds, gunners tested their aim with .30- and .50-caliber machine guns by shooting at cloth targets flown from the back of jeeps. The jeeps were driven 25–30 mph on tracks behind earthworks erected to protect the jeeps and the drivers. In the last week of training, gunners boarded B-17s for aerial practice over the Gulf of Mexico (Board 1985:6E; Brown n.d.). This training included gunners shooting at a red windsock target attached to another plane (Orr 1995:46). Each week 500 trainees completed the six-week course and were shipped out to join B-17 bomber crews; about 50,000 gunners were trained at Buckingham Flexible Gunnery Training School during the war. During off-training hours, soldiers could be found at dances, mock drills down First Street, and in restaurants and bars in Fort Myers. They also enjoyed going to the beach (Brown n.d.). Local residents rented extra rooms to soldiers, and owners of winter homes opened them for wives and families of troops. Soldiers were invited to Sunday dinners in private residences (Orr 1995:50).

At the end of WWII, Buckingham Army Air Field was no longer needed. Edison College used it for a few years before the college closed (Fort Myers Historical Museum 1984:46). On June 27, 1947, The *Fort Myers News-Press* announced a sale at the airfield. Buildings ranging in size from 6 x 8 ft to 100 x 125 ft were to be removed and water pipes, lumber, and plumbing and electrical systems were offered for sale (Board and Colcord 1993). Remnants of the Buckingham Army Air Field buildings can be found throughout Lee County and include the old Fort Myers Lions Club, the Fort Myers High School basketball floor (transplanted from the airfield's gymnasium), and various buildings on Fort Myers Beach. The City and County used the Buckingham Army Air Field runways' tough underbase to build roads. After the base buildings and building materials were sold, any remnants were bulldozed underground (*Fort Myers News-Press* 1973:7A). A man from Tampa combed the firing ranges with huge magnets that gathered all wasted metal. All that remains are concrete piers and old foundations (Brown n.d.).

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state's economy. Additionally, former military personnel found the local climate amenable and remained in Florida

permanently after the war. These new residents greatly increased the population in the 1940s (Miller 1990). The Fort Myers area grew, although the 1944 aerial shows that the area around the current APE remained undeveloped (see Figure 8). The Seaboard Air Line Railroad Grade (8LL1898) and Old Bayshore Road to the northwest are both visible on this aerial.

Modern Period (1951-Present)

The 1953 aerial shows little change since 1944, except for the construction of SR 80. However, by 1958, the street grid for Fort Myers Shores had been laid (see Figure 9). More roads to the northwest were constructed, such as SR 78. The western extent of Fort Myers Shores has not changed since 1958. By 1970, the construction of the Wilson Pigott Bridge had been completed in addition to the development of roads in the surrounding area. Some houses were completed in Fort Myers Shores, though the streets were still mostly undeveloped. By 1980, Fort Myers Shores was built out, but the overall land use patterns remained mostly unchanged. The new development was concentrated on the north side of the Caloosahatchee River, including the areas of the Lee Civic Center and Bay Pointe Yacht Club.

LITERATURE AND FLORIDA MASTER SITE FILE REVIEW

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

Previously Conducted Cultural Resource Surveys

A search of the FMSF GIS data identified 13 previously conducted cultural resource surveys that contain or partially contain the project APE (Table 4). The most recent and relevant previous surveys include the *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (SEARCH 2012; FMSF Manuscript No. 20161) and the *Cultural Resource Assessment Survey Update (CRAS) for the Project Development and Environment Study of State Road 31 from State Road 78 to County Road 78, Lee County, Florida* (SEARCH 2020; FMSF Manuscript No. 27269).

For the 2012 CRAS FDOT was evaluating the widening of SR 31 from a two-lane to a four-lane roadway, intersection improvements at SR 80 and CR 78, and two options for the existing bridge (FDOT Bridge No. 120064) on SR 31 over the Caloosahatchee River. These options included an in-kind replacement of the existing bridge or the construction of two high-level fixed-span bridges. The archaeological APE established for the CRAS included the existing and proposed ROW along SR 31, SR 80, and CR 78 as well as pond sites. The historic resources APE also included the same existing and proposed ROW as well as adjacent parcels up to a distance of 330 feet from the ROW. A review of the mapping showing the location of shovel testing conducted in 2012 confirmed it did not include all of the current APE, particularly Pond 1E and its associated outfalls, as well as the shift of the SR 31 alignment to the east. As a result of the 2012 survey, no archaeological sites were identified and three historic resources were identified within the current project APE. These included the Seaboard Airline Railroad Grade (8LL1898), the Wilson Pigott Bridge (8LL2615), and the Caloosahatchee River Canal (8LL2586). Of these resources, only the Caloosahatchee River Canal was recommended as National Register-eligible. Both SHPO and FHWA concurred with the findings and recommendations included in the CRAS report in letters signed on October 4, 2012, and August 9, 2012, respectively (Appendix A).

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

The 2020 updated CRAS evaluated a new proposed alignment for SR 31 that was located to the east of SR 31 and the adjacent Florida Gas Transmission easement. Two segments were included in the investigation, one which included that portion of the current APE to the north of the Caloosahatchee River. Subsurface testing confirmed the low archaeological potential and indicated previous disturbance resulting from farming or drainage activities. The report also noted that groundwater prevented excavation below 50 centimeters. No historic or archaeological resources were identified and SHPO concurred with the findings in a letter signed on December 29, 2020 (Appendix A).

The *Cultural Resource Assessment of the Caloosa Landing Project Area in Lee County, Florida* (Panamerican Consultants, Inc. 2005; FMSF Manuscript No. 12279) included a portion of the APE to the south of the Caloosahatchee River. Subsurface testing with the APE noted the presence of fill material and identified no archaeological site or historic resources. In a letter dated January 19, 2006, the SHPO concurred with the results of the survey (Appendix A).

The FMSF also noted a 1989 archaeological survey along the south side of SR 80 associated with new ROW acquisition that included part of the current APE (Ballo 1989; FMSF Manuscript 2165). Although this survey may not meet current standards, associated research indicated a low potential for archaeological sites. This report also noted a 1978 survey referenced only as Project 12020-1514), not included in the FMSF electronic data, that focused on new ROW to the north of SR 80. No archaeological sites were identified within the current APE during either survey and the SHPO concurred with the findings (Appendix A).

Table 4. Previously Conducted Cultural Resource Surveys Containing or Partially Containing the Project APE

FMSF Survey No.	Title	Author(s)	Date
2165	Cultural Resource Reassessment Survey of a Segment of SR 80 in Lee County, Florida	Ballo, George R.	1989
3014	Cultural Resource Assessment Survey of the Southwest Florida Pipeline Company Corridor, Hillsborough, Polk, DeSoto, Charlotte, and Lee Counties, Florida	Piper Archaeological Research	1991
3460	A Cultural Resource Assessment Survey of the Southwest Florida Pipeline Company Corridor Realignment, DeSoto, Charlotte, and Lee Counties, Florida	Janus Research/Piper Archaeology	1993
5699	Cultural Resource Survey and Evaluation Report of the Florida Gas Transmission Company Phase IV Expansion	SEARCH	1999
6575	An Archaeological and Historical Survey of the Verandah Parcel, Lee County, Florida	Archaeological and Historical Conservancy	2001

FMSF Survey No.	Title	Author(s)	Date
8646	An Archaeological and Historical Survey of the Proposed Lee County Civic Center Tower Location in Lee County, Florida	Panamerican Consultants, Inc.	2003
10537	A Phase One Archaeological Assessment of the State Road 80, CR 30 Parcel, Lee County, Florida	Archaeological and Historical Conservancy	2004
12279	A Cultural Resource Assessment of the Caloosa Landing Project Area in Lee County, Florida	Panamerican Consultants, Inc	2005
12953	Cultural Resource Assessment Survey Marina Del Lago Lee County, Florida	Archaeological Consultants, Inc.	2006
20161	Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road) Lee County, Florida	SEARCH	2012
20298	A Reconnaissance Cultural Resources Assessment of the FPL Fort Myers Power Plant Repowering Project Parcel, Lee County, Florida	Archaeological and Historical Conservancy	2013
21898	An Archaeological and Historical Survey of the Baucom Parcel, Lee County, Florida	Archaeological and Historical Conservancy	1999
27269	Technical Memorandum: Cultural Resource Assessment Survey Update for the Project Development and Environment Study of State Road 31 from State Road 78 to County Road 78, Lee County, Florida	SEARCH	2020

The remaining nine surveys included a cellular communication tower survey (FMSF Manuscript No. 8646) or only briefly intersect the project APE (FMSF Manuscript Nos. 2165, 3014, 3460, 5699, 6575, 10537, 12953, and 21898), which did not result in a comprehensive survey of the current project APE for cultural resources.

Previously Recorded Archaeological Resources

A search of the FMSF data identified no previously recorded archaeological sites within or adjacent to the APE. The closest recorded site to the APE is located just under one-half mile to the northwest of the APE. Site 8LL1763 consists of a single lithic flake recorded during a pipeline survey (Janus Research 1993; FMSF Manuscript No. 3460).

Previously Recorded and Potential Historic Resources

A search of the FMSF identified four previously recorded historic resources within the project APE. The resources consist of the Seaboard Airline Railroad Grade (8LL1898), Caloosahatchee River Canal (8LL2586), Wilson Pigott Bridge (8LL2615), and SR 31 (8LL2845). SR 31 (8LL2845) was previously recorded to the north of the current APE. Three of the previously recorded resources within the APE, the railroad, bridge, and roadway, have been determined National Register-ineligible by the SHPO. The Caloosahatchee Canal was

determined National Register-eligible by the SHPO in 2012 under Criterion A for its association with the drainage of the Everglades and the development of South Florida in the 19th century. It was recorded within the current APE as part of the *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (SEARCH 2012; FMSF Manuscript No. 20161). The four historic resources within the APE are listed in Table 5 and their locations relative to the APE are illustrated on aerial photographs in the Historic Resources Survey Results section of the current CRAS (see Figures 26a–26e).

The Lee County Property Appraiser and GIS information were used to identify additional unrecorded historic parcels within the current APE with actual year built (AYRB) dates of 1975 or prior. Two historic parcels contained unrecorded buildings within the APE.

A review of historic aerial photographs from 1944, 1953, 1958, 1970, 1975, and 1980 (FDOT, Office of Surveying and Mapping 1996–2023; University of Florida, George A. Smathers Libraries 2023) was conducted to identify any additional unrecorded historic resources located within the historic resources APE. No historic bridges, cemeteries, railroads, canals, or other potentially unrecorded historic linear resources or resource groups were identified within the historic resources APE during the background research.

Table 5. Previously Recorded Historic Resources Within the Historic Resources APE

FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	SHPO National Register Evaluation
8LL1898	Seaboard Air Line Railroad Grade	c. 1927	Linear Resource/Railroad	National Register–Ineligible
8LL2586	Caloosahatchee River Canal	c. 1880	Linear Resource/Canal	National Register–Eligible
8LL2615	Wilson Pigott Bridge	c. 1960	Bridge/Bascule	National Register–Ineligible
8LL2845	SR 31	c. 1917	Linear Resource/Roadway	National Register–Ineligible Outside of Current APE

PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

An archaeological site potential analysis provides information regarding which areas of a project have the highest probability of containing archaeological sites. Previous surveys that included the archaeological APE identified no archaeological sites and noted its low potential for intact archaeological sites. Background research for this project also suggested a low potential and included a review of four environmental variables typically used to predict site potential, including distance to fresh water, relative elevation, soil characteristics, and association with hardwood hammocks.

Although the APE is near the Caloosahatchee River, the review of historic maps and aerial photographs noted its location within low-lying marsh, prairies, or wetlands. Historic aerials also indicated that large portions of the APE had been altered by draining and filling activities, particularly along the shoreline of the river and in the area where Pond 1E is proposed. The drainage characteristics of soils in the APE include poorly drained and very poorly drained soils associated with broad tidal swamps, low depressions, or seasonally wet flatwoods. Areas of somewhat poorly drained soil associated with dredging, filling, and other land alteration activities exist along the north and south banks of the Caloosahatchee as well as within Pond 1E and its vicinity. None of the vegetation associated with the soils included hardwood hammocks and none were identified on the historic maps or aerials. The former Seaboard Air Line Railroad was visible near SR 80 but no homesteads, military forts, encampments, battlefields, or historic Native American villages or trails were identified within the archaeological APE during the review of historic plat maps, surveyors' notes, and aerial photographs.

