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Cultural Resource Assessment Survey Addendum - Re-evaluation

Florida Department of Transportation

District One

SR 739 (Metro Parkway) PD&E Re-evaluation

Limits of Project: SR 739 (Metro Parkway) at Daniels Parkway Intersection

Lee, Florida

Financial Management Number: 431334-2

ETDM Number: N/A

Date: July 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 RESOURCE ASSESSMENT SURVEY ADDENDUM

**CORRIDOR RE-EVALUATION
STATE ROAD (SR) 739 (METRO PARKWAY)
FROM SOUTH OF DANIELS PARKWAY TO WINKLER AVENUE
LEE COUNTY, FLORIDA**

Financial Project Identification Nos.:
431341-2-52-01, 431341-3-52-01, & 431341-4-52-01



Florida Department of Transportation
District One
801 N. Broadway Avenue
Bartow, Florida 33830

July 2020
Revised April 2023

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DRAFT

1. Introduction

The Florida Department of Transportation (FDOT), District One is planning improvements to State Road [SR] 739 (Metro Parkway) from Daniels Parkway to Winkler Avenue in Lee County, a distance of approximately 4.3 miles (**Figure 1**). In 1994, a Project Development and Environment (PD&E) Study was conducted and approved by the Federal Highway Administration (FHWA) to provide improvements to the SR 739 corridor as well as Daniels Parkway and Colonial Boulevard intersections. The PD&E preferred concept at the Daniels Parkway intersection with Metro Parkway is a standard signalized intersection. However, the updated traffic analysis for this intersection conducted as part of the design phase determined that a traditional at-grade intersection would not operate at an acceptable level of service, so other improvements were considered. The PD&E preferred concept for the intersection of Colonial Parkway with Metro Parkway was a single point urban interchange (SPUI). With this concept, Colonial Parkway would be elevated over Metro Parkway with at-grade exit and entrance ramps on Colonial Parkway. However, following completion of the PD&E Study, the Lee County Commissioners placed a moratorium on the construction of grade separated intersections within the County on arterial roadways. This is a state-funded project.

The FDOT is proposing to revise the PD&E approved typical section to meet current context sensitive design and Florida Design Manual criteria. Additionally, intersection changes at Daniels Parkway and Colonial Boulevard were also considered as part of the design change. As a result of consideration of alternative intersection improvements, it was determined that an intersection with displaced left turns, or continuous flow intersection (CFI), is the best alternative for these intersections.

A Cultural Resource Assessment Survey (CRAS) was prepared by Archaeological Consultants, Inc. (ACI) in 1994 for the PD&E Study of SR 739 from SR 45/US 41 to SR 80/Bay Street (Fowler Street/Hanson Street Metro Parkway/Six Mile Cypress Parkway) (ACI 1994a; Survey No. 3785). The CRAS resulted in the discovery of no prehistoric or historic archaeological sites and no historic resources were discovered. The State Historic Preservation Office (SHPO) concurred with the results (Percy 1994).

In 2013 and 2020, a corridor re-evaluation was conducted; however, the reports were not submitted to the SHPO. As such, this current CRAS Addendum is being prepared by ACI to update the previous PD&E Study CRAS that was prepared in 1994 for the mainline corridor to address the CFI design changes. This CRAS Addendum will identify, record, and evaluate historic resources that were not included in the previous 1994 PD&E Study CRAS since they were not yet 50 years old at the time. The purpose of this survey was to locate and identify any cultural resources within the project Area of Potential Effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). As defined in 36 CFR Part § 800.16(d), the APE is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The archaeological APE is defined as the area contained within the footprint of construction. The historical/architectural APE consists of the existing right-of-way (ROW) and resources located within 200 feet (ft) of the roadway centerline. This APE remains in-keeping with the 1994 SR 739 (Metro Parkway) CRAS (ACI 1994a; Survey No. 3785). The archaeological field investigations were conducted in November 2013 and in June 2020 and the historical/architectural field survey was conducted in June 2020 and May 2022.

This CRAS Addendum was conducted in accordance with Section 106 of the *National Historic Preservation Act* of 1966, as amended by Public Law 89-665; the *Archaeological and Historic Preservation Act*, as amended by Public Law 93-291; Executive Order 11593; and Chapter 267, *Florida Statutes (FS)*. All work was carried out in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”)

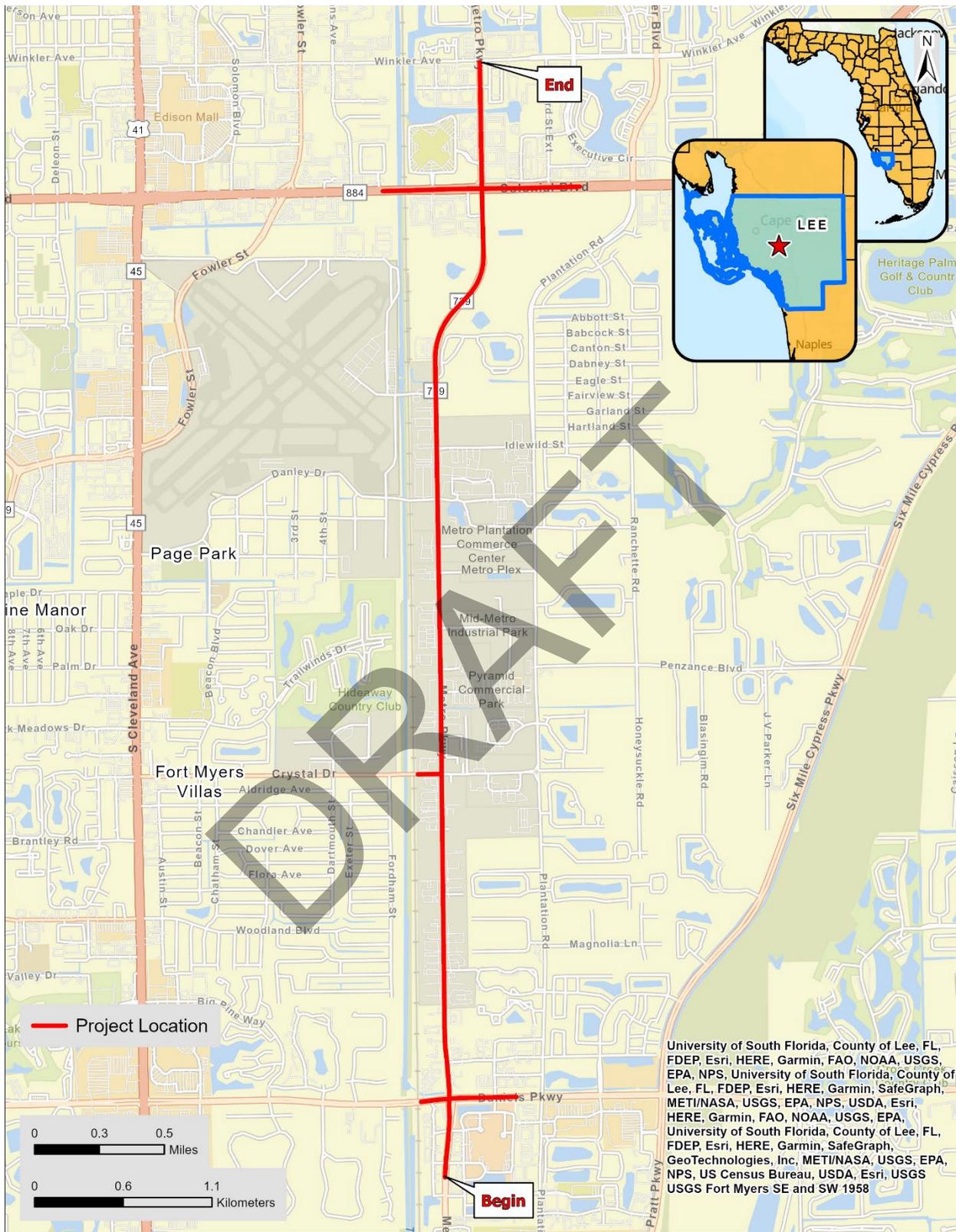


Figure 1. Location of the SR 739 corridor, Lee County.

of the FDOT's *Project Development and Environment (PD&E) Manual* (FDOT 2020), and the Florida Division of Historical Resources' (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2003), as well as with the provisions contained in the Chapter 1A-46, *Florida Administrative Code (FAC)*. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research indicated a low probability for the occurrence of historic and/or pre-Contact period archaeological sites. Only one archaeological site has been recorded within close proximity of the APE, Page Field (8LL01466), which today would be recorded as a historic resource group rather than an archaeological site. It has not been evaluated by the SHPO. There are no previously recorded pre-Contact period archaeological sites within the APE or within one mile. Thus, based on background research and field investigations, no archaeological sites which are listed, determined eligible, or appear potentially eligible for listing in the NRHP are located within the APE. As a result of the field survey, and the excavation of 51 shovel tests, no historic or pre-Contact period archaeological sites were located.

Historic background research, including a review of the Florida Master Site File (FMSF) database and the NRHP, indicated that two historic resources (8LL02444 & 8LL02445) were previously recorded within the APE. This includes a segment of Ten Mile Canal (8LL02444) and a segment of the CSX Railroad/Seminole Gulf Railway (8LL02445). The segment of Ten Mile Canal and a small segment of the railroad at Colonial Boulevard were determined ineligible for listing in the NRHP by the SHPO. A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Lee County property appraiser's website data revealed the potential for one new historic resource 45 years of age or older (constructed in 1977 or earlier) within the APE (Caldwell 2023).

The historical/architectural field survey resulted in the identification of three historic resources (8LL02444, 8LL02445, and 8LL02939) within the APE. These include a newly identified historic bridge, FDOT Bridge No. 120077 (8LL02939), and segments of two previously recorded linear resources, Ten Mile Canal (8LL02444) and CSX Railroad/Seminole Gulf Railway (8LL02445). The Colonial Boulevard/SR 884 over Ten Mile Canal bridge (FDOT Bridge No. 120077 / 8LL02939) is a circa (ca.) 1976 concrete slab bridge. The bridge is a common Post-1945 concrete slab bridge found throughout Florida and was altered during the late 1990s. Furthermore, the bridge falls under the ordinance with the Advisory Council on Historic Preservation (ACHP) Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges/culverts issued in November 2012, and bridges of this type are excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). As this project is state funded, the Program Comment cannot be applied to this resource. However, the historic bridge does not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The segment of Ten Mile Canal within the APE was updated in 2020 and was determined ineligible for listing in the NRHP by the SHPO; therefore, the linear resource was not updated.

A small segment of the railroad crossing at Colonial Boulevard was previously recorded and was determined ineligible for listing in the NRHP by the SHPO in 2009; however, two other segments within the APE have not been recorded. The unrecorded segments within the APE at Daniels Parkway and Crystal Drive as well as the previously recorded segment at Colonial Boulevard updated in the FMSF. The CSX Railroad/Seminole Gulf Railway (8LL02445) was constructed within the APE in ca. 1924 but was highly altered during the late 1970s into the 1990s by the construction and alteration of modern road crossings. While the railbed within the APE is a typical example found throughout Florida and has been altered over the years, it meets the requirements found in the Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads and continues to serve as a transportation function. Furthermore, the railroad was

constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the CSX Railroad/Seminole Gulf Railway (8LL02445) appears eligible at the local level for listing in the NRHP under Criterion A in the area of Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3.

2. Project Description

The FDOT, District One is planning improvements to SR 739 (Metro Parkway) from Daniels Parkway to Winkler Avenue in Lee County, a distance of approximately 4.3 miles. SR 739 (Metro Parkway) between Daniels Parkway and Winkler Avenue is a four-lane divided roadway within ROW that ranges from 100-ft to 145-ft in width. The following project description and design changes was provided by Inwood, Inc. in July 2022. The PD&E study approved typical section is a six-lane divided urban roadway centered within 125-ft of proposed ROW. A maximum of 12.5-ft of additional ROW would be acquired from each side of the roadway in areas where the existing ROW is less than 125-ft. The typical section includes three 12-ft travel lanes, a 4-ft bicycle lane and a 6-ft sidewalk in each direction separated by a 22-ft median. The typical section includes curb and gutter and an enclosed drainage system on both sides of the roadway. In addition, the PD&E study approved concept included a SPUI at Colonial Boulevard with Colonial Boulevard passing over SR 739. All other intersections would remain at-grade.

The project is broken into three Financial Project Identification (FPID) construction projects as follows:

- **431334-2-52-01** South of Daniels to Pine Parkway involves the construction of a CFI.
- **431334-3-52-01** Pine Parkway to Landing View Road involves widening for a six-lane divided roadway.
- **431334-4-52-01** Landing View to Winkler involves widening for a six-lane divided roadway including a CFI at Colonial.

Typical Section Changes

As part of a design change, the FDOT is proposing to revise the PD&E approved typical section to meet current context sensitive design and Florida Design Manual criteria. The proposed typical section is an urban typical section that includes three, 11-ft travel lanes, a seven-ft buffered bike lane and a six-ft sidewalk in each direction. South of Colonial will have a 16-ft raised median and requires 120-ft minimum of ROW and north of Colonial has a 22-ft raised median and requires 140-ft minimum of ROW. See **Appendix A** for current Typical Section Plans approved in January 2017. Additionally, intersection changes at Daniels Parkway and Colonial Boulevard were also considered as part of the design change.

Daniels Parkway

The PD&E preferred concept at the Daniels Parkway intersection with Metro Parkway is a standard signalized intersection. However, the updated traffic analysis for this intersection conducted as part of the design phase determined that a traditional at-grade intersection would not operate and an acceptable level of service, so other improvements were considered.

As a result of consideration of alternative intersection improvements, it was determined that an intersection with displaced left turns, or continuous flow intersection, is the best alternative for this intersection.