METHODS

Archaeological Field Methods

The archaeological field survey consisted of a visual inspection to document existing conditions within the APE and determine whether subsurface testing was feasible within the areas of proposed ROW not included in previous surveys. Numerous underground utilities were located within and adjacent to the portions of the APE along SR 80 and the southern end of SR 31, including but not limited to fiber optic cables, electric lines, signal cables, communications lines, and natural gas lines. Archaeological testing is not feasible within or near utility corridors for several reasons: the area has been disturbed by the installation of the utility, the concern for the safety of archaeological field teams, the potential for substantial fines, and the disruption of essential services if a utility is damaged. Additionally, as noted in the Sunshine 811 Learning Center (2022), "almost every job site includes some type of privately-owned underground facility" and it is not uncommon to find such facilities in ROW. Additionally, much of the remainder of the unsurveyed proposed ROW fell within wet or ditched areas along SR 31. Due to these factors, subsurface testing focused primarily on Pond 1E and the two associated outfalls, which were considered to have a low potential for archaeological sites.

Five shovel tests were excavated during the current CRAS. The shovel tests measured approximately 50 centimeters (20 inches) in diameter and were excavated to depths ranging from 14–76 centimeters below the surface (cmbs) due to the presence of compacted clay and compact fill. All excavated soil was sifted through 6.4-millimeter (¼-inch) metal hardware cloth screen suspended from portable wooden frames and all shovel tests were backfilled upon completion. Standard archaeological methods for recording field data were followed throughout the project. Current conditions were marked on aerial field maps of the APE and photographs were taken to document the existing conditions. The identification number, location, stratigraphic profile, and soil descriptions were recorded for every shovel test excavated. The locations of all tests were plotted on field maps of the archaeological APE and recorded with Wide Area Augmentation System (WAAS)-enabled hand-held Global Positioning System (GPS) units (UTM-NAD83).

Historic Resources Field Methods

A historic resources field survey was conducted to ensure that any resource built during or prior to 1975 within the historic resources APE was identified, mapped, and photographed. The historic resources survey used standard field methods to identify any historic resources. Any resources within the APE received a preliminary visual reconnaissance and any resource with features indicative of 1975 or earlier construction materials, building methods, or architectural styles was photographed and noted on an aerial photograph.

For each resource identified in the preliminary assessment, forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural styles were noted. The information contained on any form completed for this project was recorded onto a digital form at Janus

Research. Photographs were taken with a high-resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph. FMSF forms will be prepared for all newly identified historic resources (Appendix B). FMSF forms were also updated for previously recorded historic resources that had not been previously evaluated within the APE or where changes to the setting, use, or alterations were identified (Appendix B).

Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were observed to accurately assess National Register Historic District eligibility. Property tax records and historic aerial photography were also consulted to assist in the research for known significant historical associations.

Local Informant and Certified Local Government Coordination

Lee County is listed on the January 2023 list of Certified Local Governments (CLG) posted on the Florida Division of Historical Resources (FDHR) website (FDHR 2023). Mr. Anthony R. Rodriguez, Principal Planner, was contacted on April 3, 2023, regarding any concerns related to local resources. On April 21, 2023, Mr. Rodriguez responded that there were no locally designated resources currently in the project area. One locally designated resource, the Bostleman House, had formerly been in the project area but it was relocated in 1998.

Janus Research also staff spoke with available residents and no concerns regarding local cultural resources were noted.

RESULTS

Archaeological Results

As noted, much of the APE is located within areas of existing and proposed road ROW that have been previously surveyed for archaeological resources during FMSF Manuscript Nos. 2165, 12279, 20161, and 27269, or areas that contained underground utilities, hardscape, or wetlands that prevented subsurface testing. Background research indicated a low potential for archaeological sites and no features indicative of archaeological sites were noted during this survey. The four shovel tests excavated within Pond 1E and outfalls identified no archaeological sites or cultural material, as did one judgmental test excavated to the east of SR 31.

The soil profiles primarily consisted of dark brownish muck to depths ranging from 14–49 cmbs and underlain by a mottled clay or brownish gray clay to depths ranging from 35–76 cmbs where impenetrable clay was encountered. Representative photographs of the APE and the soil profiles are included in Figures 15–25. The locations of the shovel tests and notes regarding existing conditions within the APE are included on aerial mapping in Appendix C. Soil profiles encountered within the APE are summarized in Table 6.

Figure 15: Low, Seasonally Wet Area Within the Portion of the APE Containing Pond 1E, from Shovel Test No. 2, Facing South

Figure 16: Low, Seasonally Wet Area Within the Portion of the APE Containing Proposed Drainage Outfall, from Shovel Test No. 4, Facing East

Figure 17: Filled Area Within the Portion of the APE Containing the SR 31 Alignment Shift South of the Caloosahatchee River, from Shovel Test No. 5, Facing North

Figure 18: Filled Area Within the Portion of the APE Containing the SR 31 Alignment Shift North of the Caloosahatchee River, Facing South

Figure 19: Wetland Area Within the Portion of the APE Containing the SR 31 Alignment Shift, Facing East

Figure 20: Representative Low, Wet Area Within the Portion of the APE Containing the SR 31 Alignment Shift, Facing North

Figure 21: Representative View of Hardscape, Berm, and Low Wet Ditch Within the APE Along the SR 31, Facing North

Figure 22: Hardscape, Underground Utilities, and Ditching Within the APE Along SR 80, Facing West

Figure 23: Soil Profile, Shovel Test No. 1, Facing North

Figure 24: Soil Profile, Shovel Test No. 2, Facing North

Figure 25: Soil Profile, Shovel Test No. 5, Facing North

Table 6. Soil Profiles and Results for Shovel Tests Excavated Within the Archaeological APE

ST No.	Description of Stratigraphic Profile/Depths (cmbs)	Results
1	Dark grayish brown muck: 0-20 cmbs Pale gray clay: 20-51 cmbs Dense clay: 51 cmbs	No artifacts recovered
2	Very dark brownish grey mucky clay: 0-18 cmbs Brownish gray/brown mucky clay: 18-42 cmbs Compact clay: 42 cmbs	No artifacts recovered
3	Dark brownish muck: 0-14 cmbs Gray and orange mottled clay: 14-35 cmbs Compact clay: 35 cmbs	No artifacts recovered
4	Dark brownish gray mucky sand: 0-49 cmbs Brownish gray sand: 49-76 cmbs Compact clay: 76 cmbs	No artifacts recovered
5	Grayish brown sand and shell fill: 0-14 cmbs Compact fill: 14 cmbs	No artifacts recovered

Historic Resources Survey Results

The historic resources survey identified six extant historic resources within the APE, including four previously recorded resources and two newly identified resources. These resources are listed in Table 7 with the National Register–eligible resource highlighted in yellow. The locations of these six resources relative to the APE are illustrated in Figures 26a–26e.

Narratives and photographs (Figures 27-36) of the six historic resources identified within the APE during the current survey are included below. The FMSF form for SR 31 (8LL2845) was updated since the roadway had not been previously recorded within the current APE. FMSF forms were not updated for the other previously recorded resources as they did not exhibit alterations or changes in their National Register eligibility since they were last recorded. The FMSF forms for the two newly recorded resources are included in Appendix B.

Table 7. Historic Resources Identified Within the Historic Resources APE

FMSF No.	Name / Address	Year Built	Type / Style	National Register Evaluation
8LL1898	Seaboard Air Line Railroad Grade	c. 1927	Linear Resource/ Railroad Grade	National Register–Ineligible
8LL2586	Caloosahatchee River Canal	c. 1880	Linear Resource/Canal	National Register–Eligible
8LL2615	Wilson Pigott Bridge	c. 1960	Bridge/Bascule	National Register–Ineligible
8LL2845	SR 31	c. 1960	Linear Resource/Roadway	Considered National Register-Ineligible
8LL2948	16400 SR 31	c. 1969	Mobile Home	Considered National Register-Ineligible
8LL2949	Sweetwater Landing Marina	c. 1975	Industrial Vernacular	Considered National Register-Ineligible

Figure 26a: Identified Historic Resources (Map 1 of 5)

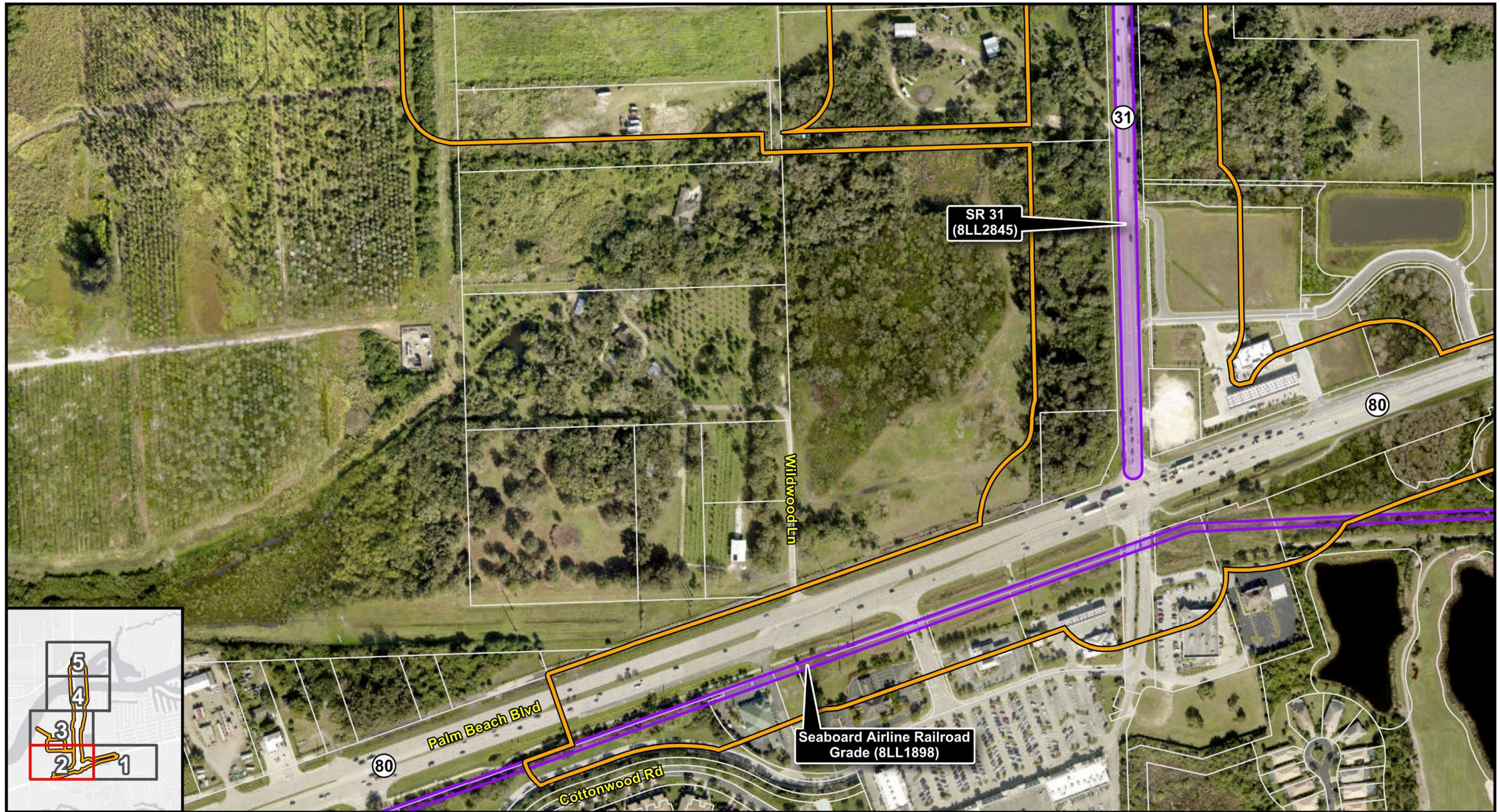


Figure 26b: Identified Historic Resources (Map 2 of 5)

- Historic Resources APE
- Historic Linear Resource
- Historic Canal
- 8LL00 Newly Recorded Historic Resource
- 8LL00 Previously Recorded Historic Resource