Colonial Parkway

The PD&E preferred concept for the intersection of Colonial Parkway with Metro Parkway is a single point urban interchange. Colonial Parkway would be elevated over Metro Parkway with at-grade exit and entrance ramps on Colonial Parkway. However, following completion of the PD&E Study, the Lee County Commissioners placed a moratorium on the construction of grade separated intersections within the County on arterial roadways.

As a result of consideration of alternative intersection improvements, it was determined that an intersection with displaced left turns, or continuous flow intersection, is the best alternative for this intersection.

3. Environmental Overview

The SR 739 (Metro Parkway) project corridor extends from Daniels Parkway to Winkler Avenue, a distance of approximately 4.3 miles. The project is contained within the townships, ranges, and sections listed in **Table 1**. The corridor is located in the Caloosahatchee Valley physiographic zone (White 1970). The area is underlain by shelly sediments of the Plio-Pleistocene with a surface lithology of limestone (Lane et al. 1980; Scott 2001; Scott et al. 2001). Elevations within the project APE are between 15 and 20-ft above mean sea level (amsl) (**Figure 4** in the Background portion of report).

Table 1. Township, Range, Section coordinates for the SR 739 (Metro Parkway) corridor (USGS 1972).

Township	Range	Sections
45 South	25 East	6, 7, 18, and 19
44 South	25 East	31
45 South	24 East	01

The project corridor falls within the Hallandale-Boca soil association, which consists of nearly level, poorly drained soils of the flatwoods. According to the U.S. Department of Agriculture (USDA), these soils generally support South Florida slash pine with an understory of pineland threeawn and sawpalmetto. The wetter areas support cypress (USDA 1984, 2012). **Table 2** provides a list of the soil types found along the corridor, their drainage characteristics, and environmental setting; **Figure 2** shows these soils within the APE.

Table 2. Soil types along the SR 739 corridor.

SOIL TYPE	DRAINAGE	SETTING
Boca fine sand	Poor	Flatwoods
Boca fine sand, slough	Poor	Sloughs
Hallandale fine sand	Poor	Low, broad flatwoods
Isles fine sand, depressional	Very poor	Depressions
Pineda fine sand	Poor	Sloughs
Pineda fine sand, limestone substratum	Poor	Sloughs

Today, the APE has been extensively developed, and little of the natural environment remains. The corridor has also been heavily impacted as a result of road construction, ditching, sidewalks, and utility line installations (**Photos 1, 2, 3**).

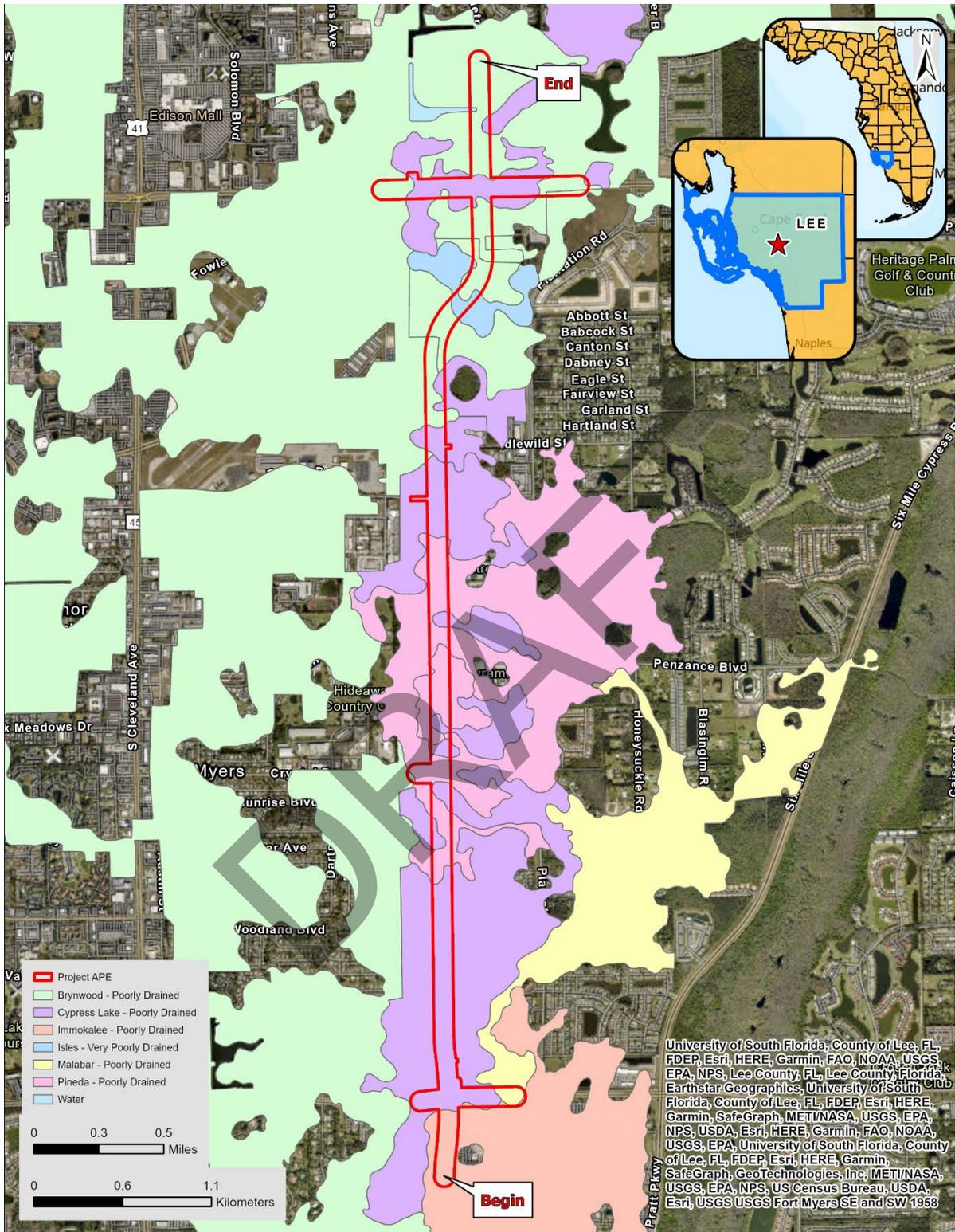


Figure 2. Soils within the APE.



Photo 1. Looking south along Metro Parkway.



Photo 2. Looking south from Daniels Parkway.



Photo 3. Looking east along Colonial Boulevard.

4. Historic Overview

The previous 1994 Metro Parkway CRAS report did not include a historic context; however, in-depth historic and prehistoric overviews were included in two CRAS reports for properties immediately adjacent to the Metro Parkway corridor (ACI 2019; Survey No. 26251 and 2020; Survey No. 26809). The following historic context overview is a condensed history for Lee County, Fort Myers, and the specific project area.

Development of Lee County and Fort Myers began in earnest during the early twentieth century. On February 20, 1904, the Atlantic Coastline Railroad (ACL) reached Fort Myers from Punta Gorda, crossing the Caloosahatchee River between Samville and Tice. This brought more visitors and the construction of additional accommodations, while also allowing crops to be easily shipped to other parts of the country. Land development increased during the early twentieth century as farmers platted small parcels of land in East Fort Myers, Alva, Estero, Buckingham, and Boca Grande to attract settlers (Florida Preservation Services [FPS] 1986). Prior to the arrival of the railroad, “the inhabitants of the Caloosahatchee River Valley [were] entirely dependent on the river for the carriage of all heavy freight and bulky products” (Army Corps of Engineers 1901). In April 1911, Fort Myers was incorporated as a city by the State Legislature. This brought improvements such as city sewers and water mains. The first public pier was erected at the foot of Fowler Street, built by W. P. Henley, and completed in 1913 and a year later, a new two-story public school was opened (State of Florida n.d.).

Other civic improvements were delayed until after the war, but new residents continued to settle in the area. Construction of residences and commercial buildings continued and the first subdivisions in Fort Myers developed during the land boom of the 1920s (Grismer 1949). With new development, however, came new problems. The Iona Drainage District, which includes the Ten Mile Canal, was constructed during the 1920s in order to control flooding in south Fort Myers and intercept sheet flow from the undeveloped lands to the east of the city (ACI 2008). The Iona Drainage District project was completed in 1927 and encompassed approximately 21,000 acres and 83 miles of drainage ditches; this project also increased the amount of land suitable for cultivation (Grismer 1949).

The Dixie Highway, completed in 1922, became the first northbound route out of Lee County (Grismer 1949). The Lee County portion of the Tamiami Trail from Fort Myers south to Naples was originally conceived in 1915 (FPS 1986). The beginning of World War I halted any construction and the engineering problems faced in taking the road across the Everglades became a major obstacle (FPS 1986). As a result, the extension of the Tamiami Trail to the south was not completed until 1926 (FPS 1986; Fritz 1963). The connection between Fort Myers and Punta Gorda and a wooden bridge across the Caloosahatchee River, was completed in 1924, thus finally linking Fort Myers to the north by automobile (FPS 1986). In addition to road expansions, the Fort Myers Southern Railroad – a subsidiary of the ACL Railroad – extended the existing ACL line from downtown Fort Myers south to Bonita Springs beginning in 1923 (Grismer 1949).

World War II brought the construction of air bases in the area including Buckingham and Page Fields (**Figure 3**). Many of the service members stationed there remained with their families to make Fort Myers their home after the war, even though the bases were soon closed. This contributed to the continued, steady growth of Fort Myers (The Florida Legislature 1998-2014). The 1950s brought modernization and tourist development to Fort Myers Beach with new hotels and with the discovery of “pink gold” (shrimp), Fort Myers Beach became one of the largest shrimp ports in the world (Brown and Brown 1965). With a few exceptions, land along the Metro Parkway corridor remained largely rural and agricultural in ca. 1958 (USDA 1958).

The construction of suburbs and malls, such as the Edison Mall in Fort Myers in 1965, changed the character of Florida cities by creating a string of development along coastal areas (Board and Bartlett 1985). Development and settlement patterns over the latter half of the twentieth century pushed outward along coastal areas and through the center of the state along the I-75 corridor. Construction, some of which was necessary because of the result of devastating Hurricane Donna, boomed in Lee County. Afterwards, millions of insurance dollars and an abundance of work revitalized a sluggish economy (Dean 1991). Several roads have been constructed in the area since the 1970s. Between 1973 and 1976, Colonial Boulevard was extended from its original terminus at Fowler Street, carried across the Ten Mile Canal, and eventually connected to the entrance of Lehigh Acres at Lee Boulevard (SR 82) (News-Press 1973; Godown 1976). A small segment of what was then called “Canal Road” was located to the east of Page Field and south of Colonial Boulevard in ca. 1975 (FDOT 1975). The segment extended southward until approximately one-half mile north of Daniels Road (later Daniels Parkway) which was a minor two-lane road throughout the 1970s (FDOT 1979) (**Figure 3**). The area east of Ten Mile Canal that surrounds the Metro Parkway limits of this project was primarily undeveloped, while multiple established subdivisions and industrial areas were located to the west (FDOT 1975, 1979).

Metro Parkway, a north-south bypass route, was opened in 1982 (News-Press 1982; Naples Daily News 1982). The route was constructed in order to relieve traffic on US 41 and served as an alternative to the recently opened Interstate 75 (I-75). The newly constructed Metro Parkway combined segments of existing roads, including Canal Road between Daniels Parkway and Colonial Boulevard, as well as Hardee Street to the north near Hanson Street. The resulting route was approximately 5.3 miles long and existing segments were reconstructed to the new four-lane plan (News-Press 1982). In addition, Winkler Avenue was constructed across the Ten Mile Canal in ca. 1986 (FDOT 1986). By this time, additional residential development including a large golf course had occurred to the west of Metro Parkway, as well as an increase in industrial development (FDOT 1986). Private and commercial traffic into Lee County was enhanced with the construction of the Southwest Florida International Airport in the 1980s. Serving Fort Myers, the airport was built in an area that was primarily agricultural. Between ca. 1990 and 1994, Daniels Parkway was expanded to six lanes (FDOT 1990; Google Earth 2023).

Beginning in the early 2000s, land adjacent to the former Iona Drainage District’s Ten Mile Canal was utilized for a public multi-use linear trail by Lee County and the Shared-Use Nonmotorized (SUN) Trail program administered by FDOT. The existing trail is six miles long and was constructed in three phases. Phase one, spanning from Six Mile Cypress Parkway in the south to Daniels Parkway, was completed in 2005 and phase two was completed from Daniels Parkway to Crystal Drive in 2006. By 2008, the existing trail was completed from Crystal Drive to Colonial Boulevard and was renamed in honor of retiring Lee County Parks and Recreation director, John Yarbrough (Lee County 2023).