Lee County

N

0 250 500 Feet

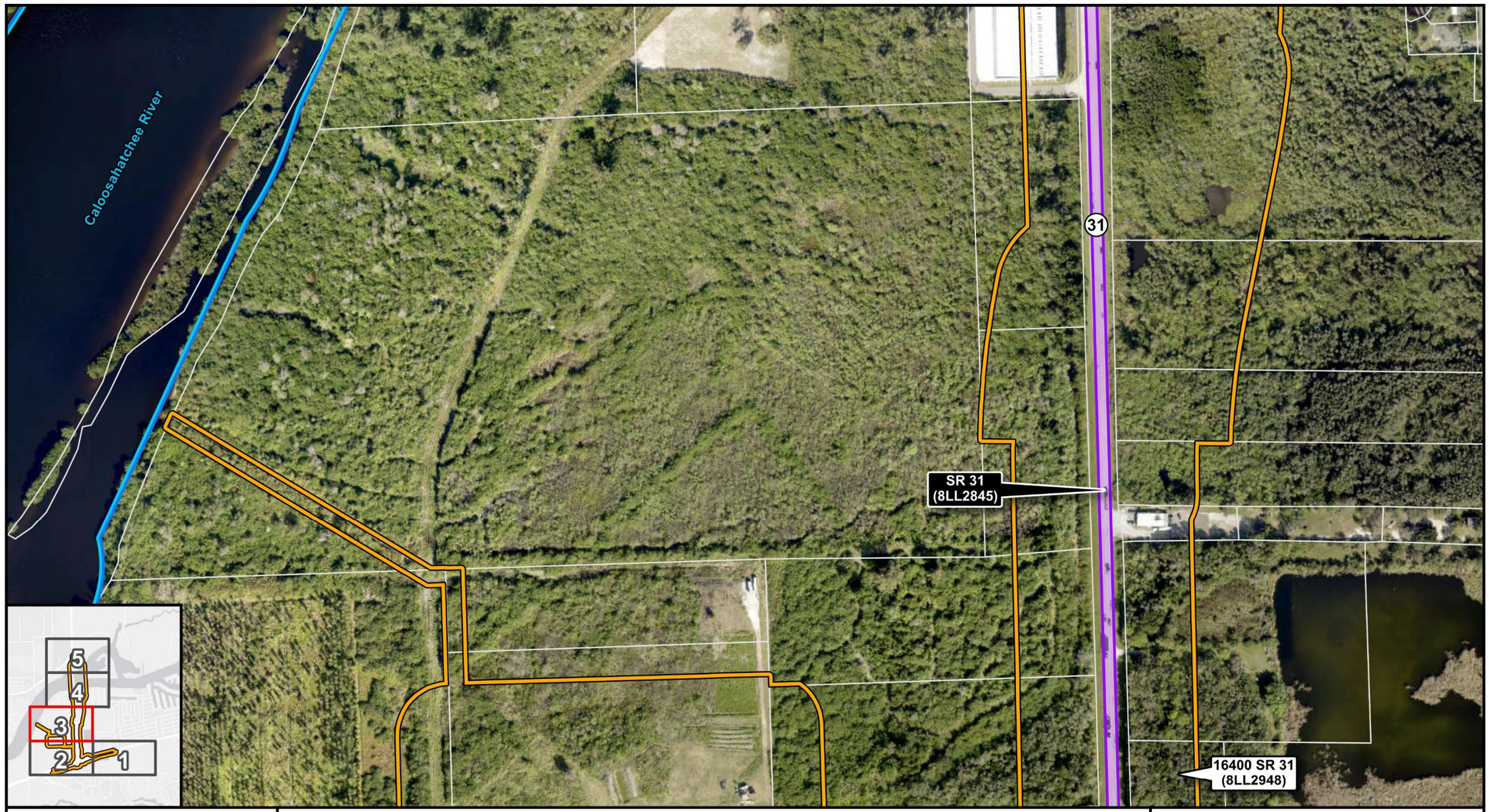


Figure 26c: Identified Historic Resources (Map 3 of 5)

Historic Resources APE
Historic Linear Resource
Historic Canal
8LL00 Newly Recorded Historic Resource
8LL00 Previously Recorded Historic Resource

Lee County

N
0 250 500 Feet

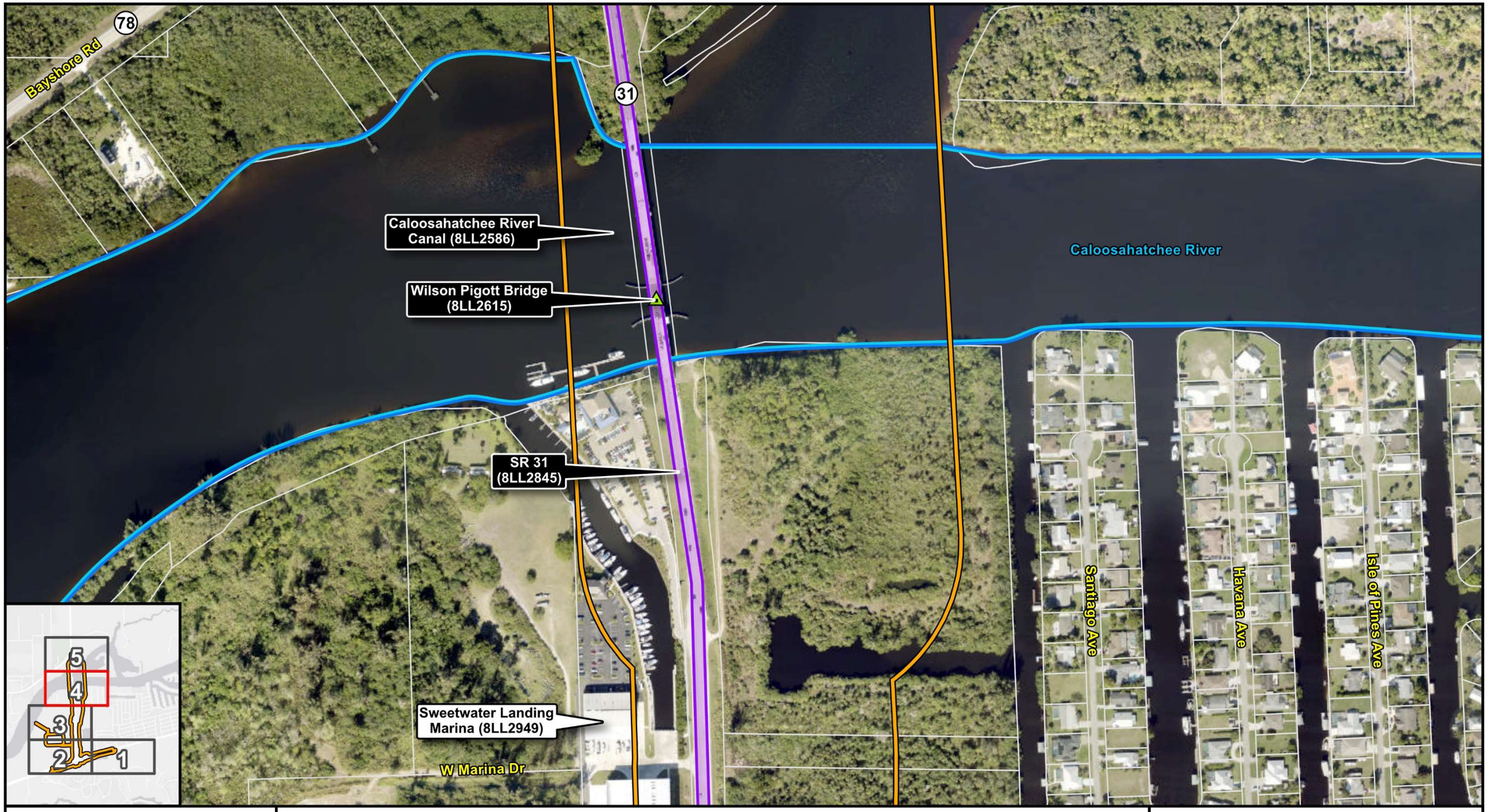


Figure 26d: Identified Historic Resources (Map 4 of 5)

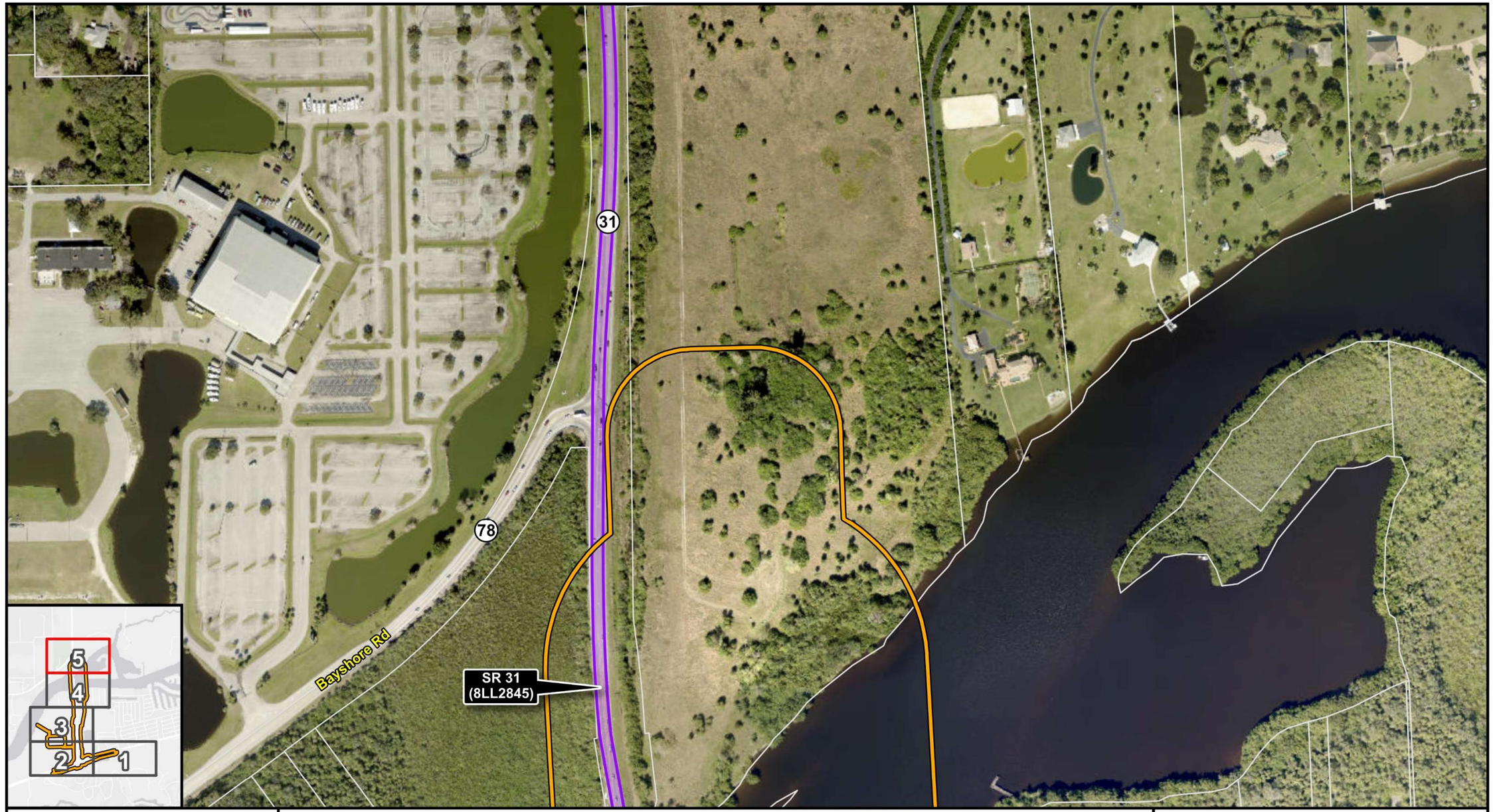


Figure 26e: Identified Historic Resources (Map 5 of 5)

Historic Resources APE
Historic Linear Resource
Historic Canal
8LL00 Newly Recorded Historic Resource
8LL00 Previously Recorded Historic Resource

Lee County

N 0 250 500 Feet

Previously Recorded Historic Resource Determined National Register-Eligible

Figure 27: Caloosahatchee River Canal (8LL2586), facing East, Determined National Register-Eligible

8LL2586 Caloosahatchee River Canal

Within the APE, the Caloosahatchee River Canal (Figure 27) runs east-west in Section 24 of Township 43 South, Range 25 East, and Section 19 of Township 43 South, Range 26 East, on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. The canal features earthen embankments. It intersects with the APE near the Wilson Pigott Bridge for a total of approximately 0.2 miles.

The Caloosahatchee River Canal (8LL2586) was recorded within the current APE in 2011 as part of the *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (SEARCH 2012; FMSF Manuscript No. 20161). It extends from the Gulf of Mexico to Lake Okeechobee. The canal was originally constructed in 1880 as part of the Disston Drainage Contract. It was widened and deepened in 1910, the 1930s, and the 1950s (SEARCH 2012). The 2012 survey found the canal eligible for the National Register under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the agricultural development of South Florida. The SHPO concurred with this finding on September 7, 2012. As part of the current survey, the canal still conveys its significance and is considered eligible for the National Register.

Previously Identified Historic Resources Considered National Register-Ineligible

Figure 28: Seaboard Air Line Railroad Grade (8LL1898), facing East

Figure 29: Seaboard Air Line Railroad Grade (8LL1898), facing West

8LL1898 Seaboard Air Line Railroad Grade

The portion of the Seaboard Air Line Railroad Grade (8LL1898) within the APE (Figures 28 and 29) is located in Section 25 of Township 43 South, Range 25 East, and Section 30 of Township 43 South, Range 26 East, on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. Within the APE, the Seaboard Air Line Railroad Grade runs in a southwest-northeast direction west of SR 31 and shifts to a west-east direction to the east of SR 31. Approximately 0.33 miles of the railroad grade lies within the APE. To the west of SR 31, the grade has a paved pathway (Figure 28), and to the east of SR 31, the grade is a grassy berm (Figure 29).