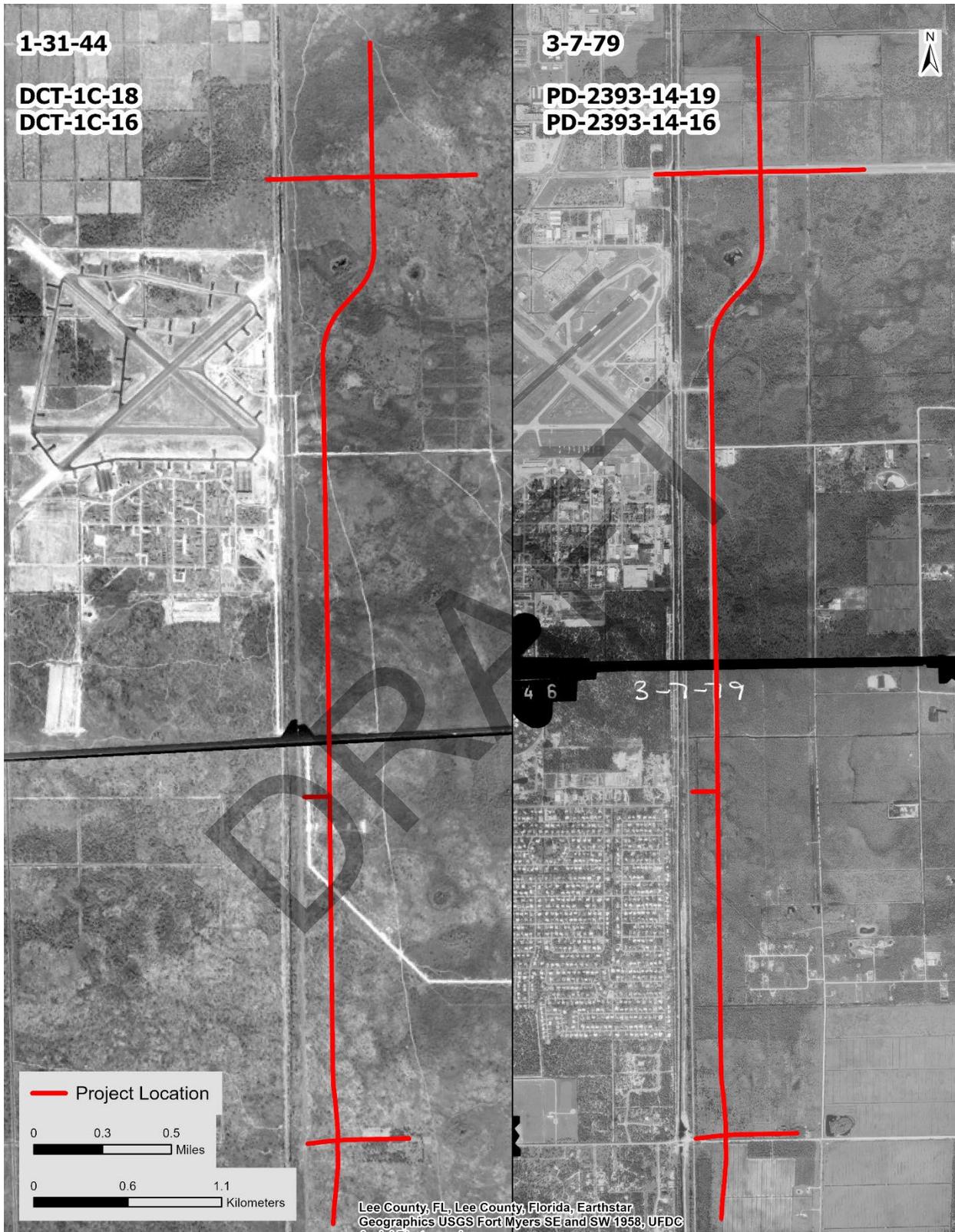


Figure 3. 1944 and 1979 historic aerials showing the project location (USDA 1944 and FDOT 1979).

5. Background Research and Considerations

The field survey was preceded by background research, which included a comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project area. This research was conducted to ascertain the types of cultural resources known in the project area and vicinity, their cultural affiliations, site location information, and other relevant data. This included a review of project aerials and a review of the FMSF data (originally obtained in May 2022 and updated in March 2023), soil survey data, the Fort Myers SE quadrangle map, the Lee County property appraiser website, and CRAS reports from the area (**Table 3**).

Table 3. CRAS projects conducted within one mile of the APE.

FMSF Survey No.	Title	Date	Author
579	Archaeological Survey of two Proposed Alternate Locations of the Veterans Administration Out-Patient Clinic in Fort Myers	1977	Williams
3444	Archaeological Survey/Six Mile Cypress Subdivision, Lee County	1993	ACI
3785	A CRAS of Proposed SR 739 from SR 45/US 41 to SR 80/Bay Street (Fowler Street/Hanson Street/Metro Parkway/Six Mile Cypress Parkway), Lee County, Florida	1994a	ACI
4229	A CRAS of Colonial Boulevard (SR 884) From West of U.S. 41 to East of Metro Parkway, Lee County, Florida	1995	ACI.
4261	CRAS; 15 Proposed Pond Sites on SR 45 (US41) from Island Park Road to Daniels Parkway in Lee County, Florida; WPI 1114620; SPN 12010-1561	1994b	ACI
4552	CRAS Business US 41 from US 41 (SR 45) to SR 82 (MLK Jr. Blvd.) in Fort Myers, Lee County, Florida	1996	ACI
5011	An Archaeological Survey of the Heritage Palms Parcel, Lee County, Florida	1997	Pepe
6437	CRAS for Metro Parkway Pond Siting, Metro Parkway Design Change, US41 SR-45 and Alico Road to SR-82	2000	Janus Research
9952	CRAS, Berkshire Property, Lee County, Florida	2004b	ACI
10312	An Archaeological and Historical Survey of the Proposed Eastwood Tower Location in Lee County, Florida	2004	Driscoll & Knowles
10506	Archaeological and Historical Survey of the Colonial Plantation Property in Lee County, Florida	2004	Panamerican
10875	Section 106 Report for the Proposed Telecommunications Tower Replacements at 2835 Hanson Road, Fort Myers, Lee County, Florida	2004	Janowski
12611	Archaeological and Historical Survey of the Colonial 70 Property in Lee County, Florida	2006	Ambrosino
12787	CRAS of the LeeTran Transit Facility Project Area Lee County, Florida	2006	Whitaker
14501	CRAS of the Ben C. Pratt/Six Mile Parkway, Lee County, Florida	2007	ACI
14803	CRAS Technical Memorandum: SR 739 (Metro Parkway) Pond Siting South of Six Mile Cypress Parkway to North of Daniels Parkway	2004a	ACI
16018	Final CRAS Colonial Boulevard (CR 884/SR 884) From West of McGregor Boulevard to East of I-75 Lee County, Florida	2008	ACI
20814	CRAS of the Proposed Lee County Streets Initiative (LCCSI), a Local Agency Project in Lee County, Florida	2014	Janus Research
26251	CRAS The Carlton at Fort Myers, Lee County, Florida	2019	ACI
26809	CRAS of the Metro 28 Property, 10801 Metro Parkway, Fort Myers, Lee County, Florida	2020	ACI

Archaeological Sites: As a result of the archaeological background research, no previously recorded historic or prehistoric archaeological sites are located within the APE; however, one is recorded within one-fourth mile. This includes the Page Field site (8LL01466) located outside of the northwest limits of the APE (**Figure 4**). The resource recorded as archaeological site; however, it should be considered a resource group rather than an archaeological site. Page Field served Fort Myers as an airport during the 1930s and was later utilized for pilot training during WWII. Following the war, Page Field was leased by Lee County as a commercial airport. The resource has not been evaluated by the SHPO.

Based upon the results of previous archaeological surveys in the vicinity, an understanding of the known patterns of aboriginal settlement and historic activity in the general region was obtained. In addition, a review of the appropriate quadrangle maps, the USDA soil survey, the Federal plats and field notes (State of Florida 1872:97, 1873a:230-234, 1873b, 1873c) was conducted. Based on that research, the APE was considered to have a low archaeological potential, for both historic and pre-Contact period archaeological sites. Sites, if present, were expected to be low density artifact scatters or middens.

Historic Resources: A review of the FMSF and NRHP revealed that two historic resources have been previously recorded within the APE (8LL02444 and 8LL02445) (**Figure 4**). These include a segment of Ten Mile Canal (8LL02444) and a segment of the CSX Railroad/Seminole Gulf Railway (8LL02445) at Colonial Boulevard. The linear resources were recorded during *the Final Cultural Resource Assessment Survey Colonial Boulevard (CR 884/SR 884) from West of McGregor Boulevard to East of I-75, Lee County, Florida* in 2008 (ACI 2008; Survey No. 16018). As a result of the 2008 survey, all historic resources were determined ineligible for listing in the NRHP by the SHPO. Ten Mile Canal (8LL02444) extends beneath Colonial Blvd/SR 884 FDOT Bridge No. 120077. This segment of Ten Mile Canal was updated in 2020 and remains ineligible for listing in the NRHP by the SHPO. A small segment of the railroad crossing Colonial Boulevard was determined ineligible for listing in the NRHP by the SHPO in 2009; however, two others within the APE at Daniels Parkway and Crystal Drive have not been recorded. As such, these three segments within the APE will be updated in the FMSF.

A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Lee County property appraiser's website data revealed the potential for one new historic resource 45 years of age or older (constructed in 1977 or earlier) within the APE (Caldwell 2023).

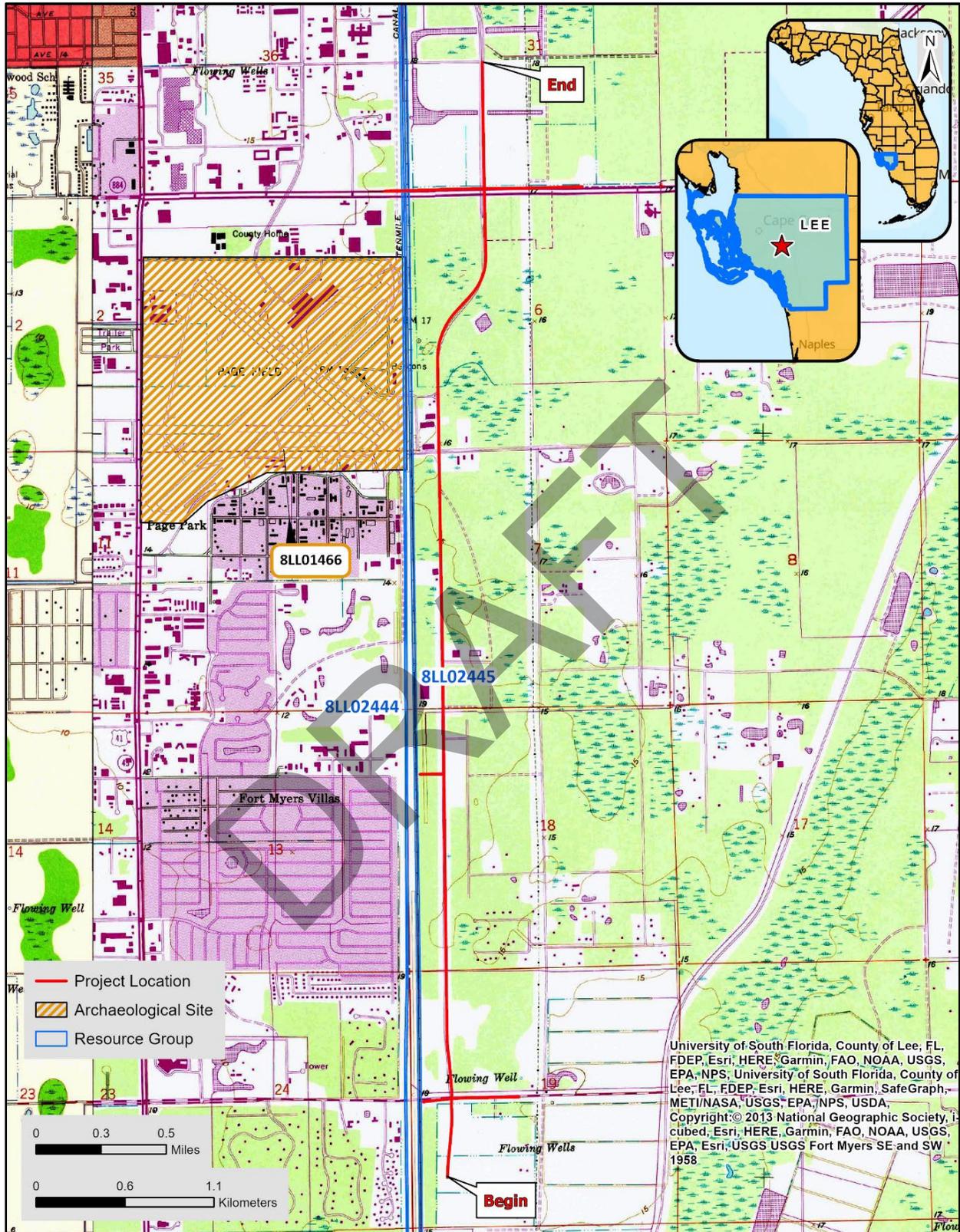


Figure 4. Environmental setting of the SR 739 corridor project location.

6. Study Methodology

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

Archaeological: Archaeological field survey included both ground surface reconnaissance combined with judgmental subsurface testing within the APE. Tests could only be placed judgmentally due to all the disturbance within the APE. All shovel tests measured 50 centimeters (cm) in diameter, and most were terminated at shallow depths (between 40 and 70 cm) due to impenetrable fill, water, or underground utilities. All recovered soil was screened through .64 cm mesh hardware cloth to maximize the recovery of cultural materials, and after the soil stratigraphy was recorded, each test pit was refilled. The location of each shovel test was plotted on a GPS Juno 5 Series.

Historical/architectural: The historical/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources (i.e., bridges, roads, cemeteries) that are 45 years of age or older (constructed in or prior to 1977), and to establish if any such resources could be determined eligible for listing in the NRHP. The field survey focused on the assessment of existing conditions for all previously recorded historic resources located within the project APE, and the presence of unrecorded historic resources within the project area. For each property, photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility. Also, informant interviews would have been conducted, if possible, with knowledgeable persons to obtain site-specific building construction dates and/or possible associations with individuals or events significant to local or regional history.

7. Inadvertent/Unanticipated Discoveries

Occasionally, archaeological deposits, subsurface features or unmarked human remains are encountered during the course of development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. In the event that human remains are encountered during the course of development, the procedures outlined in Chapter 872, *FS* must be followed. However, it was not anticipated that such sites would be found during this survey.

In the event such discoveries are made during the development process, all activities in the immediate vicinity of the discovery will be suspended, and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in

consultation with staff of the Florida SHPO, will determine if the discovery is significant or potentially significant. In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities in the immediate vicinity of the discovery will continue to be suspended until such time as a mitigation plan, acceptable to SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan.

8. Laboratory Procedures and Curation

No cultural material was found therefore no laboratory methods were implemented. Curation of project-related information (i.e., maps, field notes, and artifacts) will be at ACI in Sarasota, file number P19143C.11, until transfer to a FDOT-designated repository.