The Seaboard Air Line Railroad Grade was recorded within the current APE in 2011 as part of the *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (SEARCH 2012; FMSF Manuscript No. 20161). The segment was originally part of a 30-mile branch of the Seaboard Air Line Railroad that ran between Fort Myers and LaBelle and transported livestock, citrus, and timber (SEARCH 2012). After the section of railroad between Alva and Fort Myers was abandoned, the rails were removed in 1952. The 2012 survey found the railroad grade ineligible for the National Register due to its lack of integrity. The SHPO concurred with this finding on September 7, 2012. As part of the current survey, the railroad grade is still considered ineligible for the National Register.

Figure 30: Wilson Pigott Bridge (8LL2615), facing Northeast

Figure 31: Wilson Pigott Bridge (8LL2615), facing Northwest

8LL2615 Wilson Pigott Bridge

The circa 1960 bridge over the Caloosahatchee River Canal (Figures 30 and 31) is located in Section 19 of Township 43 South, Range 26 East on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. The bridge is a double-leaf trunnion bascule bridge that carries SR 31 over the Caloosahatchee River Canal. The roadway has two lanes with bike lanes and sidewalks. The bridge consists of a substructure of concrete piers atop pile footings that support a superstructure consisting of steel girders, concrete spans, and metal grating. The sidewalks are flanked by concrete balustrades on approach spans and metal balustrades on the bascule spans. A tender station is located on the east side of the bridge. It is two-stories in height with a flat roof and stucco exterior. Windows observed on the station include metal one-over-one single hung sash windows. The doorway is located on the west façade. The approximate width of the bridge is 35 feet. The length of the bridge is approximately 780 feet, with one main span and 12 approach spans. The sloped abutments are comprised of concrete bags. A plaque on the bridge reads, "Wilson Pigott Bridge Built Under Administration of County Commissioners Wilson Pigott, Chairman, Mack Jones, Alvin Gorton, Herman Hastings, Dawson McDaniel 1960." The bridge is FDOT Bridge No. 20064.

The Wilson Pigott Bridge (8LL2615) was first recorded in 2011 as part of the *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (SEARCH 2012; FMSF Manuscript No. 20161). The survey concluded that the bridge was ineligible for the National Register due to a lack of historical and engineering significance. The SHPO concurred with this finding on September 7, 2012. The Wilson Pigott Bridge was recorded again in 2012

during the *Historic Highway Bridges of Florida, 2010 Update* (Archaeological Consultants, Inc. [ACI] 2012; FMSF Manuscript No. 20057). The surveyor again found the bridge ineligible. The survey concluded that the bridge was a standard bascule bridge with no distinctive features or engineering significance. The SHPO did not evaluate the resources considered ineligible by the survey and thus a second SHPO determination was not made at the time.

Bascule bridges are bridges in which the single or double leaf moveable span rotates around an axle known as a trunnion. The leaf then rotates vertically to allow vessels to pass below (FDOT 2012). Bascule bridges are advantageous in that they provide unlimited headway and utilize simple mechanisms. The Wilson Pigott Bridge is a common simple trunnion-type bascule design with no decorative features or known significant associations. According to the Transportation Research Board (TRB) 2005 *Study of Common Bridge Types*, simple trunnion bascule bridges were common designs, and significant examples are most likely to date from the early twentieth century (Brinckerhoff 2005). Because of the commonality of these types of bridges, they are of moderate significance and are rarely eligible for the National Register. Due to the lack of historical and architectural significance, the current survey finds that the Wilson Pigott Bridge is considered ineligible for listing in the National Register under Criteria A, B, C, or D, individually or as part of a historic district.

Figure 32: SR 31 (8LL2845), facing North within the project APE, near 16400 SR 31

Figure 33: SR 31 (8LL2845), facing South within the project APE, near 16400 SR 31

Figure 34: SR 31 (8LL2845), facing North within the project APE, near SR 80

8LL2845 SR 31

Within the APE, SR 31 (Figures 32-34) extends north-south for approximately 1.4 miles beginning 400 feet south of the intersection with Palm Beach Boulevard to the south of Bayshore Road, in Sections 19 and 30, Township 43 South, Range 26 East on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. Within the APE south of Palm Beach Boulevard, SR 31 has two southbound lanes, one northbound lane flanked by east and west turn lanes, and a painted median. The APE to the north of Palm Beach Boulevard contains one southbound lane flanked by east and west turn lanes and one northbound lane. Moving north, SR 31 transitions to a two-lane highway interspaced by occasional central turn lanes and painted medians. Approaching the Sweetwater Landing Marina, SR 31 widens to accommodate additional turn lanes but returns to two lanes across the Wilson Pigott Bridge. There are modern pavement markings and signage within the APE. Modern signalization is found at the intersection of SR 31 and Palm Beach Boulevard.

SR 31 was constructed within Lee County in 1917. The section of the roadway within the APE was constructed in 1960 when the Wilson Pigott Bridge was built across the Caloosahatchee Canal. It first appears on the 1970 aerial (see Figure 10). A section of SR 31 north of the current APE was recorded in 2020 and determined National Register-ineligible by SHPO. This determination of ineligibility was due to the roadway's lack of historic associations. The portion of the roadway within the APE similarly lacks historical associations and exhibits modern improvements such as painting, signage, and signalization. Therefore, it is considered ineligible for the National Register.

Newly Identified Historic Resources Considered National Register-Ineligible

Figure 35: 16400 SR 31 (8LL2948), facing North

8LL2948 16400 SR 31

The structure at 16400 SR 31 (8LL2948) is a circa 1969 mobile home (Figure 35). It is located in Section 30, Township 43 South, Range 26 East on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. It is a metal framed building composed of a rectangular main form with a small east porch wing. It has a sheet metal exterior and an arched metal roof with a shed roof over the porch. Windows observed on the structure include awning windows. There are no significant architectural features or historical associations. Therefore, 16400 SR 31 (8LL2948) is considered ineligible for listing on the National Register individually or as a part of a historic district.

Figure 36: Sweetwater Landing Marina (8LL2949), facing Southwest

8LL2949 Sweetwater Landing Marina

The Sweetwater Landing Marina structure at 16991 SR 31 (8LL2949) is a circa 1975 Industrial Vernacular building (Figure 36). It is located in Section 25, Township 43 South, Range 26 East, on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida. It is a rectangular building with a metal exterior and sheet metal gable and flat roofs. The main building is approximately three stories in height and the western side of the building is one story in height. There are two large sliding metal doors on the east façade. Windows observed on the structure are located on the one-story wing and include one-over-one single hung sash windows. There are four non-historic buildings located on the same parcel including a restaurant. This simple structure does not maintain any distinctive architectural features or historical associations. Therefore, the Sweetwater Landing Marina (8LL2949) is considered ineligible for listing on the National Register individually or as a part of a historic district.

CONCLUSIONS

Much of the archaeological APE is within areas of existing and proposed ROW that have been previously surveyed for archaeological resources. No archaeological sites were recorded within or adjacent to the current APE during prior survey efforts. No archaeological sites or archaeological occurrences were identified during the current survey. Subsurface testing was conducted within the APE where feasible and focused on areas of proposed ROW not included in previous surveys. Based on the results of the current and previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

This CRAS identified six historic resources within the APE. Four of these were previously recorded (8LL1898, 8LL2586, 8LL2615, and 8LL2845) and two were newly recorded (8LL2948 and 8LL2949). The Caloosahatchee River Canal (8LL1898) was determined eligible for the National Register by the SHPO in 2012 under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the agricultural development of South Florida. The Seaboard Air Line Railroad Grade (8LL2586) and Wilson Pigott Bridge (8LL2615) have been determined ineligible by the SHPO. SR 31 (8LL2845) was previously determined ineligible outside of the APE. The section within the current APE exhibits modern improvements and lacks historic associations. It is considered ineligible for the National Register. The FMSF form for SR 31 (8LL2845) was updated since the roadway had not been previously recorded within the current APE. FMSF forms were not updated for the other previously recorded resources as they did not exhibit alterations or changes in their National Register eligibility since they were last recorded.

The two newly recorded structures were 16400 SR 31 (8LL2948) and the Sweetwater Landing Marina (8LL2949). The structures exhibit common architectural styles in Central Florida and lack historical associations. Therefore, they are considered ineligible for the National Register. FMSF forms were completed for the two newly identified resources and are included in Appendix B.

Unanticipated Finds

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

Curation

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

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APPENDIX A:

SELECT FDHR/SHPO CONCURRENCE LETTERS

- FMSF Manuscript No. 2165 (Ballo 1989)
- FMSF Manuscript No. 12279 (PCI 2005)
- FMSF Manuscript No. 20161 (SEARCH 2012)
- FMSF Manuscript No. 27269 (SEARCH 2020)

#2165

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough
Tallahassee, Florida 32399-0250
Director's Office (904)-488-1480
Telecopier Number (FAX) (904) 488-3353

December 14, 1989

George R. Ballo
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

In Reply Refer To:
Susan M. Henefield
Historic Sites
Specialist
(904) 487-2333
Project File No. 892970

RE: Cultural Resource Reassessment Review Request
"Cultural Resource Reassessment Survey of a Segment of SR-80 in Lee County, Florida (George R. Ballo)

Dear Mr. Ballo:

We have reviewed the above referenced report and find it to be complete and sufficient. On the basis of the information presented, we concur with the findings of the survey performed by George R. Ballo of the Florida Department of Transportation. We note that this segment of SR-80 was subjected to a previous archaeological survey, and even though the current survey employed both surface inspection and subsurface testing, negative results were obtained once again.

Thus it is the opinion of this agency that project activities will have no effect on any archaeological or historic sites or properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, regional, or local significance. The project is consistent with the historic preservation aspects of Florida's coastal zone program, and may proceed without further involvement with this agency.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/smh

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

Ms. Meghan L. Ambrosino
Panamerican Consultants, Inc.
5910 Benjamin Center Drive, Suite 120
Tampa, FL 33634

January 19, 2006

Re: DHR Project File No. 2005-13586 / Received by DHR: December 27, 2005
A Cultural Resource Assessment of the Caloosa Landing Project Area in Lee County, Florida

Dear Ms. Ambrosino:

We note that Panamerican Consultants Inc. (PCI) conducted the above referenced survey for DNA Environmental Logistics Corporation in anticipation of a request by the Florida Division of Historical Resources for a cultural resource assessment survey. Our office proceeded to review this report with the expectation that DNA Environmental Logistics Corporation will be engaging in permitting processes that will require this office to comment on possible adverse impacts to cultural resources listed or eligible for listing in the *National Register of Historic Places (NRHP)*, or otherwise of historical, architectural, or archaeological significance. We recommend at the time such actions are taken, a copy of this letter be forwarded to the permitting agency(ies) with the application. This may eliminate the permitting agency(ies) from having to submit an application to the Division of Historical Resources for review or, if applications are forwarded to the Division with this letter, it would facilitate our review.

In November 2005, PCI conducted an archaeological and historical cultural resource assessment survey of the Caloosa Landing project area. No cultural resources were identified within the project area during the investigation.

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

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

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

Sincerely,

Frederick P. Gaske

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

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

❒ Director's Office (850) 245-6300 • FAX: 245-6436
❒ Archaeological Research (850) 245-6444 • FAX: 245-6452
■ Historic Preservation (850) 245-6333 • FAX: 245-6437
❒ Historical Museums (850) 245-6400 • FAX: 245-6433
❒ Southeast Regional Office (954) 467-4990 • FAX: 467-4991
❒ Northeast Regional Office (904) 825-5045 • FAX: 825-5044
❒ Central Florida Regional Office (813) 272-3843 • FAX: 272-2340

20161

Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 N. Broadway Avenue
Bartow, Florida 33830

ANANTH PRASAD, P.E.
SECRETARY

July 20, 2012

Mr. Martin Knopp
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

ATTN: Mr. BSB Murthy

RE: Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road)
Lee County, Florida
Financial Management # 428917-1-22-01

Dear Mr. Knopp,

Enclosed please find copies of the report titled *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida.* The following documents have also been included:

- One CRAS final report with a compact disks containing a pdf of the final report.
- One SHPO package containing one unbound copy of the CRAS final report, one complete set of Florida Master Site File forms and labeled photographs, one completed Survey Log Sheet, and accompanying documentation.

The enclosed report describes the results of a Phase I cultural resource assessment survey (CRAS) conducted in support of a Project Development and Environment (PD&E) Study for the widening of State Road (SR) 31 from SR 80 (Palm Beach Boulevard) to north of County Road (CR) 78 (North River Road) in Lee County, Florida. The Florida Department of Transportation (FDOT), District 1, is evaluating the widening of the existing two-lane roadway to a four-lane roadway. The study is also evaluating two options for the existing drawbridge that spans the Caloosahatchee River: (1) the replacement of the existing two-lane, low-level bascule bridge with two new two-lane, low-level bascule bridges, and (2) replacement of the existing two-lane, low-level bascule bridge with two high-level, fixed-span two-lane bridges. In addition, improvements are being considered for the SR 31 intersections with SR 80, SR 78, and CR 78. A CRAS was also conducted for proposed ponds associated with the project; this CRAS is presented as an appendix to the present corridor report.
The archaeological survey included the excavation of 58 shovel tests within the existing and proposed right-of-way along the three-mile-long project corridor. Numerous shovel tests noted

clay and limestone fill material. No artifacts were recovered from any of the 58 shovel tests, and no archaeological sites or occurrences were identified within the SR 31 project Area of Potential Effect (APE).

The architectural history survey resulted in the identification of six historic resources (8LL01898 and 8LL02582–8LL02586) within the APE. All six historic resources were evaluated as to their potential for listing in the National Register of Historic Places (NRHP). Of the six resources, Resource Group 8LL02586 (Caloosahatchee River Canal) is recommended eligible for NRHP listing, with that portion of the canal located within the APE contributing to the resource group. The proposed widening of SR 31 and replacement of the existing SR 31 bridge over the Caloosahatchee River will have no effect on this resource. The canal has been bridged since the 1960s, and the proposed replacement bridge will not impede the flow of the canal. No further work is recommended.

The remaining resources all lack architectural distinction or significant historical associations necessary to be considered for listing in the NRHP and are considered ineligible. No potential NRHP districts were identified due to the lack of concentration of historic structures.

Based on the results of this investigation, it is the opinion of the District that the proposed undertaking will have no effect on cultural resources eligible or potentially eligible for listing in the NRHP.

I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and submit the unbound copy of this document along with the accompanying Survey Log Sheet and electronic Florida Master Site File forms to the Florida State Historic Preservation Officer, for review and comment.

If you have any questions or need further assistance, please contact me at 863-519-2805.

Sincerely,

Jeffrey W. James
Environmental Project Manager

Enclosures

cc: Mark Schulz, FDOT
David Dangel, Inwood Consulting Engineers, Inc.

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

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

FHWA Comments:

/s/ _____ 8-9-12
Martin C. Knopp — Date
Division Administrator, Florida Division
Federal Highway Administration

The Florida State Historic Preservation Officer:

✓ finds the attached report complete and sufficient and ✓ concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ 2012-39617 10.4.12
Florida State Historic Preservation Officer — **Date**

Melissa M. Slade, Deputy SHPO
DHR No.

#27269

FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, Florida 33830-3809

KEVIN J. THIBAULT, P.E.
SECRETARY

2021 JAN -4 A 11:33

December 9, 2020

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

Attn: Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey Update
Project Development and Environment (PD&E) Study
State Road 31 from State Road 78 to County Road 78
Lee County, Florida
Financial Management No.: 428917-1-22-1
ETDM No.: 9791

Dear Dr. Parsons,

Enclosed please find one copy of the technical memorandum titled *Cultural Resource Assessment Survey [CRAS] Update for the Project Development and Environment Study of State Road 31 from State Road 78 to County Road 78, Lee County, Florida.* This report presents the findings of a CRAS update for a newly proposed alternate alignment associated with the planned improvements to State Road (SR) 31 in Lee County, Florida. The Florida Department of Transportation (FDOT), District 1, is conducting a Project Development and Environment (PD&E) Study for proposed improvements to SR 31 from south of SR 78/Bayshore Road to County Road (CR) 78. This technical memorandum serves as an addendum to the 2012 SEARCH report titled *Cultural Resource Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road), Lee County, Florida* (Florida Master Site File [FMSF] Survey No. 20161).

At the time of the previous survey, project plans involved widening the existing SR 31 corridor. However, the presence of a Florida Gas Transmission (FGT) easement running parallel to the east side of SR 31 impeded the acquisition of right-of-way. As a result, plans were altered to develop a new roadway corridor east of the FGT line. The new roadway ties back into existing SR 31 at Suzan Drive, north of the present project segment in Charlotte County. As the previous CRAS did not include proposed right-of-way east of the FGT easement, this addendum was prepared to

27269

address the proposed new roadway corridor. The project also includes three proposed ponds, all of which were subjected to testing during the original CRAS. Thus, the Area of Potential Effects (APE) for this survey update was limited to two previously untested segments of a new alignment right-of-way.

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

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the *National Historic Preservation Act* of 1966, as amended, found in 36 CFR Part 800 (*Protection of Historic Properties*). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised June 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the *National Historic Preservation Act* of 1966, as amended, and the *Archeological and Historic Preservation Act of 1979*, as amended.

Due to the low-lying landform, poorly drained soils, and the lack of archaeological resources documented by previous and nearby surveys, the APE was determined to have low potential for containing archaeological sites. The archaeological survey included the excavation of 18 shovel tests within the proposed new alignment, all of which were negative for cultural material. No sites or occurrences were identified, and no further archaeological survey is recommended.

No historic resources are located within the project APE, and no architectural history survey or documentation was conducted during the present survey update.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

27269

If you have any questions or need further assistance, please contact Jonathon Bennett at 863-519-2495 or Jonathon.Bennett@dot.state.fl.us.

Sincerely,

Jonathon A. Bennett
Environmental Project Manager

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☑ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2020-6813-B. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

Jason Aldridge DSHPO
Timothy A. Parsons, PhD, Director
Florida Division of Historical Resources

December 29, 2020
Date

APPENDIX B:

FMSF FORMS

☐Original
☒Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site # LL02845
Field Date 3-24-2023
Form Date 3-30-2023
Recorder# _____

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 with 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 structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name State Road (SR) 31 **M**ultiple Listing [DHR only] _____
Project Name SR 31 PD&E from SR 80 to SR 78 **F**MSF Survey #_____
National Register Category (please check one): ☐building(s) ☐structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☐railway ☒road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☒state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Address: Street Number | Direction | Street Name | Street Type | Suffix Direction
City/Town (within 3 miles) Fort Myers Shores In Current City Limits? ☐yes ☒no ☐unknown
County or Counties (do not abbreviate) Lee
Name of Public Tract (e.g., park)_____
1) **T**ownship 43S **R**ange 26E **S**ection 19 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) **T**ownship 43S **R**ange 26E **S**ection 30 ¼ section: ☐NW ☐SW ☐SE ☐NE
3) **T**ownship _____ **R**ange _____ **S**ection _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) **T**ownship _____ **R**ange _____ **S**ection _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name FORT MYERS **U**SGS Date 1987
2) Name _____ **U**SGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

SR 31 runs in a north/south direction through the project APE for approximately 1.4 miles beginning 400 feet south of Palm Beach Boulevard.

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

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RESOURCE GROUP FORM

Site #8 LL02845

HISTORY & DESCRIPTION

Construction Year: 1960 ☐approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ **B**uilder: _____
Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

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

☐other methods (specify) _____
Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

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

1) **D**ocument type Field notes **M**aintaining organization Janus Research
Document description _____ **F**ile or accession #'s _____

2) **D**ocument type Field maps **M**aintaining organization Janus Research
Document description _____ **F**ile or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(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 -** Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ **PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)** When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: State Road (SR) 31

A. NARRATIVE DESCRIPTION OF SITE

The portion of State Road (SR) 31 within the current project APE is located in Sections 19 and 30, Township 43 South, Range 26 East on the Fort Myers (1958 PR 1987) USGS quadrangle map, in an unincorporated area of Lee County, Florida (Figures 1-3). Within the APE, SR 31 extends north-south for approximately 1.4 miles beginning 400 feet south of the intersection with Palm Beach Boulevard to south of Bayshore Road. The APE south of Palm Beach Boulevard contains two southbound lanes, one northbound lane flanked by east and west turn lanes, and a painted median. The APE to the north of Palm Beach Boulevard contains one southbound lane flanked by east and west turn lanes and one northbound lane. Moving north, SR 31 transitions to a two-lane highway interspaced by occasional central turn lanes and painted medians. Approaching the marina, SR 31 widens to accommodate additional turn lanes but returns to two lanes across the Wilson Pigott Bridge. There are modern pavement markings and signage within the APE. Modern signalization is found at the intersection of SR 31 and Palm Beach Boulevard.

Figure 1: State Road (SR) 31 (8LL2845) within the project APE, near 16400 SR 31, facing North

Figure 2: State Road (SR) 31 (8LL2845) within the project APE, near 16400 SR 31, facing South

Figure 3: State Road 31 (8LL2845) within the project APE, near SR 80, facing North

SITE NAME: State Road (SR) 31

B. DISCUSSION OF SIGNIFICANCE

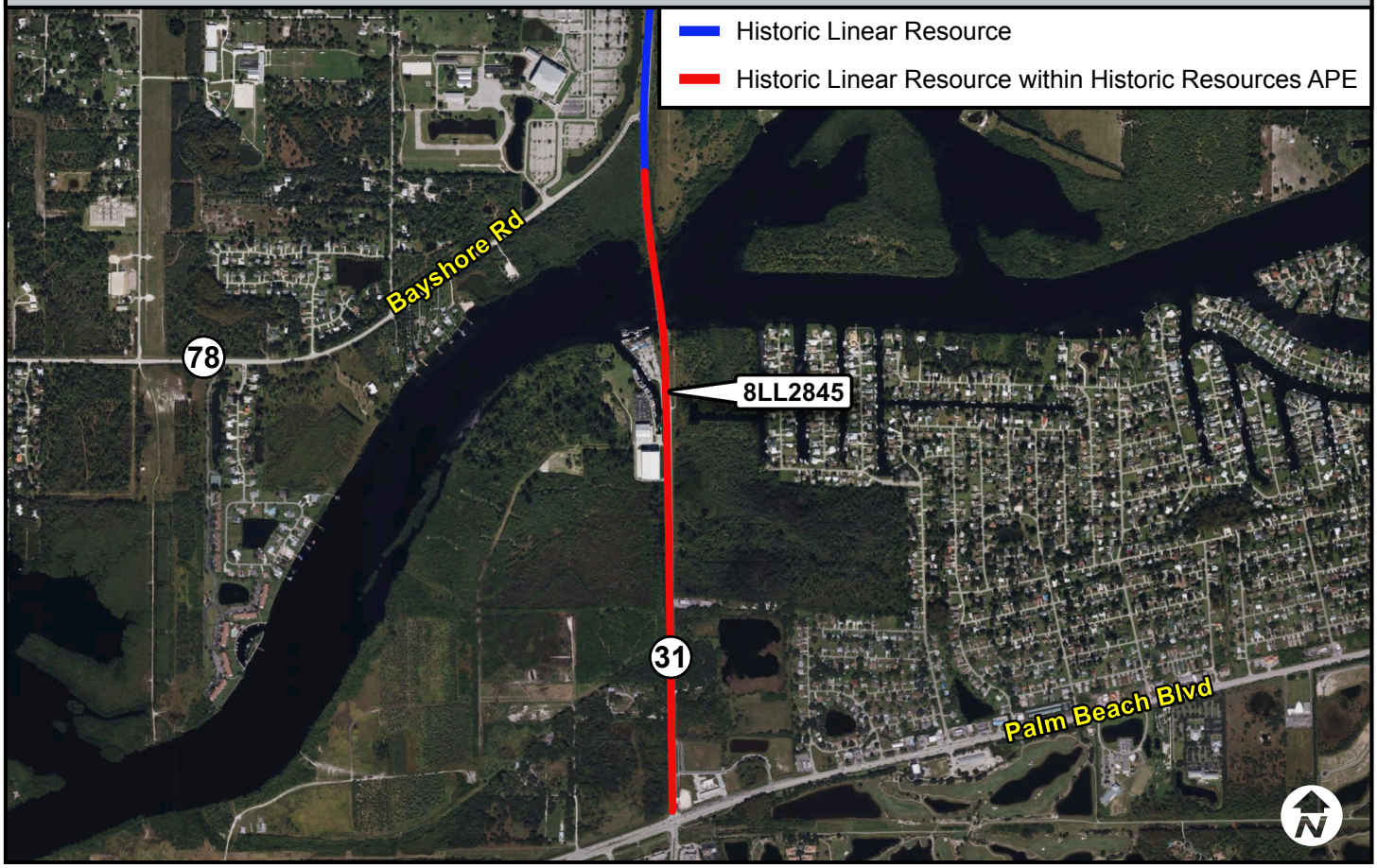
SR 31 was constructed within Lee County in 1917. The section of the roadway within the APE was constructed in 1960 when the Wilson Pigott Bridge was built across the Caloosahatchee Canal. A section of SR 31 north of the current APE was recorded in 2020 and determined National Register-ineligible by SHPO (ACI 2020). This determination of ineligibility was due to the roadway's lack of historic associations. The portion of the roadway within the APE similarly lacks historic associations and exhibits modern improvements such as painting, signage, and signalization. Therefore, it is considered ineligible for the National Register.

C. BIBLIOGRAPHY

Archaeological Consultants Inc. (ACI)
2020 Site File form for SR 31 (8LL2845). On file, Florida Department of State, Division of Historical Resources, Tallahassee.