9. Survey Results

Archaeological: There are no previously recorded archaeological sites within the SR 739 archaeological APE. Investigations for the reevaluation and the CFI locations consisted of the excavation of a total 51 judgmentally placed shovel tests (**Figures 5, 6, 7**); some shovel tests appear more systematic than others but that was done to ensure adequate coverage. All shovel tests measured 50 cm in diameter, and most were terminated at shallow depths (between 40 and 70 cm) due to impenetrable fill, water, or underground utilities. None of the tests produced cultural materials, thus no archaeological sites were discovered. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b) (1) (Advisory Council on Historic Preservation n.d.) to test all areas of the project APE. Following is the breakdown of test pits per FDOT roadway section:

- South of Daniels Parkway to Pine Parkway (431341-2-52-01): 9 shovel tests
- Pine Parkway to Landing View Road (431341-3-52-01): 24 shovel tests
- Landing View Road to Winkler Avenue (431341-4-52-01): 18 shovel tests

The stratigraphy along the corridor generally consisted of 0-10 cm of gray gravelly sand underlain by compact, rocky clay fill or disturbed soil (**Photos 4 & 5**). Only two of the shovel tests did not reveal the dense fill. In these, the stratigraphy consisted of 0-10 cm of black topsoil, 10-20 cm of gray gravelly sand, and 20-65 cm of light gray-brown sand with water.



Photo 4. Disturbed shovel test within the APE.



Photo 5. Disturbed shovel test within the APE with water.

Historical/Architectural: Background research revealed that two historic resources were previously recorded within the APE (8LL02444 and 8LL02445). This includes a segment of Ten Mile Canal (8LL02444) and a segment of the CSX Railroad/Seminole Gulf Railway (8LL02445) at Colonial Boulevard. The segment of Ten Mile Canal within the APE was updated in 2020 and was determined ineligible for listing in the NRHP by the SHPO. A small segment of the railroad crossing Colonial Boulevard was recorded in 2009 and determined ineligible for listing in the NRHP by the SHPO.

As a result of the historical/architectural field survey, three historic resources (8LL02444, 8LL02445, and 8LL02939) were identified within the APE (**Figures 5, 6, 7**). These include a newly identified historic bridge, FDOT Bridge No. 120077 (8LL02939), and segments of two previously recorded linear resources, Ten Mile Canal (8LL02444) and CSX Railroad/Seminole Gulf Railway (8LL02445). The Colonial Boulevard/SR 884 over Ten Mile Canal bridge (FDOT Bridge No. 120077 / 8LL02939) is a common Post-1945 concrete slab bridge found throughout Florida and was altered during the late 1990s. As such, the historic bridge does not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The segment of Ten Mile Canal within the APE was updated in 2020, at which time it was determined ineligible for listing in the NRHP by the SHPO; therefore, the linear resource was not updated. A previously recorded segment of the CSX Railroad/Seminole Gulf Railway (8LL02445) at Colonial Boulevard as well as two unrecorded segments within the APE at Daniels Parkway and Crystal Drive were updated in the FMSF. While the railbed within the APE is a typical example found throughout Florida, it does however, possess significance for its association with the development of Florida's railroads and continues to serve as a transportation function. Therefore, the CSX Railroad/Seminole Gulf Railway (8LL02445) appears eligible at the local level for listing in the NRHP under Criterion A in the area of Transportation.

Descriptions and photographs of the newly identified and updated resource follow, and copies of the FMSF forms are included in **Appendix B**. No informant interviews for historic resources were conducted during the field survey.

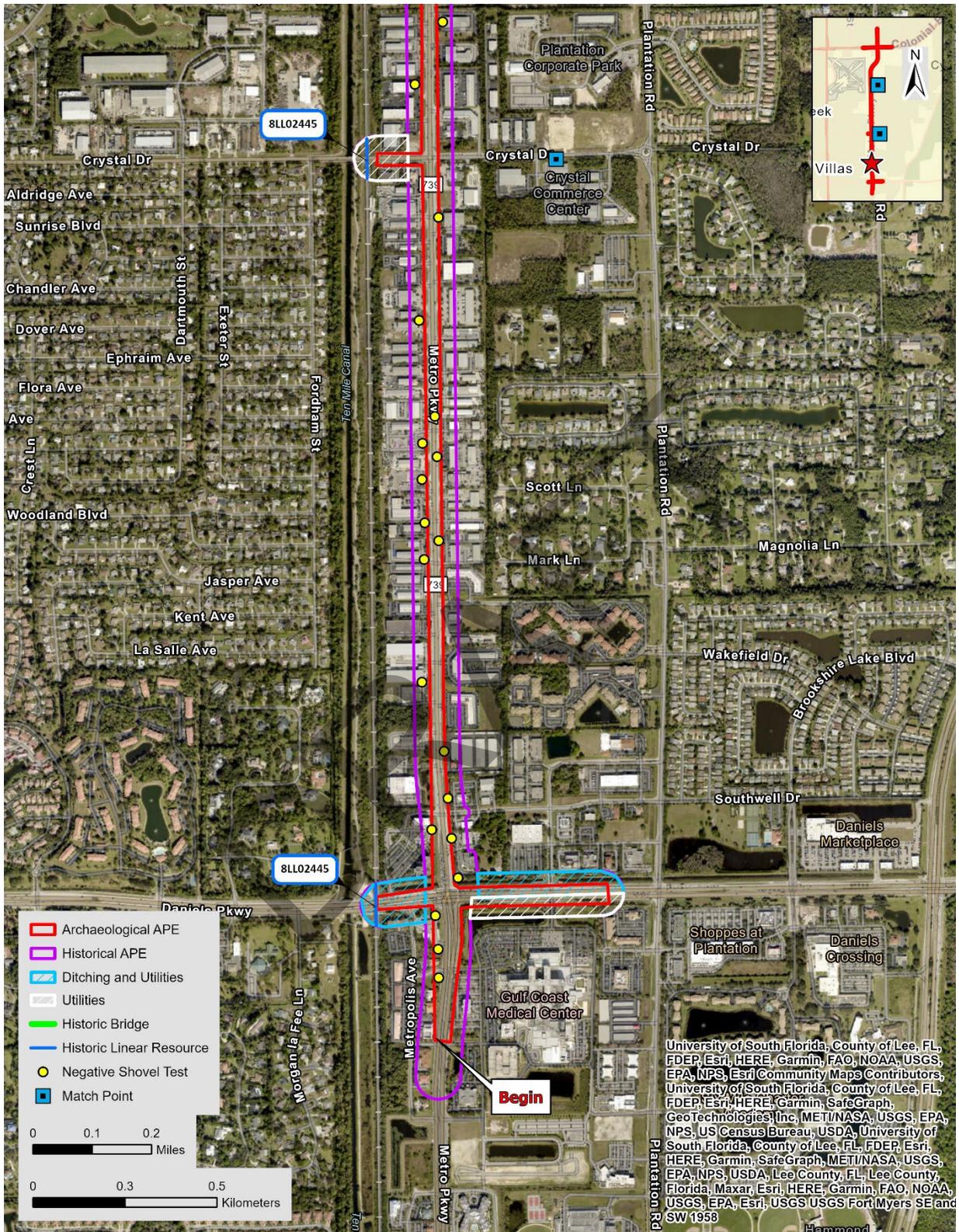


Figure 5. Location of the shovel tests and historic resources within the APE. Areas identified as ditching and utilities were not tested.

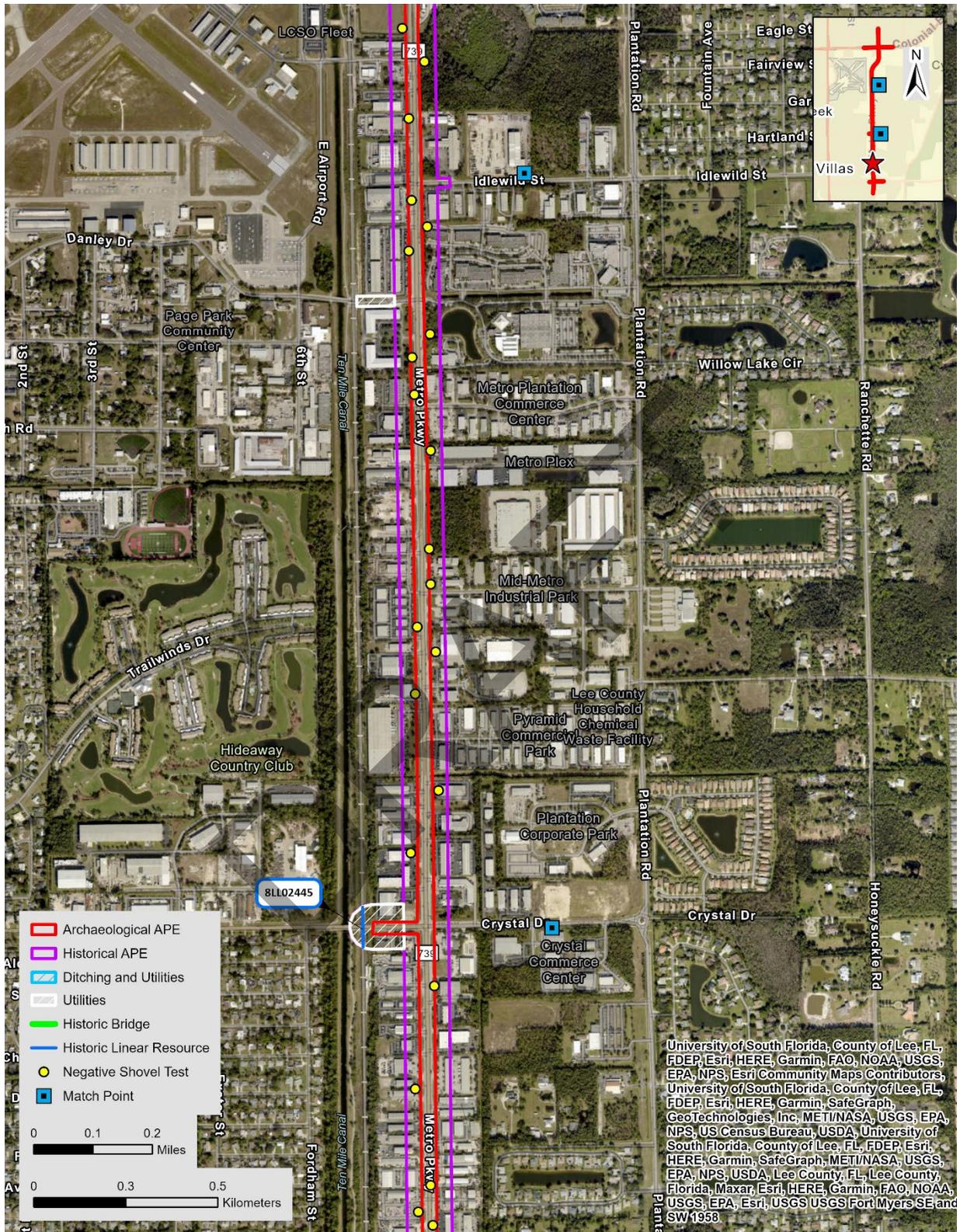


Figure 6. Location of the shovel tests and historic resources within the APE. Areas identified as ditching and utilities were not tested.

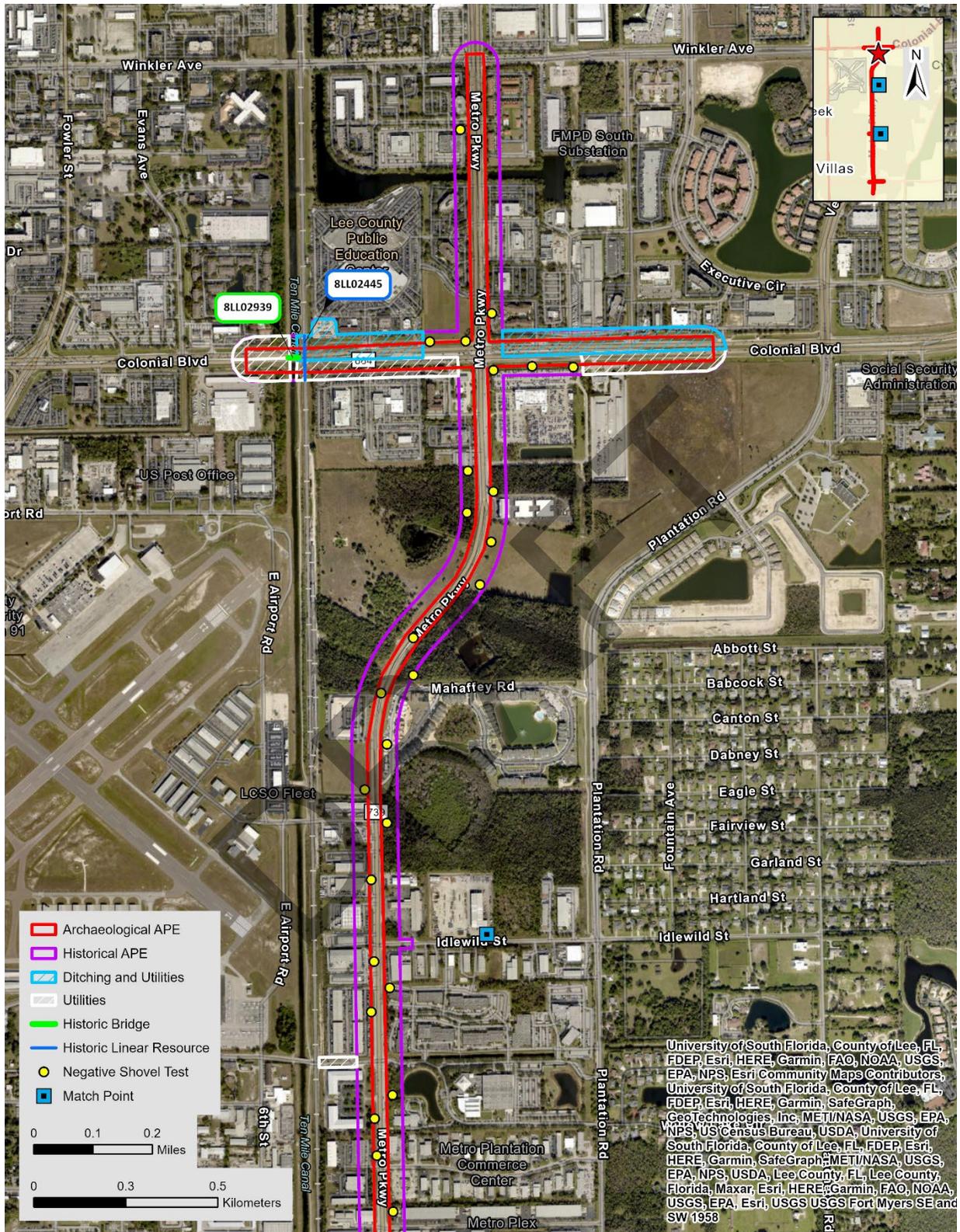


Figure 7. Location of shovel tests and historic resources within the APE. Areas identified as ditching and utilities were not tested.