PHOTOGRAPH **8LL2845**

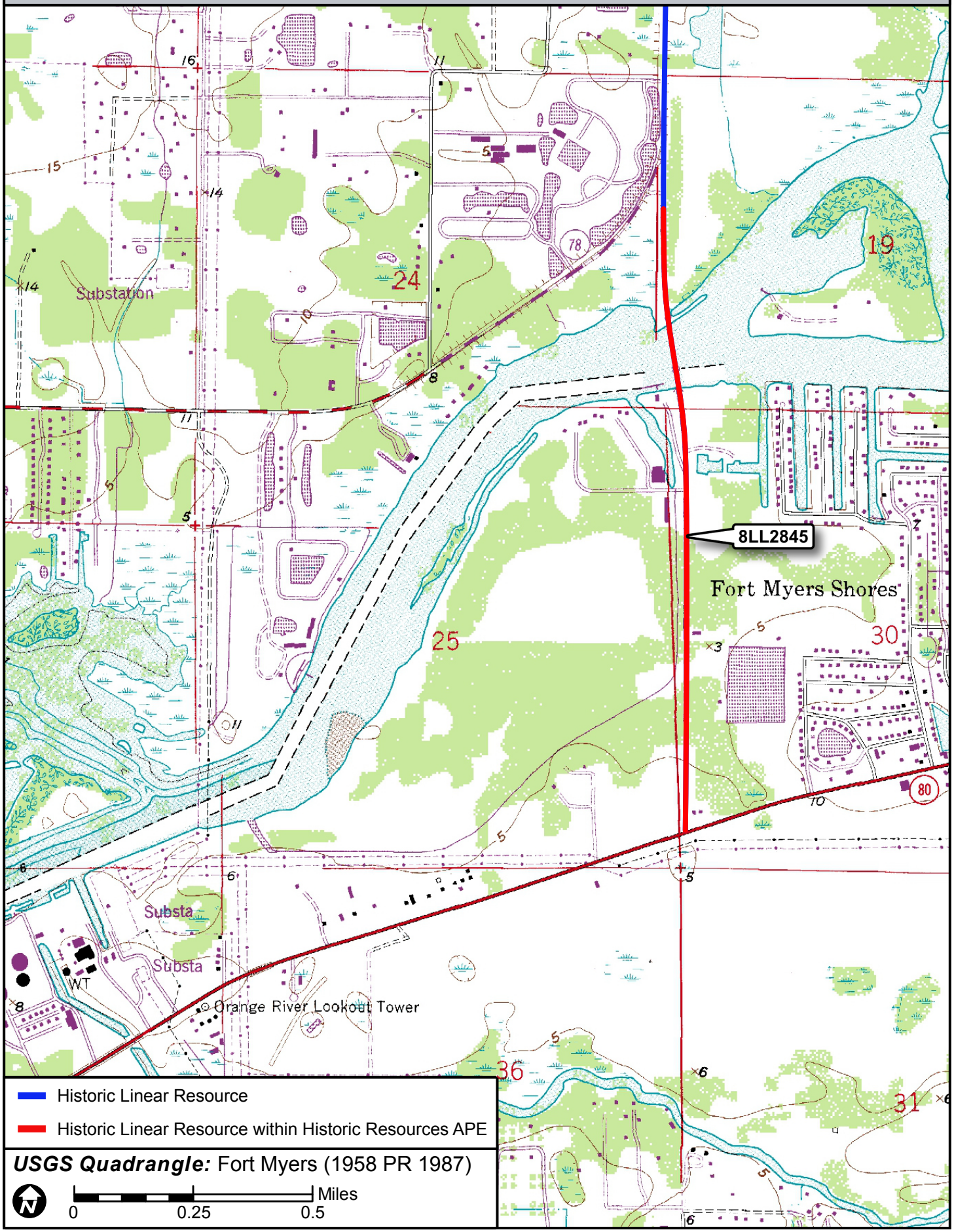
SKETCH MAP **8LL2845**



PHOTOGRAPH **8LL2845**

PHOTOGRAPH **8LL2845**

USGS QUADRANGLE MAP **8LL2845**



☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 LL02948
Field Date 3-27-2023
Form Date 3-28-2023
Recorder # _____

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) 16400 SR 31 Multiple Listing (DHR only) _____
Survey Project Name SR 31 PD&E from SR 80 to SR 78 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	Direction	Street Name	Street Type	Suffix Direction
16400		State Road 31		

Address:
Cross Streets (nearest / between) Between SR 80 and W Marina Dr
USGS 7.5 Map Name FORT MYERS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Fort Myers Shores In City Limits? ☐yes ☒no ☐unknown County Lee
Township 43S Range 26E Section 30 ¼ section: ☐NW ☒SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 30-43-26-00-00009 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 424438 Northing 2954068
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1969 ☐approximately ☐year listed or earlier ☐year listed or later
Original Use Mobile Home/Trailer Home From (year): 1969 To (year): _____
Current Use Mobile Home/Trailer Home From (year): _____ To (year): 2023
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☐no ☒unknown Date: _____ Original address _____
Alterations: ☐yes ☐no ☒unknown Date: _____ Nature _____
Additions: ☒yes ☐no ☐unknown Date: _____ Nature E. Porch, unknown date.
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

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

DESCRIPTION

Style Frame Vernacular Exterior Plan L-shaped Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Bowed-arched 2. Shed 3. _____
Roof Material(s) 1. Unspecified 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

Awning.

Distinguishing Architectural Features (exterior or interior ornaments)

Shallow arched roof; screened porch addition; metal and lattice skirting.

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

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

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HISTORICAL STRUCTURE FORM

Site # 8 LL02948

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Wood frame 2. _____ 3. _____
Foundation Type(s): 1. Piers 2. _____
Foundation Material(s): 1. Obscured 2. _____
Main Entrance (stylistic details)

Located on east facade, accessible through screened porch.

Porch Descriptions (types, locations, roof types, etc.)

Screened porch is located on east facade; sheltered by a shed roof; partially enclosed by wood siding; lattice skirting.

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

The one-story Mobile Home has an arched roof and a shed roof over the porch addition; exterior is metal siding on the main house and wood siding on porch; roofing material and foundation are obscured.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select 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 (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☐other methods (describe) _____
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

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)

The Mobile Home exhibits a common style in South Florida, exhibits modifications, and lacks historic associations. Therefore, it is considered ineligible for the National Register.

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

1) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____

2) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____

RECORDER INFORMATION

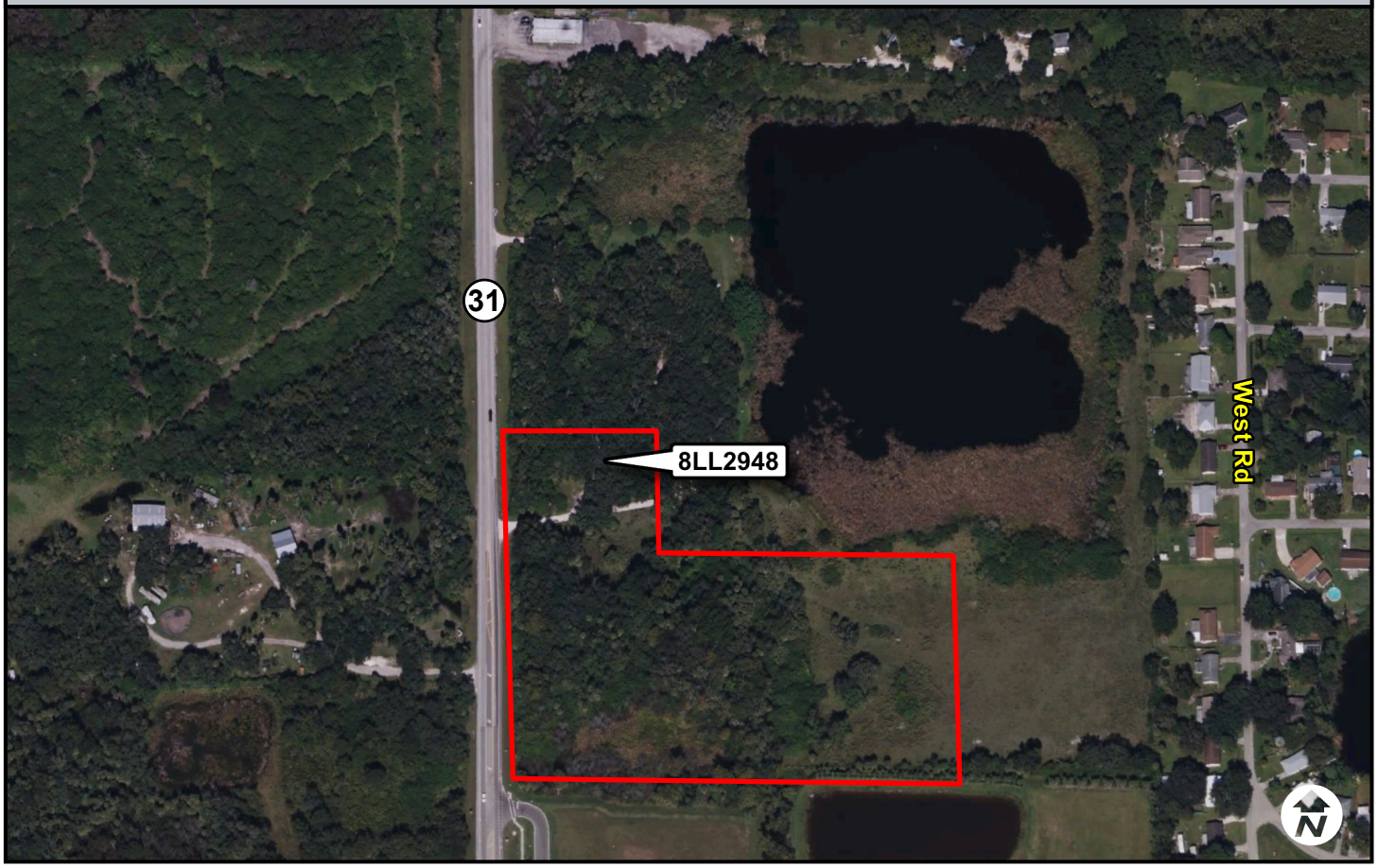
Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments

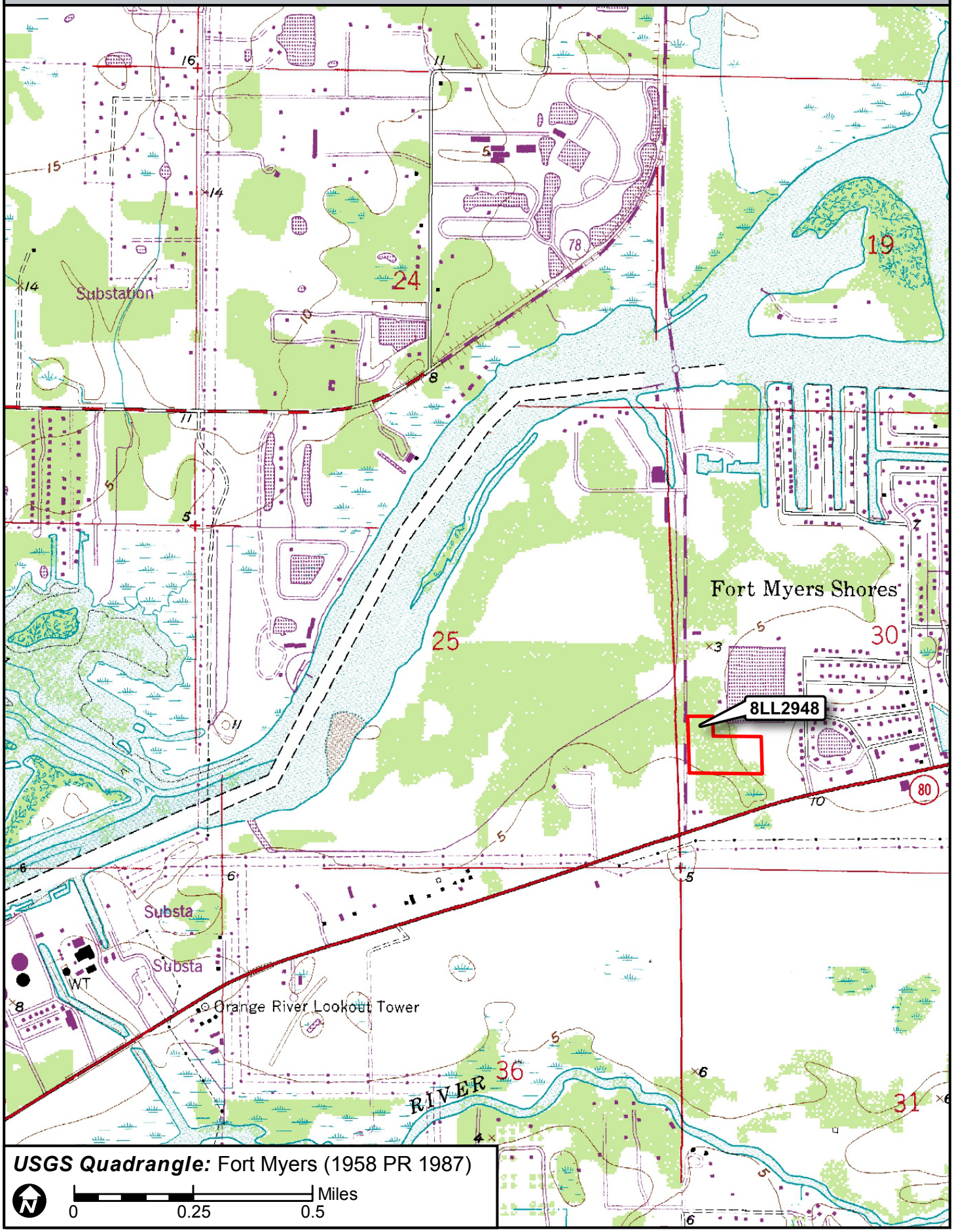
❶ **USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**
❷ **LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)
❸ **PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE**
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH 8LL2948