8LL02939: The Colonial Boulevard/SR 884 over Ten Mile Canal Bridge (FDOT Bridge No. 120077) is a three span, concrete slab bridge constructed in ca. 1976 in order to carry the newly constructed Colonial Boulevard/SR 884 over the existing Ten Mile Canal (**Photos 6 & 7**). The bridge is located directly on the intersection of Township 44 South, Range 24 East, Section 36; Township 44 South, Range 25 East, Section 31; Township 45 South, Range 24 East, Section 1; Township 45 South, Range 25 East, Section 6 (USGS 1958). The overall dimension of the bridge measures approximately 85-ft long and 39-ft wide with a roadway width of approximately 87-ft. The superstructure consists of post and lintel concrete parapets lining the length of the slab bridge. The bridge deck is cast-in-place concrete paved with asphalt that has been resurfaced. The substructure has low, sloped concrete abutments with concrete caps and concrete bag reinforcements. The superstructure is supported by two concrete bents with eight squared concrete piers per bent. Decorative details include a post and lintel style parapet with “TEN MILE CANAL” and “1976” stamped into opposite ends of the parapets. Metal guardrails are located along the approach and attach to the concrete parapet. The bridge was widened from two-lanes to three-lanes between ca. 1996 and 1999 and resurfaced (FDOT 1996a, 1999).

The bridge is a typical example of a common Post-1945 concrete bridge found throughout Florida. These types of bridges were constructed as part of the massive expansion of the State’s road system in the decades following the end of World War II (Parsons Brinckerhoff 2005). This bridge does not possess any notable engineering features or design elements that would differentiate it from dozens of similar examples built throughout Florida during the same time period and background research did not reveal any historic associations with significant persons and/or events. Furthermore, the bridge falls under the ordinance with the ACHP Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges/culverts issued in November 2012, and is excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). As this is a state funded project, the Program Comment cannot be applied. However, 8LL02939 does not appear eligible for listing in the NRHP either individually or as part of a historic district.



Photo 6. Colonial Boulevard/SR 884 over Ten Mile Canal Bridge (FDOT Bridge No. 120077; 8LL02939), looking northwest.



Photo 7. Colonial Boulevard/SR 884 over Ten Mile Canal Bridge (FDOT Bridge No. 120077; 8LL02939), underside looking southeast.

8LL02445: The CSX Railroad/Seminole Gulf Railway intersects the APE in three separate locations, including the crossings at Colonial Boulevard/SR 884, Crystal Drive, and Daniels Parkway. This line was originally constructed by the Atlantic Coast Line Railroad in ca. 1924 (ACI 2008). Over the years, the line has changed names through mergers and leases. The Atlantic Coast Line Railroad merged with the Seaboard Air Line in 1967, forming the Seaboard Coast Line Railroad. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001). The Fort Myers Division of CSX was leased to Bay Colony Railroad of Lexington in 1987 which later became known as the Seminole Gulf Railway (ACI 2008). The rail line remains in use today, hauling materials such as plastics, stone, steel, and recycled materials, as well as hosting The Murder Mystery Dinner Train and daytime excursions (Seminole Gulf Railway 2023). Within the APE, a segment of the linear resource was previously recorded at Colonial Boulevard/SR 884 in 2009 and two unrecorded segments are located at Crystal Drive and Daniels Parkway.

The segments within the APE are described below:

Daniels Parkway: The segment is approximately 375-ft in length (**Photo 8**). The rail line consists of two standard gauge tracks affixed to timber railroad ties and laid over gravel track ballast. The tracks are laid within the roadway at the crossing, as well as the adjacent sidewalks to the north and south. Due to the width of the road and presence of a large median, the eastbound and westbound lanes are each equipped with two cantilevered flashing light structures and gates. Daniels Parkway was widened to six lanes between ca. 1990 and 1996 (FDOT 1990, 1996b). Minimal work is proposed in this area; however, no work is proposed on the rail line. The proposed work stops approximately 60-ft from the tracks and includes milling and resurfacing, median work, sidewalk and realignment.



Photo 8. CSX Railroad/Seminole Gulf Railway (8LL02445), looking north at Daniels Parkway.

Crystal Drive: The segment is approximately 359-ft in length. The rail line consists of two standard gauge tracks affixed to timber railroad ties laid over gravel track ballast. The tracks are laid within the two-lane roadway at the crossing, as well as the adjacent sidewalk to the south. Two cantilevered flashing light structures and gates are located at the crossing, including one over the eastbound lane and one over the westbound lane. Crystal Drive was constructed over the Ten Mile Canal and railroad between ca. 1986 and 1990 (FDOT 1986, 1990). Minimal work is proposed in this area; however, no work is proposed on the rail line. The proposed work stops approximately 60-ft from the tracks and includes milling and resurfacing and ROW acquisition along Crystal Drive up to the CSX ROW.

Colonial Boulevard/SR 884: The segment is approximately 397-ft in length (**Photo 9**). The rail line consists of two standard gauge tracks affixed to steel railroad ties laid over gravel track ballast. The tracks are laid within the six-lane divided roadway at the crossing. Two cantilevered flashing light structures and gates are located at the crossing, including one over the eastbound lane and one over the westbound lane. Colonial Boulevard was constructed in ca. 1976. Minimal work is proposed in this area; however, no work is proposed on the rail line. The proposed work at this location includes milling and resurfacing, reconstructing an existing median/traffic separator, as well as minor road widening and sidewalk construction to the south of Colonial Boulevard/SR 884.

While the railbed within the APE is a typical example found throughout Florida and has been altered over the years, it meets the requirements found in the Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads and continues to serve as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the CSX Railroad/Seminole Gulf Railway (8LL02445) appears eligible at the local level for listing in the NRHP under Criterion A in the area of Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. Based on the proposed work at each location, the proposed project will not change the overall integrity and

characteristics of the linear resource that make it eligible for listing in the NRHP due to the history and significance of the larger linear resource.

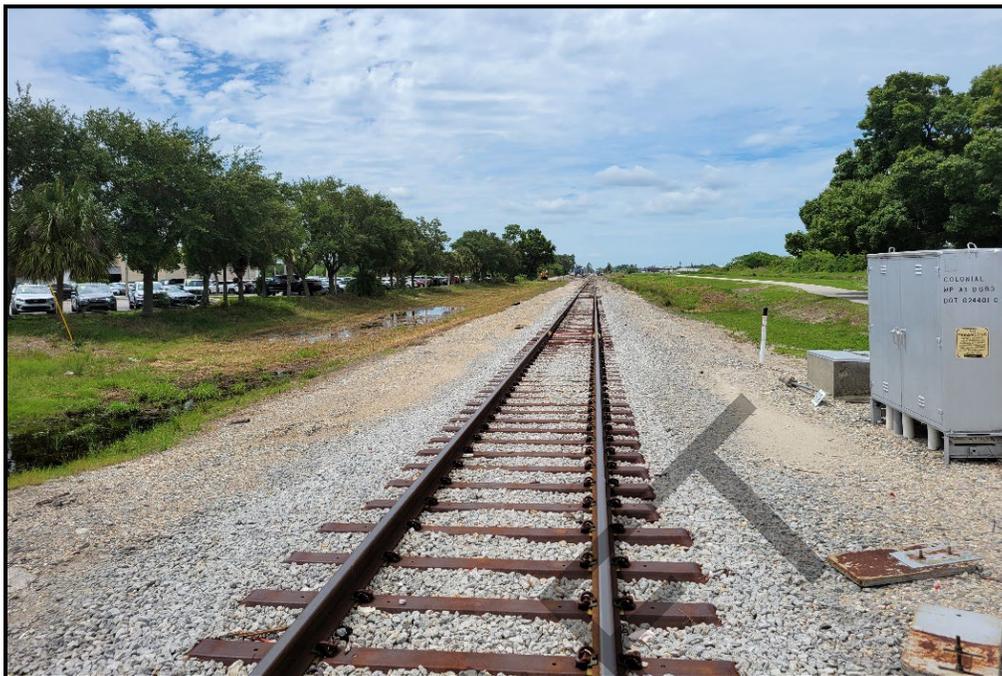


Photo 9. CSX Railroad (8LL02445), looking south from Colonial Boulevard/SR 884.

10. Conclusions

Given the results of background research and field survey, which included a total of 51 shovel tests, no archaeological sites were discovered. As a result of the historical/architectural field survey, three historic resources (8LL02444, 8LL02445, and 8LL02939) were identified within the APE. These include a newly identified historic bridge, FDOT Bridge No. 120077 (8LL02939), and segments of two previously recorded linear resources, Ten Mile Canal (8LL02444) and CSX Railroad/Seminole Gulf Railway (8LL02445). The Colonial Boulevard/SR 884 over Ten Mile Canal bridge (FDOT Bridge No. 120077 / 8LL02939) is a ca. 1976 concrete slab bridge. The bridge is a common Post-1945 concrete slab bridge found throughout Florida and was altered during the late 1990s. Furthermore, the bridge falls under the ordinance with the ACHP Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges/culverts issued in November 2012, and bridges of this type are excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). As this project is state funded, the Program Comment cannot be applied. However, the historic bridge does not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The segment of Ten Mile Canal within the APE was updated in 2020 and was determined ineligible for listing in the NRHP by the SHPO; therefore, the linear resource was not updated.

The CSX Railroad/Seminole Gulf Railway intersects the APE in three separate locations. Within the APE, a segment of the linear resource was previously recorded at Colonial Boulevard/SR 884 in 2009 and two unrecorded segments are located at Crystal Drive and Daniels Parkway. While the railbed within the APE is a typical example found throughout Florida and has been altered over the years, it meets the requirements found in the Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads

and continues to serve as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the CSX Railroad/Seminole Gulf Railway (8LL02445) appears eligible at the local level for listing in the NRHP under Criterion A in the area of Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. Based on the proposed work at each location, the proposed project will not change the overall integrity and characteristics of the linear resource that make it eligible for listing in the NRHP due to the history and significance of the larger linear resource. As such, it is the opinion of ACI that the proposed project will have *no adverse effect* to the overall NRHP-eligible CSX Railroad/Seminole Gulf Railway (8LL02445) linear resource.

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APPENDIX A

2017 Approved Typical Sections

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 431334-1-32-01
 LEE COUNTY (12011)
 SR 739 (METRO PARKWAY) ADD LANES AND RECONSTRUCT
 FROM DANIELS PARKWAY TO WINKLER AVENUE



END PROJECT
 SURVEY
 STA. 466+74.00

To Punta Gorda

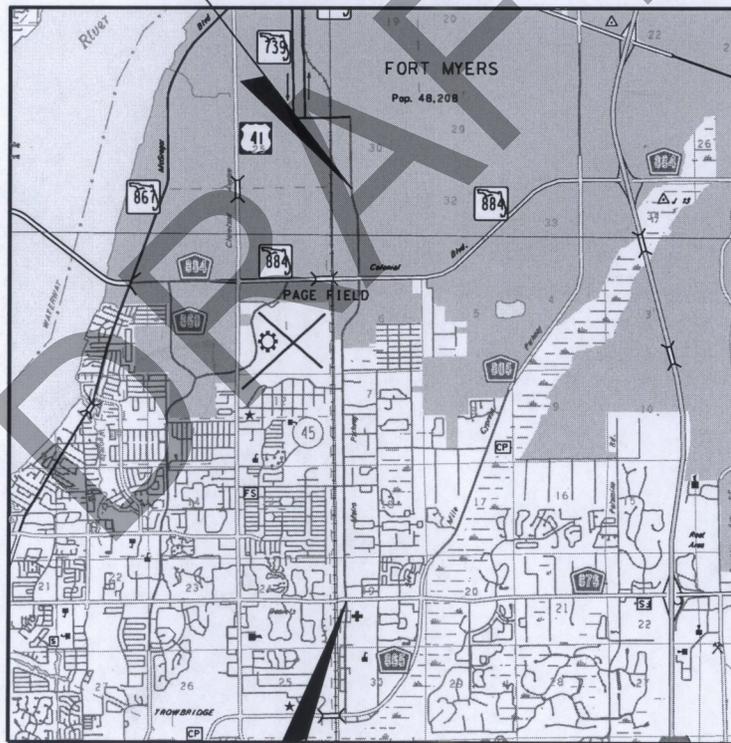
R-24-E
 R-25-E

To Solana

T-44-S
 T-45-S

To
 Lehigh Acres

T-44-S
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To
 Gateway

To Estero

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To Estero

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 STA. 252+22.00

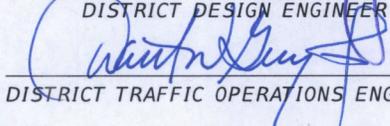
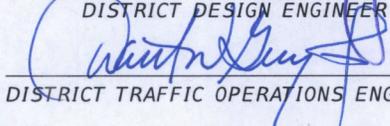
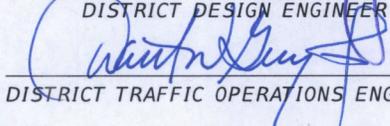
Project Manager: Jimmy P. Vilce', E.I.

District One, Project Management
 801 North Broadway Avenue • Post Office Box 1249 • Bartow, Florida 33831-1249
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 Jimmy.Vilce@dot.state.fl.us (email)

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 431334-1-32-01 **COUNTY (SECTION)** LEE (12011)
PROJECT DESCRIPTION ADD LANES AND RECONSTRUCT SR 739 (METRO PARKWAY) FROM DANIELS PARKWAY TO WINKLER AVENUE

PROJECT CONTROLS

<p style="text-align: center;"><u>FUNCTIONAL CLASSIFICATION</u></p> <p style="text-align: center;">() RURAL (X) URBAN</p> <p>() FREEWAY/EXPWY. () MAJOR COLL. (X) PRINCIPAL ART. () MINOR COLL. () MINOR ART. () LOCAL</p>	<p style="text-align: center;"><u>HIGHWAY SYSTEM</u></p> <p style="text-align: center;">Yes No</p> <p>() (X) NATIONAL HIGHWAY SYSTEM () (X) FLORIDA INTRASTATE HIGHWAY SYSTEM () (X) STRATEGIC INTERMODAL SYSTEM (X) () STATE HIGHWAY SYSTEM () (X) OFF STATE HIGHWAY SYSTEM</p>																								
<p style="text-align: center;"><u>ACCESS CLASSIFICATION</u></p> <p>() 1 - FREEWAY () 2 - RESTRICTIVE w/Service Roads () 3 - RESTRICTIVE w/660 ft. Connection Spacing () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing () 7 - BOTH MEDIAN TYPES</p>	<p style="text-align: center;"><u>TRAFFIC</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">YEAR</th> <th style="text-align: center;">AADT</th> </tr> </thead> <tbody> <tr> <td>CURRENT</td> <td style="text-align: center;"><u>2012</u></td> <td style="text-align: center;"><u>26,000</u></td> </tr> <tr> <td>OPENING</td> <td style="text-align: center;"><u>2025</u></td> <td style="text-align: center;"><u>45,600</u></td> </tr> <tr> <td>DESIGN</td> <td style="text-align: center;"><u>2045</u></td> <td style="text-align: center;"><u>75,865</u></td> </tr> </tbody> </table> <p style="text-align: right;"><u>DISTRIBUTION</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>DESIGN SPEED</td> <td style="text-align: center;"><u>45</u></td> <td style="text-align: right;">K</td> <td style="text-align: right;">9.00%</td> </tr> <tr> <td>POSTED SPEED</td> <td style="text-align: center;"><u>45</u></td> <td style="text-align: right;">D</td> <td style="text-align: right;">58.00%</td> </tr> <tr> <td></td> <td></td> <td style="text-align: right;">T 24</td> <td style="text-align: right;">6.80%</td> </tr> </table>		YEAR	AADT	CURRENT	<u>2012</u>	<u>26,000</u>	OPENING	<u>2025</u>	<u>45,600</u>	DESIGN	<u>2045</u>	<u>75,865</u>	DESIGN SPEED	<u>45</u>	K	9.00%	POSTED SPEED	<u>45</u>	D	58.00%			T 24	6.80%
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POSTED SPEED	<u>45</u>	D	58.00%																						
		T 24	6.80%																						
<p style="text-align: center;"><u>CRITERIA</u></p> <p>(X) NEW CONSTRUCTION / RECONSTRUCTION () RRR INTERSTATE / FREEWAY () RRR NON-INTERSTATE / FREEWAY () TDLC / NEW CONSTRUCTION / RECONSTRUCTION () TDLC / RRR () MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)</p>	<p style="text-align: center;"><u>DESIGN SPEED APPROVALS</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; vertical-align: bottom;">  DISTRICT DESIGN ENGINEER </td> <td style="text-align: right; vertical-align: bottom;"> <u>1-10-17</u> DATE </td> </tr> <tr> <td style="text-align: center; vertical-align: bottom;">  DISTRICT TRAFFIC OPERATIONS ENGINEER </td> <td style="text-align: right; vertical-align: bottom;"> <u>1-10-17</u> DATE </td> </tr> </table>	 DISTRICT DESIGN ENGINEER	<u>1-10-17</u> DATE	 DISTRICT TRAFFIC OPERATIONS ENGINEER	<u>1-10-17</u> DATE																				
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LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:
 DESIGN VARIATION FOR MEDIAN WIDTH

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:
 NONE

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

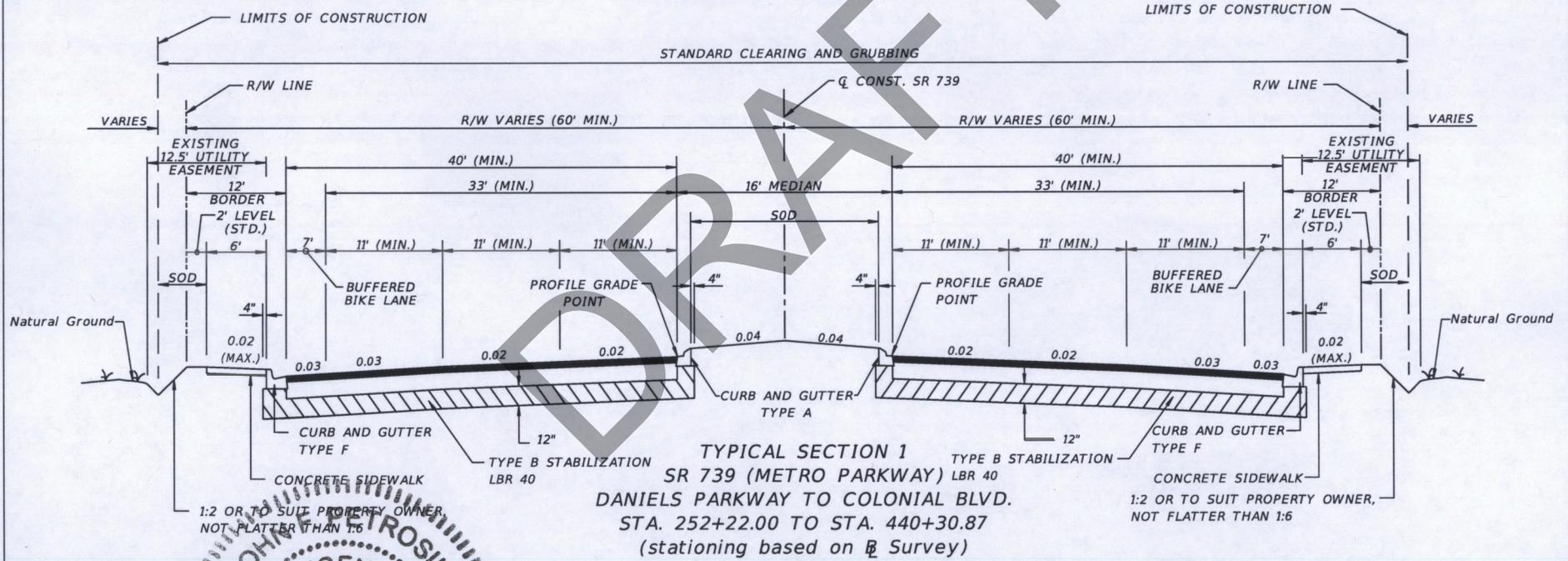
AT&T	LEVEL 3 COMMUNICATIONS, LLC
CITY OF FORT MYERS	LEE COUNTY SIGNAL DEPT.
COMCAST	LEE COUNTY UTILITIES
FPL FIBERNET, LLC	TECO PEOPLES GAS
FLORIDA POWER & LIGHT	CENTURYLINK
US METROPOLITAN TELECOM, LLC	

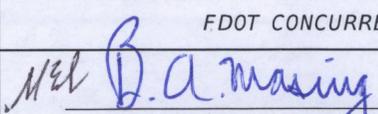
LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:
 NONE

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 431334-1-32-01 FEDERAL AID PROJECT NO. N/A COUNTY NAME LEE
 SECTION NO. 12011 ROAD DESIGNATION SR 739 LIMITS/MILEPOST MP 4.257 TO MP 8.320
 PROJECT DESCRIPTION ADD LANES AND RECONSTRUCT SR 739 (METRO PARKWAY) FROM DANIELS PARKWAY TO WINKLER AVENUE

PROPOSED ROADWAY TYPICAL SECTION

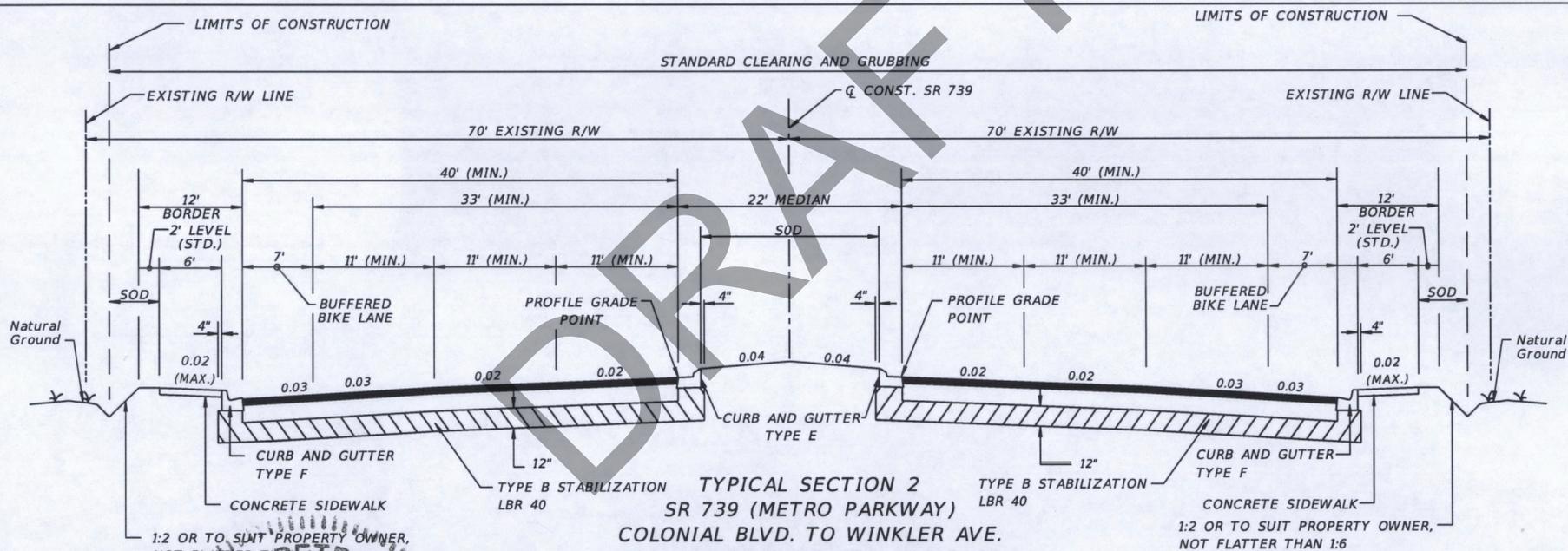


APPROVED BY: JOHN P. RETROSILLO, P.E. 	FDOT CONCURRENCE  Bernie A. Masing, P.E. FDOT District Design Engineer	FHWA CONCURRENCE N/A _____ FHWA Transportation Engineer
Engineer of Record Date: <u>1/4/2017</u>	Date: <u>1-10-17</u>	Date: _____

PROJECT IDENTIFICATION

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PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY: **JOHN F. PETROSILLO, P.E.**

FDOT CONCURRENCE

FHWA CONCURRENCE

Engineer of Record

B. A. Masing
 Bernie A. Masing, P.E.
 FDOT District Design Engineer

Date

N/A
 FHWA Transportation Engineer

Date

DRAFT

APPENDIX B

Florida Master Site File Forms

HISTORY & DESCRIPTION

Construction Year: 1924 approximately year listed or earlier year listed or later

Architect/Designer: _____ Builder: _____

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0

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) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: <http://palmm.fcla.edu/>

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) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P19143C.11
- 2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Young Affiliation Archaeological Consultants Inc

Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- 1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED**
- 2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED**
- 3 TABULATION OF ALL INCLUDED RESOURCES -** Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- 4 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.

CONTINUATION SHEET

The CSX Railroad/Seminole Gulf Railway – as contained within the APE – is located in Sections 6, 18, and 19 of Township 45 South, Range 25 East and Section 31 of Township 44 South, Range 25 East (USGS 1958). The CSX Railroad/Seminole Gulf Railway intersects the APE in three separate locations, including the crossings at Colonial Boulevard/SR 884, Crystal Drive, and Daniels Parkway/CR 876. This line was originally constructed by the Atlantic Coast Line Railroad in ca. 1924 (ACI 2008). Over the years, the line has changed names through mergers and leases. The Atlantic Coast Line Railroad merged with the Seaboard Air Line in 1967, forming the Seaboard Coast Line Railroad. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001). The Fort Myers Division of CSX was leased to Bay Colony Railroad of Lexington in 1987 which later became known as the Seminole Gulf Railway (ACI 2008). The rail line remains in use today, hauling materials such as plastics, stone, steel, and recycled materials, as well as hosting The Murder Mystery Dinner Train and daytime excursions (Seminole Gulf Railway 2022). Within the APE, a segment of the linear resource was recorded at Colonial Boulevard/SR 884 in 2009 and two unrecorded segments are located at Crystal Drive and Daniels Parkway.