SKETCH MAP 8LL2948



USGS QUADRANGLE MAP **8LL2948**



USGS Quadrangle: Fort Myers (1958 PR 1987)

N

0 0.25 0.5 Miles

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 LL02949
Field Date 3-17-2023
Form Date 3-28-2023
Recorder # _____

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) Sweetwater Landing Marina — Multiple Listing (DHR only) _____
Survey Project Name SR 31 PD&E from SR 80 to SR 78 — 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	Direction	Street Name	Street Type	Suffix Direction
16991		State Road 31		

Address:
Cross Streets (nearest / between) At NW corner of SR 31 and W Marina Drive
USGS 7.5 Map Name FORT MYERS — USGS Date 1987 — Plat or Other Map _____
City / Town (within 3 miles) Fort Myers Shores — In City Limits? ☐yes ☒no ☐unknown — County Lee
Township 43S — Range 26E — Section 25 — ¼ section: ☐NW ☐SW ☐SE ☒NE — Irregular-name: _____
Tax Parcel # 25-43-25-00-00002 — Landgrant _____
Subdivision Name _____ — Block _____ — Lot _____
UTM Coordinates: Zone ☐16 ☒17 — Easting 424284 — Northing 2954860
Other Coordinates: X: _____ Y: _____ — Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1975 ☐approximately ☐year listed or earlier ☐year listed or later
Original Use Boathouse — From (year): 1975 — To (year): _____
Current Use Boathouse — From (year): _____ — To (year): 2023
Other Use _____ — From (year): _____ — To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☐yes ☒no ☐unknown Date: _____ Nature _____
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

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

DESCRIPTION

Style Industrial Vernacular — Exterior Plan Rectangular — Number of Stories 3
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. Flat 3. _____
Roof Material(s) 1. Sheet metal:corrugated 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

1/1 SHS on 1-story wing.

Distinguishing Architectural Features (exterior or interior ornaments)

Large sliding metal doors, approximately 2.5 stories; one-story wing.

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

Other buildings on parcel are non-historic - commercial building and restaurant.

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

HISTORICAL STRUCTURE FORM

Site # LL02949

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

Sliding metal doors located at center on building's main, east facade; two standard doorways located left of center.

Porch Descriptions (types, locations, roof types, etc.)

None.

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

The Industrial Vernacular marina building has front-gabled roof over the 3-story section and a flat roof over the 1-story section; exterior is metal.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select 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 (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☐other methods (describe) _____
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

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)

The Industrial Vernacular marina building exhibits a common style in South Florida and lacks historic associations. Therefore, it is considered National Register ineligible.

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

1) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____

2) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____

RECORDER INFORMATION

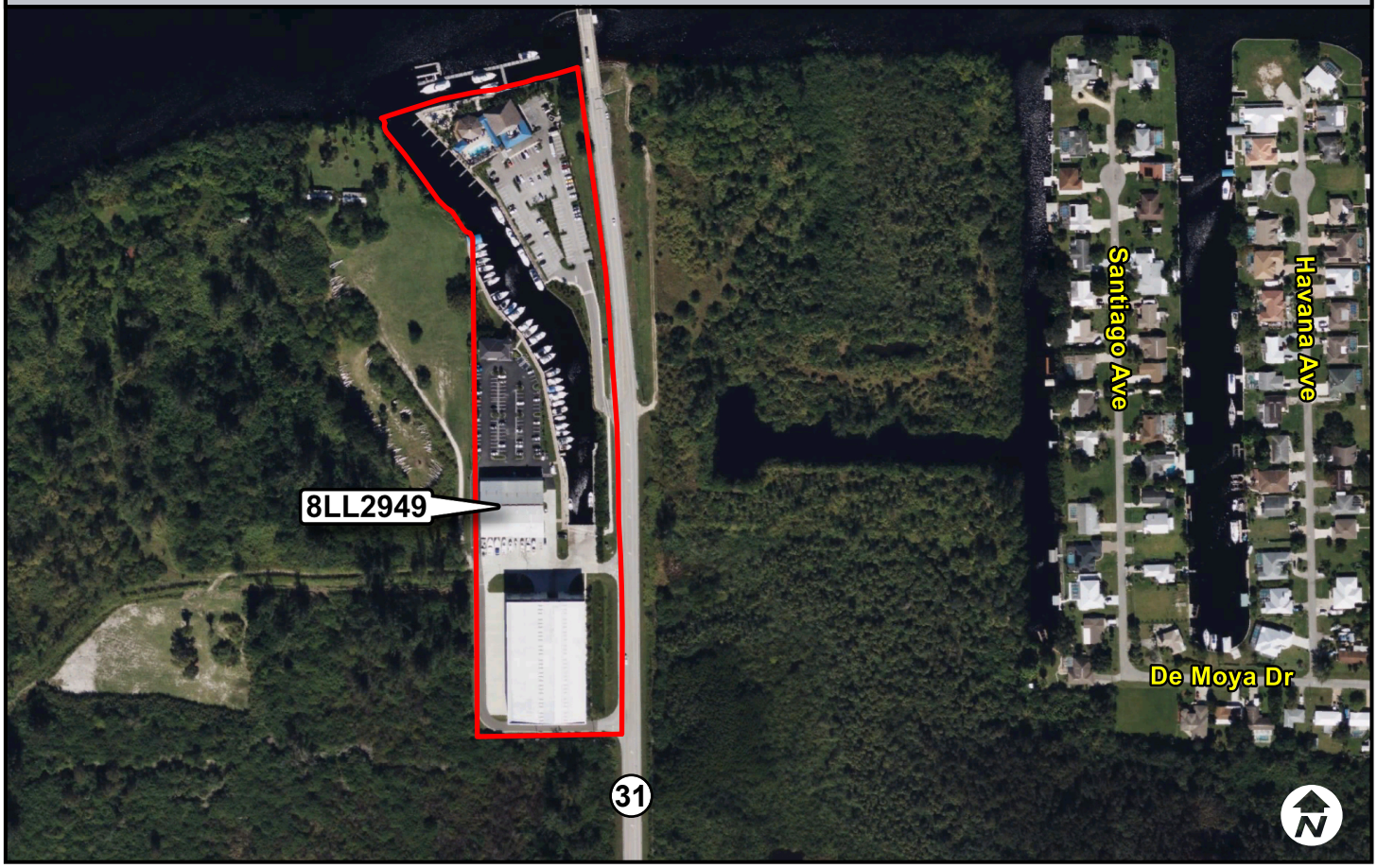
Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments

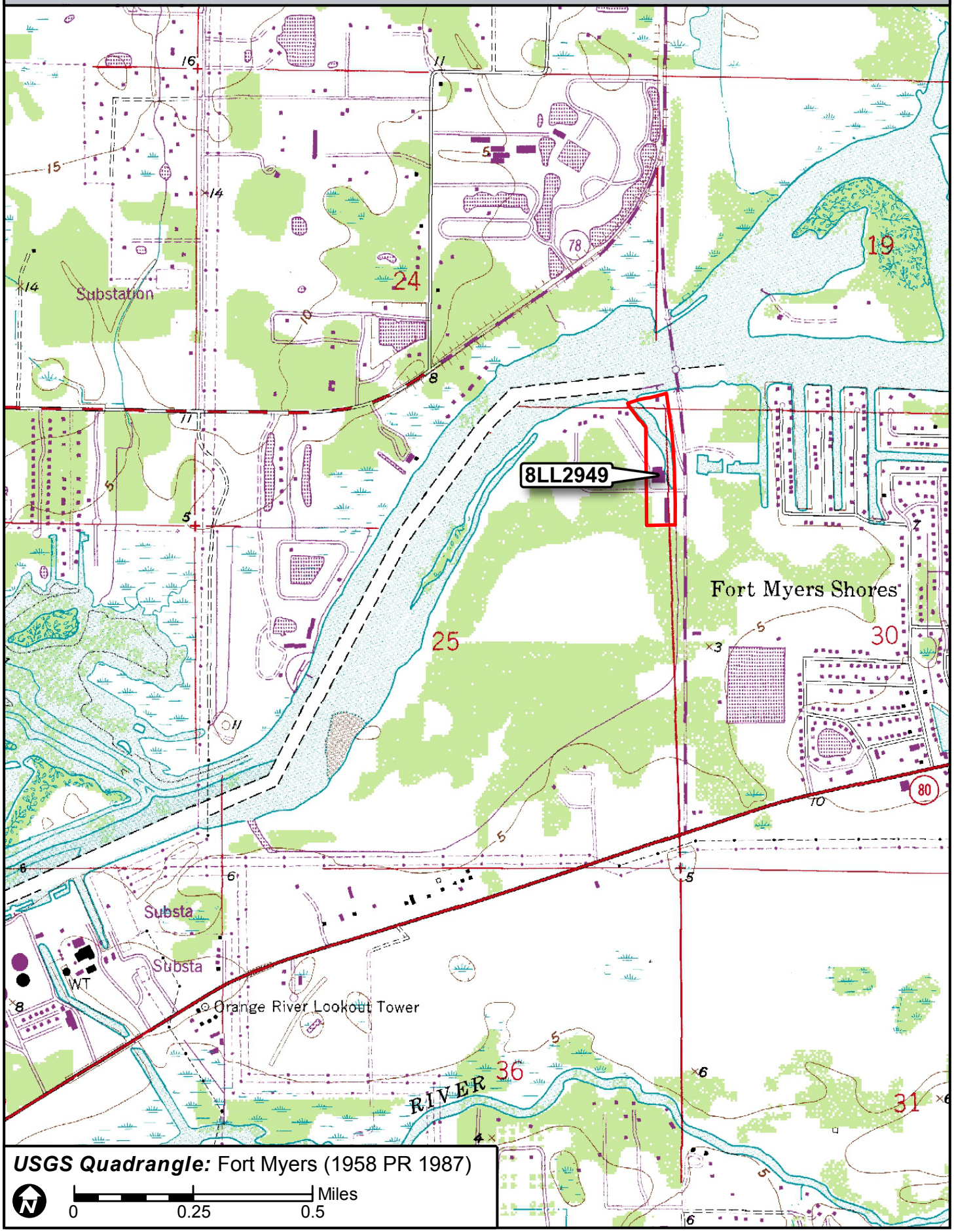
❶ **USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**
❷ **LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)
❸ **PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE**
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH 8LL2949

SKETCH MAP 8LL2949



USGS QUADRANGLE MAP **8LL2949**



USGS Quadrangle: Fort Myers (1958 PR 1987)

N

0 0.25 0.5 Miles

APPENDIX C:

SHOVEL TEST LOCATIONS AND CURRENT CONDITIONS WITHIN THE ARCHAEOLOGICAL APE

Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 1 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters

Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 2 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters

Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 3 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters

Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 4 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters

Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 5 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