The segments within the APE are described below:

- Daniels Parkway/CR 876: The segment is approximately 375 feet in length. The rail line consists of two standard gauge tracks affixed to timber railroad ties and laid over gravel track ballast. The tracks are laid within the roadway at the crossing, as well as the adjacent sidewalks to the north and south. Due to the width of the road and presence of a large median, the eastbound and westbound lanes are each equipped with two cantilevered flashing light structures and gates. Daniels Parkway/CR 876 was widened to six lanes between ca. 1990 and 1996 (FDOT 1990, 1996).
- Crystal Drive: The segment is approximately 359 feet in length. The rail line consists of two standard gauge tracks affixed to timber railroad ties laid over gravel track ballast. The tracks are laid within the two-lane roadway at the crossing, as well as the adjacent sidewalk to the south. Two cantilevered flashing light structures and gates are located at the crossing, including one over the eastbound lane and one over the westbound lane. Crystal Drive was constructed over the Ten Mile Canal and railroad between ca. 1986 and 1990 (FDOT 1986, 1990).
- Colonial Boulevard/SR 884: The segment is approximately 397 feet in length. The rail line consists of two standard gauge tracks affixed to steel railroad ties laid over gravel track ballast. The tracks are laid within the six-lane divided roadway at the crossing. Two cantilevered flashing light structures and gates are located at the crossing, including one over the eastbound lane and one over the westbound lane. Colonial Boulevard was constructed in ca. 1976.

While the railbed within the APE is a typical example found throughout Florida and has been altered over the years, it meets the requirements found in the Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the CSX Railroad/Seminole Gulf Railway (8LL02445) appears eligible at the local level for listing in the NRHP under Criterion A in the area of Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. Based on the proposed work at each location, the proposed project will not change the overall integrity and characteristics of the linear resource that make it eligible for listing in the NRHP due to the history and significance of the larger linear resource.

CONTINUATION SHEET

REFERENCES:

Archaeological Consultants, Inc. (ACI)

- 2008 Final Cultural Resource Assessment Survey Colonial Boulevard (CR 884/SR 884) from West of McGregor Boulevard to East of I-75 Lee County, Florida. ACI, Sarasota. Survey No. 16018.

Florida Department of Transportation (FDOT)

- 1990 Aerial Photograph. 2-24-90, PD-3876-14-17. *Aerial Photo Look Up System (APLUS)*. Aerial Photography Archive, Tallahassee.
- 1986 Aerial Photograph. 2-26-86, PD-3435-14-14. *Aerial Photo Look Up System (APLUS)*. Aerial Photography Archive, Tallahassee.
- 1996 Aerial Photograph. 2-5-96, PD-4402-13-14. *Aerial Photo Look Up System (APLUS)*. Aerial Photography Archive, Tallahassee.

Johnston, Sidney and Barbara E. Mattick

- 2001 Florida's Historic Railroad Resources – National Register of Historic Places Multiple Property Documentation Form. United State Department of the Interior, National Park Service.

Seminole Gulf Railway

- 2022 “About Us.” Seminole Gulf Railway. Accessed June 15, 2022.
<https://www.floridarail.com/about-us/>.

United States Geological Survey (USGS)

- 1958 Fort Myers, Fla.



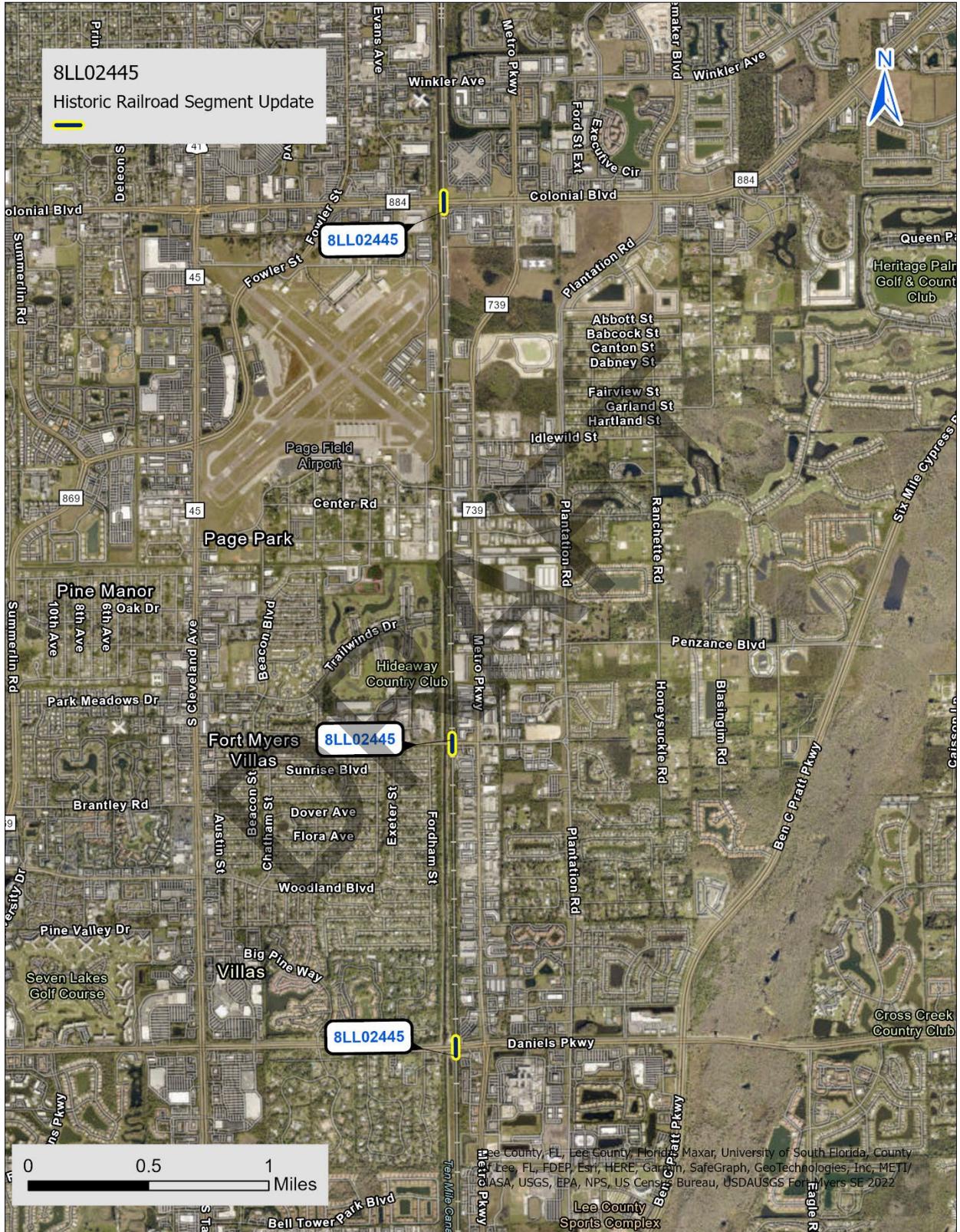
PHOTOGRAPHS





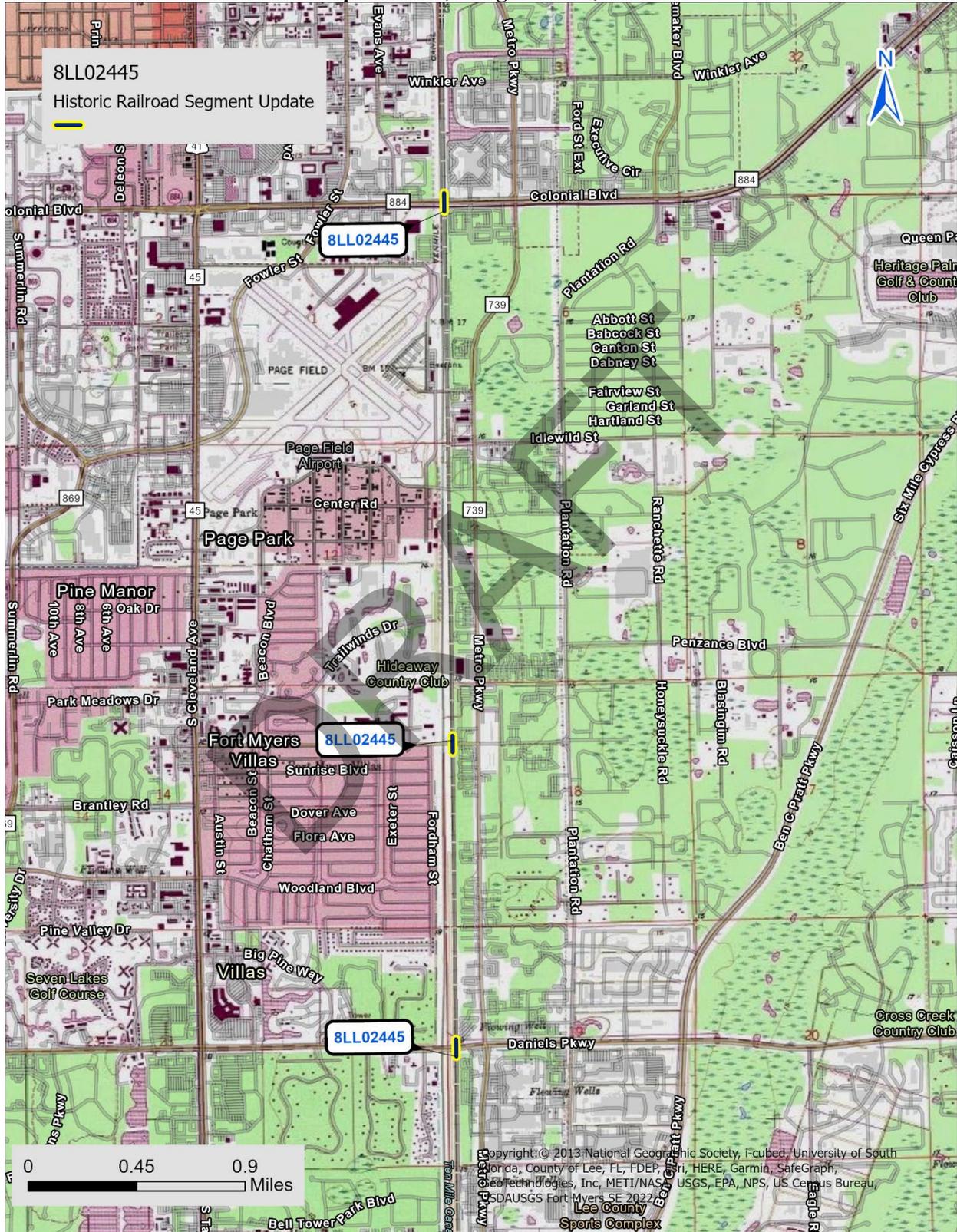


AERIAL MAP





USGS Fort Myers
Township 45 South, Range 25 East, Sections 6, 18, 19
Township 44 South, Range 25 East, Section 31





HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site #8 LL02939
Field Date 5-25-2022
Form Date 6-9-2022
Recorder # _____
FDOT Bridge # 120077

Original
 Update

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

Bridge Name(s) Colonial Blvd/SR 884 over Ten Mile Canal Multiple Listing (DHR only) _____
Project Name CRAS Metro Parkway Phase II, Lee County Survey # (DHR only) _____
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed Colonial Blvd (SR 844)/Ten Mile Canal
USGS 7.5 Map Name FORT MYERS USGS Date 1958 Plat or Other Map _____
City/Town (within 3 miles) Fort Myers In City Limits? yes no unknown County Lee
Township 44S Range 24E Section 36 1/4 section: NW SW SE NE Irregular-name: _____
Township 44S Range 25E Section 31 1/4 section: NW SW SE NE
Landgrant _____ Tax Parcel # _____
UTM Coordinates: Zone 16 17 Easting 414815 Northing 2942118
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1976 approximately year listed or earlier year listed or later
Still in use? yes no restricted use (describe) _____
Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
Original & Current - SR 884 over Ten Mile Canal (Auto)

Ownership history
State Highway Agency

Designers/Engineers _____
Builders/Contractors _____

Text of Plaque or Inscription
"TEN MILE CANAL" (NE & SW corner) "1976" (NW & SE corner)

Narrative History (How did bridge come to be built? How was it financed?, etc.)
The Colonial Blvd/SR 884 bridge was constructed in ca. 1976 in order to carry the newly constructed roadway over the existing Ten Mile Canal.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Slab 2. _____

Overall Condition excellent good fair deteriorated ruinous

Style and Decorative Details

Common post-1945 concrete slab bridge w/ concrete post and lintel parapet and metal guardrails

Tender Station Description

N/A

Alterations: Dates and Descriptions

Resurfaced and widened from 2-lanes to 3-lanes between ca. 1996 and 1999

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

DESCRIPTION (continued)

SUPERSTRUCTURESpans: Total Number 3 Total Length(ft) 85Main Spans: Number 3 Length(ft) 85 Width(ft) 89 Roadway width(ft) 87Main Span Design slabMain Span Materials 1. Concrete 2. _____

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

Approach Span Design _____

Approach Span Materials 1. _____ 2. _____

Deck Materials 1. Other 2. Cast-in-Place Concrete**SUBSTRUCTURE**Abutment Materials 1. Concrete 2. _____Abutment Description Sloped concrete abutments w/ concrete caps and concrete bag reinforc.Pier Materials 1. Concrete 2. _____Pier Description Two concrete bents w/ 8 squared concrete piers per bent

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed)

Publication of Archival Library and Museum Materials (PALMM), accessible online at:
<http://palmm.fcla.edu/>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient informationPotentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, use separate sheet if needed)

This is a common post-1945 concrete slab bridge and is not a rare example of its type. Background research did not reveal significant historical associations. Bridge No. 120077 does not appear to be eligible for listing in the NRHP.

Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P19143C.11
- 2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Young Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)**Required Attachments**

- ① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ② PHOTO OF BRIDGE

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.