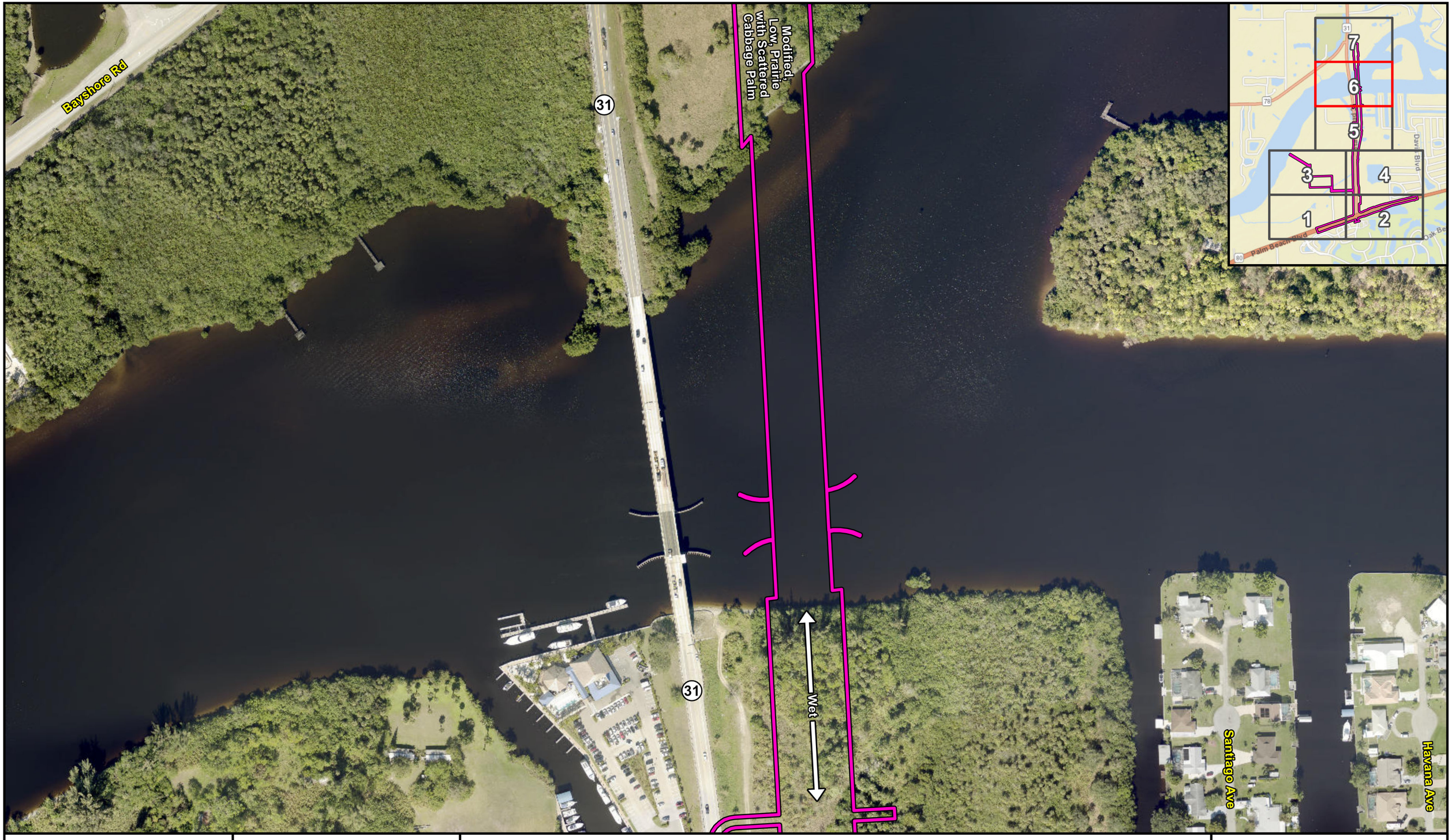
Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters



Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 6 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

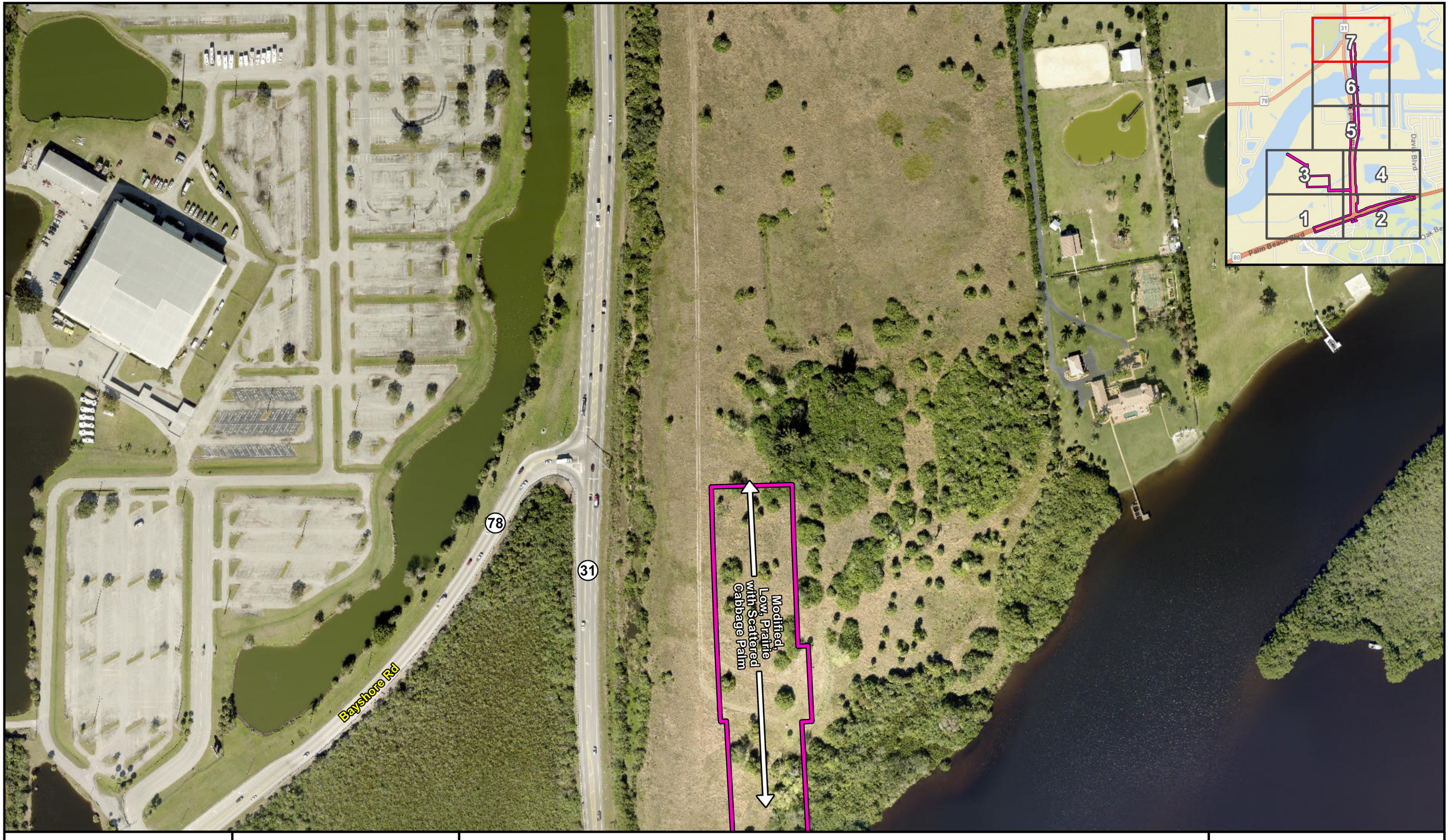
Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters



Locations of Shovel Tests and Current Conditions Within the Archaeological APE (Map 7 of 7)

SR 31 PD&E Study from SR 80 (Palm beach Boulevard) to SR 78 (Bayshore Road) (441942-1)

Archaeological APE (Low Archaeological Site Potential)

Negative Shovel Test

Lee County

N

0 50 100 Meters

APPENDIX D:

SURVEY LOG

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)
SR 31 PD&E Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)

Report Title (exactly as on title page)
Cultural Resources Assessment Survey for the SR 31 Project Development and Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road), Lee County

Report Authors (as on title page) 1. Janus Research 3. _____ 2. _____ 4. _____

Publication Year 2023 **Number of Pages in Report** (do not include site forms) 90

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
Janus Research, 1107 N Ward St., Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Amy Streelman, Kathleen S. Hoffman

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. Widening 3. Caloosahatchee 5. Canal 7. SR 31
2. Alingment Shift 4. River 6. Wilson Pigott Bridge 8. Railroad Grade

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

Name FDOT District 1 Organization Florida Dept of Transportation - District 1

Address/Phone/E-mail 801 North Broadway Avenue

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** 9-13-2023

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

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

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

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

1. Name FORT MYERS Year 1987
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 3-17-2023 End 3-31-2023 **Total Area Surveyed** (fill in one) _____ hectares 203.96 acres

Number of Distinct Tracts or Areas Surveyed 1

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

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures

Visual survey of Project APE. 5 shovel tests (all negative for cultural material) excavated in areas not previously surveyed/devoid of hardscape, utilities, and water.

Preliminary Methods (select 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	☐LIDAR
☐Florida Photo Archives (Gray Building)	☐library-special collection	☒newspaper files	☒soils maps or data	☐other remote sensing
☒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): Janus Library

Archaeological Methods (select 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)	☐metal detector
☐surface collection, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒pedestrian survey
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar	☐unknown
☐shovel test 1/16"screen	☐coring	☐ground penetrating radar (GPR)	
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐LIDAR	

☒other (describe): Desktop Analysis

Historical/Architectural Methods (select 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	☐windshield survey	☐occupant interview	☒tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☒other (describe): Visual Survey

Survey Results

Resource Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Resources 1 **Count of Newly Recorded Resources** 2

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

LL2845

List Newly Recorded Site ID#s (attach additional pages if necessary)

LL2948, LL2949

Site Forms Used: ☐Site File Paper Forms ☒Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐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 ☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
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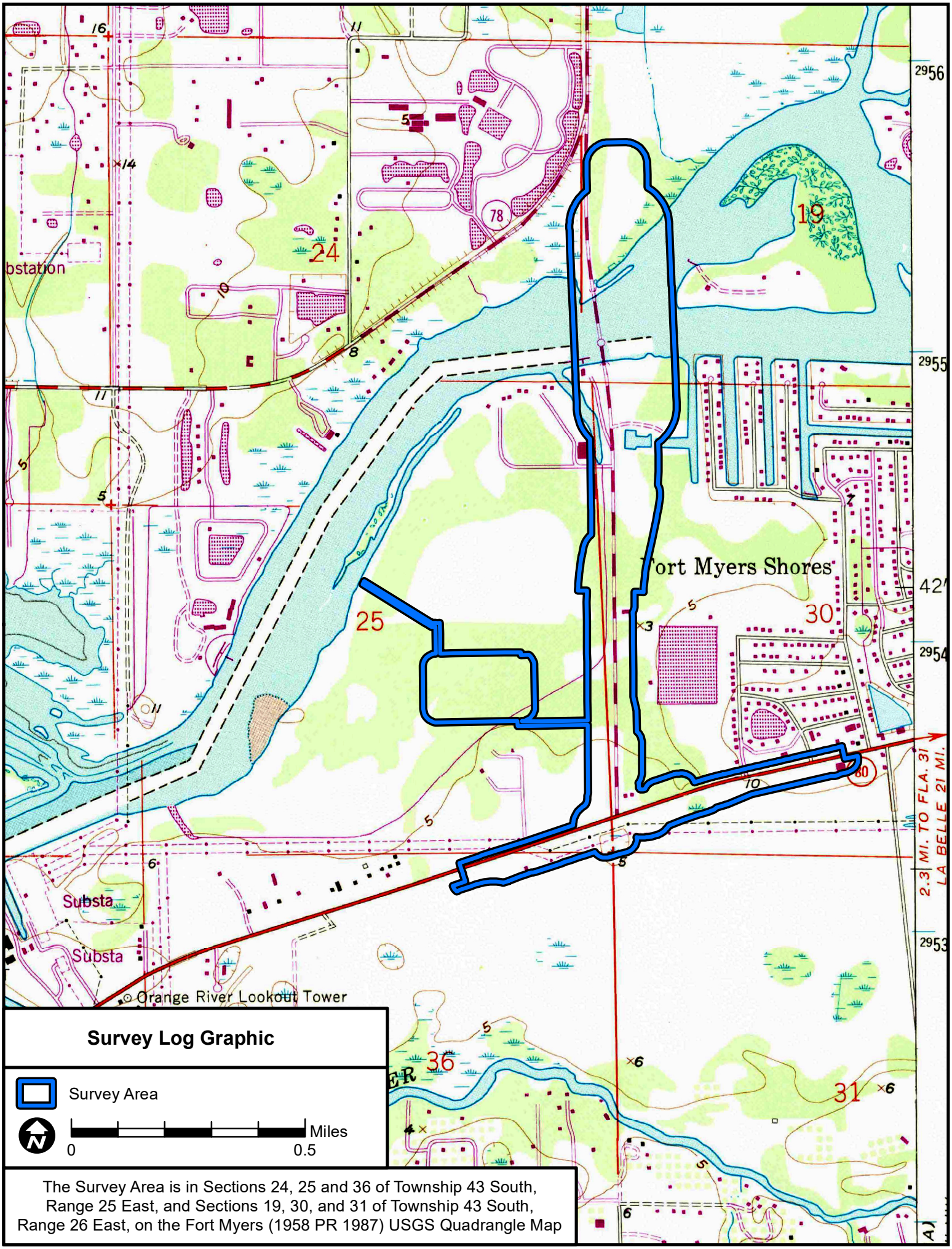
Survey Log Graphic
Survey Area
Miles
0
0.5
The Survey Area is in Sections 24, 25 and 36 of Township 43 South, Range 25 East, and Sections 19, 30, and 31 of Township 43 South, Range 26 East, on the Fort Myers (1958 PR 1987) USGS Quadrangle Map
24
25
36
19
30
31
Fort Myers Shores
Substa
Substa
Orange River Lookout Tower
2.3 MI. TO FLA. 31
LA BELLE 21 MI.