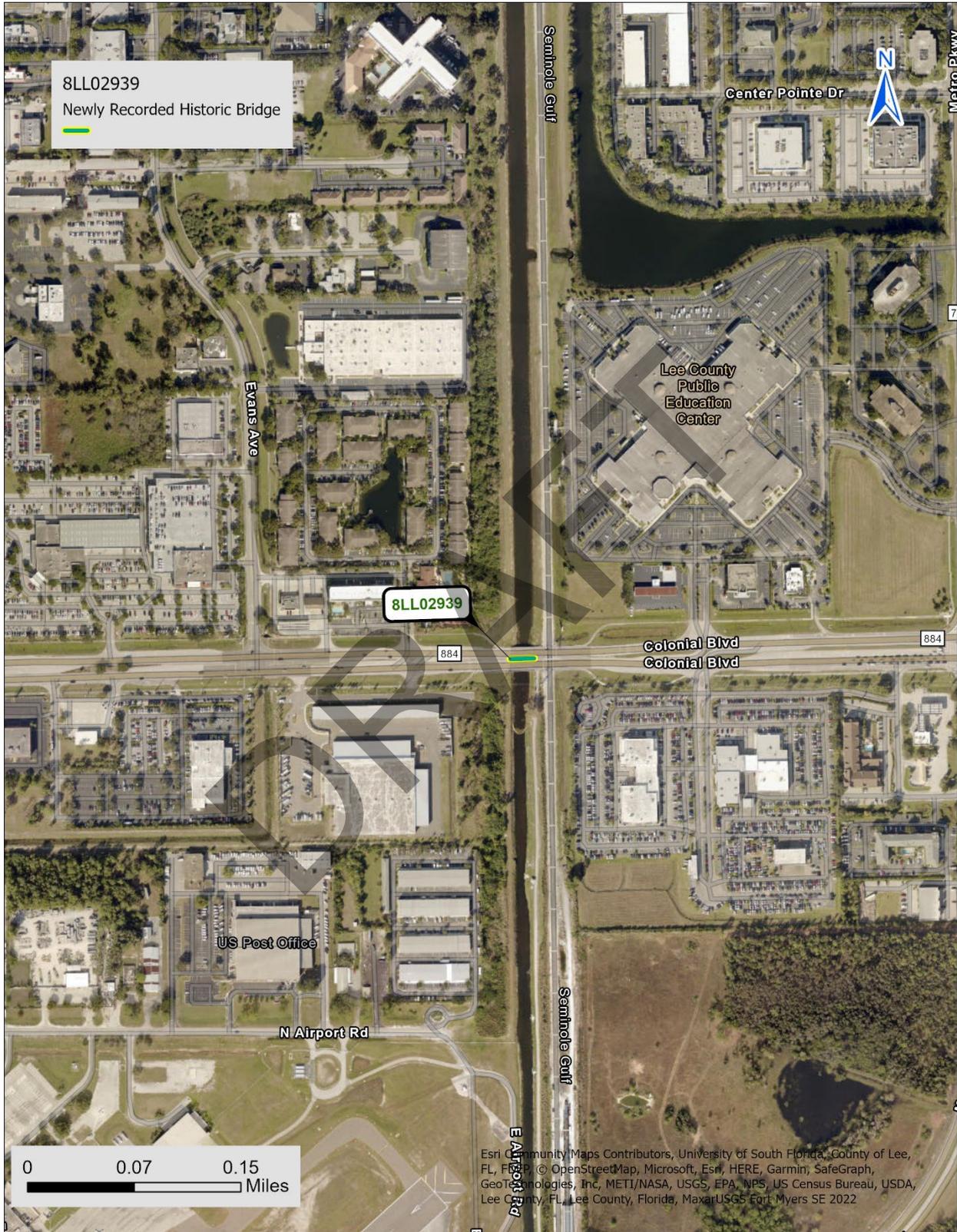
PHOTOGRAPHS







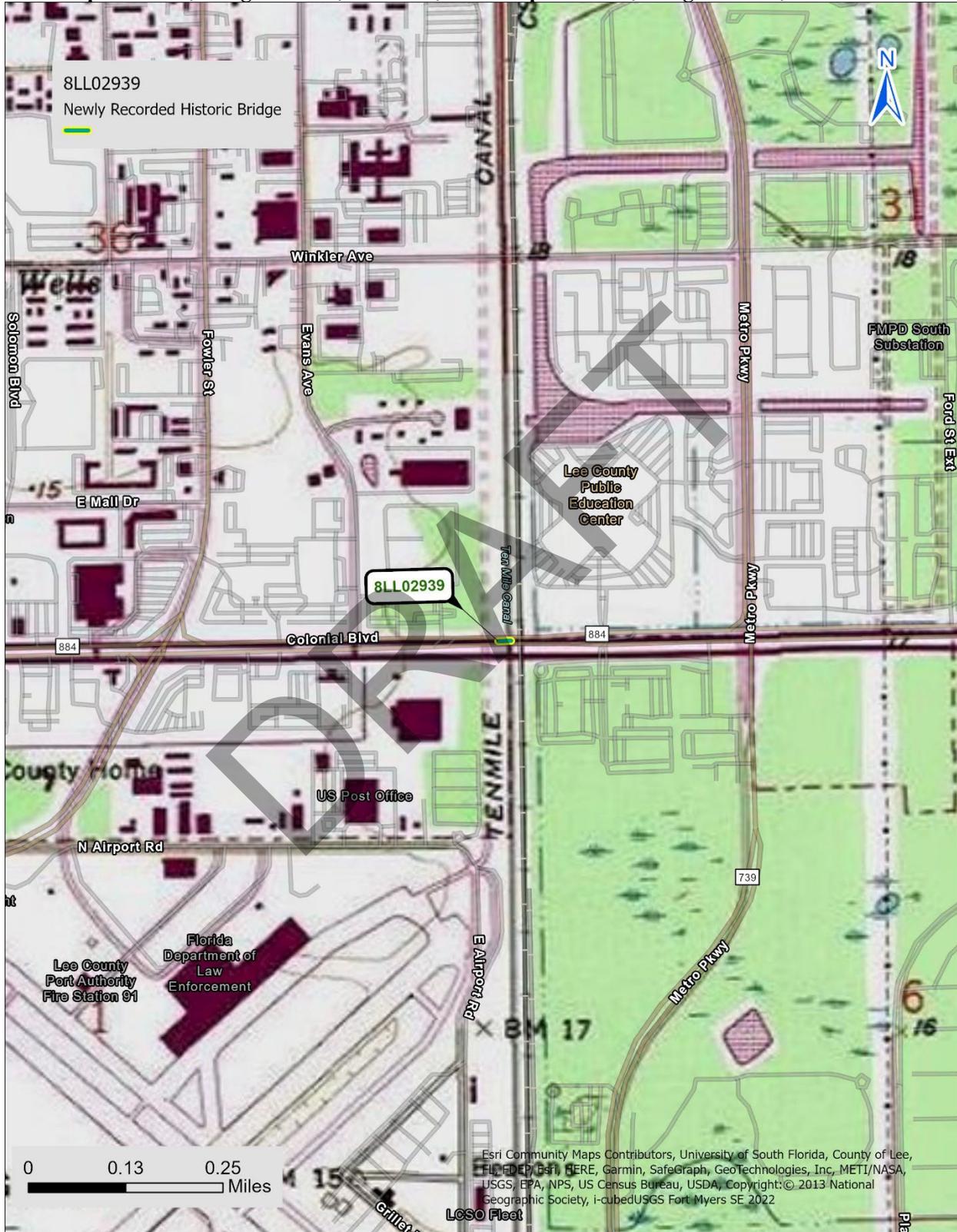
AERIAL MAP





USGS Fort Myers SE

Township 44 South, Range 24 East, Section 36, Township 44 South, Range 25 East, Section 31
Township 45 South, Range 24 East, Section 1, Township 45 South, Range 25 East, Section 6



DRAFT

APPENDIX C

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)

CRAS Addendum Corridor Reevaluation SR 739 (Metro Parkway), Lee County, Phase I

Report Title (exactly as on title page)

CRAS Addendum Corridor Reevaluation SR 739 (Metro Parkway) from South of Daniels Parkway to Winkler Avenue, Lee County, Florida. FPID Nos. 431341-2-52-01, 431341-3-52-01, 431341-4-52-01

Report Authors (as on title page)

1. Marion Almy 3. _____
2. _____ 4. _____

Publication Year 2023

Number of Pages in Report (do not include site forms) 35

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

ACI, Sarasota, P19143C.11

Supervisors of Fieldwork (even if same as author) Names Kimberly M. Irby

Affiliation of Fieldworkers: Organization Archaeological Consultants Inc City Sarasota

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

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

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

Name Inwood Consulting Organization Florida Dept of Transportation - District 1

Address/Phone/E-mail 3000 Dovera Drive, Suite 200, Oviedo, Florida 32765

Recorder of Log Sheet Kimberly M. Irby Date Log Sheet Completed 4-14-2023

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 SE Year 1958 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 2-15-2013 End 5-26-2022 Total Area Surveyed (fill in one) _____ hectares 200.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters 200 feet Length: _____ kilometers 4.00 miles

Research and Field Methods

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

Scope/Intensity/Procedures

Archaeological field survey included surface reconnaissance and the judgmental shovel tests; historic survey, photos taken, report prepared

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

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

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, uncontrolled []water screen []soil resistivity []other remote sensing
[X]shovel test-1/4" screen []posthole tests []magnetometer [X]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): _____

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 [X]windshield survey []occupant interview []tax records
[]interior documentation [X]local property records []occupation permits []unknown
[]other (describe): _____

Survey Results

Resource Significance Evaluated? []Yes [X]No

Count of Previously Recorded Resources 1 Count of Newly Recorded Resources 1

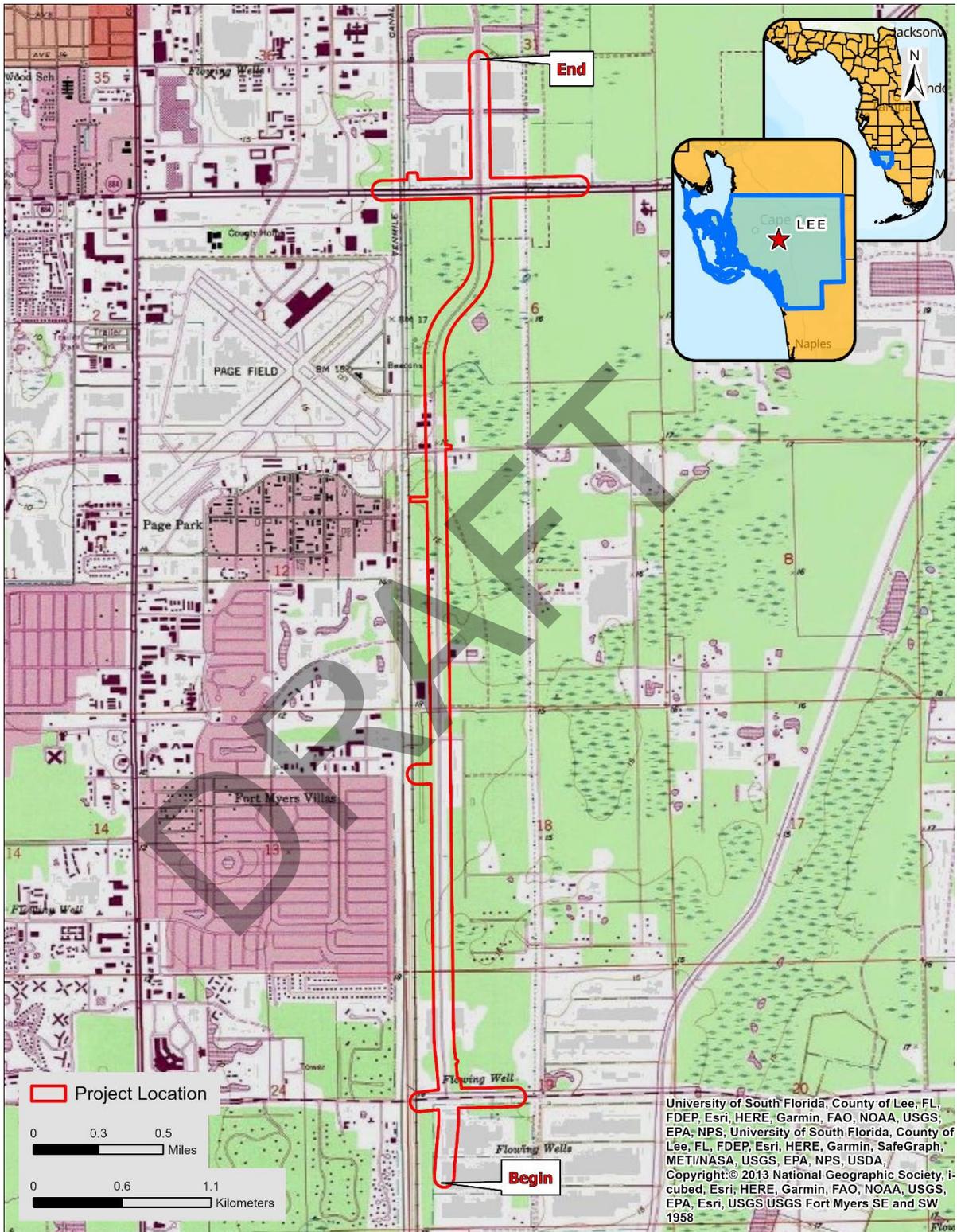
List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)
LL02445

List Newly Recorded Site ID#s (attach additional pages if necessary)
LL02939

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: _____



<p>Cultural Resource Assessment Survey Addendum Township 45, Range 25 East, Sections 6, 7, 18, and 19; Township 44, Range 25 East, Section 31; Township 45, Range 24 East, Section 01 USGS Fort Myers SE, Lee County, Florida</p>	<p>State Road 739 (Metro Pkwy) from Daniels Pkwy to Winkler Avenue Lee County, Florida FPID Nos. 431341-2-52-01, 431341-3-52-01, 431341-4-52-01</p>
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