



## *Florida Department of Transportation*

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July 26, 2022

Ms. Alissa S. Lotane, Director  
Florida Division of Historical Resources  
Department of State, R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey  
Burnt Store Road PD&E Study  
Van Buren Parkway to Charlotte County Line  
Lee County, Florida  
FPID No.: 436928-1-22-01**

Dear Ms. Lotane:

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles. Alternatives to be evaluated shall include the widening of the existing two-lane undivided roadway to four lanes, and to four lanes expandable to six lanes. The proposed project may also include the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path. The purpose of the PD&E Study is to document and evaluate engineering and environmental data that will aid Lee County, Lee Metropolitan Planning Organization (MPO), FDOT District One, and the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, preliminary design, and location of the proposed improvements. The study was conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations.

The archaeological APE was limited to the footprint of proposed activities. The historical/architectural APE includes the archaeological APE and immediately adjacent parcels where resources within 300-feet (ft) of the existing right-of-way (ROW) were surveyed.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that no previously recorded archaeological sites are within the APE. However, two sites are recorded within one mile: one prehistoric (8LL02416, Yucca Pen Creek Site) and one historic archaeological site (8LL02417, the Yucca Pen Cabin). The State Historic Preservation Officer (SHPO) determined both sites not eligible for listing in the NRHP. As a result of the field survey of the APE, which had a low to moderate archaeological potential, no archaeological sites were found.

Historic background research indicated that one historic resource (8CH01589) was previously recorded within the APE. A previously recorded segment of Burnt Store Road was identified at the northern terminus the APE in Charlotte County (8CH01589); however, the resource has not been evaluated by the SHPO. An unrecorded segment of the previously recorded linear resource, the Gator Slough Canal (8LL02469), is located within the historical APE. The segment of the Gator Slough Canal (8LL02469) identified outside of the APE was determined ineligible for listing in the NRHP by the SHPO. As a result of the historical/architectural field survey, nine historic resources (8LL02869 – 8LL02877) were newly identified, recorded, and evaluated, and two previously recorded historic resources were updated (8LL02469 and 8CH01589). These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). Overall, the historic resources are of common design, lack significant attributes and have no known historic associations with significant persons and/or events. The bridges and culverts on this project are common examples of post-1945 concrete culvert and slab bridge construction built between 1965 and 1972. These types of resources are exempt from consideration under Section 106 of the National Historic Preservation Act. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. As such, there are no cultural resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

The CRAS Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2515 or email at [Lauren.Peters@dot.state.fl.us](mailto:Lauren.Peters@dot.state.fl.us).

DocuSigned by:  
  
50252A479EEF47F...  
Lauren Peters  
Environmental Project Manager  
Florida Department of Transportation, District One

Enclosures: One original copy of the CRAS Report (July 2022), 11 FMSF forms, One Completed Survey Log

CC: Kristin Caruso, Scalar Consulting Group Inc.  
Maranda Kles, PhD, RPA (ACI)

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources 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 2020-1686B. Or, the SHPO finds the attached document contains        insufficient information.

SHPO Comments:

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Kelly L. Chase,  
DSHPO

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Ms. Alissa S. Lotane, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

8.17.2022

Date

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**TECHNICAL REPORT COVERSHEET**

650-050-38  
ENVIRONMENTAL  
MANAGEMENT  
06/17

CULTURAL RESOURCE ASSESSMENT SURVEY

Florida Department of Transportation

District One

Burnt Store Road PD&E Study

Limits of Project: from Van Buren Parkway to Charlotte County Line

Lee County, Florida

Financial Management Number: 436928-1-22-01

ETDM Number: 14380

Date: July 2022

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



## **CULTURAL RESOURCE ASSESSMENT SURVEY**

**BURNT STORE ROAD**  
Project Development and Environment (PD&E) Study  
From Van Buren Parkway to Charlotte County Line  
Lee County, Florida

Financial Project ID No. 436928-1-22-01  
Federal Aid Project No. D120-022-B  
Efficient Transportation Decision Making (ETDM) No. 14380

July 2022

Prepared for:  
Florida Department of Transportation, District One



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*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.*

## EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles. Alternatives to be evaluated shall include the widening of the existing two-lane undivided roadway to four lanes, and to four lanes expandable to six lanes. The proposed project may also include the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path. The purpose of the PD&E Study is to document and evaluate engineering and environmental data that will aid Lee County, Lee Metropolitan Planning Organization (MPO), FDOT District One, and the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, preliminary design, and location of the proposed improvements. The study was conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations.

The purpose of this Cultural Resource Assessment Survey (CRAS) 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 was limited to the footprint of proposed activities. The historical/architectural APE includes the archaeological APE and immediately adjacent parcels where resources within 300-foot (ft) of the existing right-of-way (ROW) were surveyed. The archaeological and historical/architectural field surveys were conducted in June 2021.

All work was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966, as amended by Public Law 89-665; the *Archaeological and Historic Preservation Act*, as amended by Public Law 93-291; Executive Order 11593; and Chapter 267, *Florida Statutes (FS)*. All work was carried out in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”) of the FDOT’s *Project Development and Environment (PD&E) Manual* (FDOT 2020), and the Florida Division of Historical Resources (FDHR’s) 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 Historic Preservation Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that no previously recorded archaeological sites are within the APE. However, two sites are recorded within one mile: one prehistoric (8LL02416, Yucca Pen Creek Site) and one historic archaeological site (8LL02417, the Yucca Pen Cabin). The State Historic Preservation Officer (SHPO) determined both sites not eligible for listing in the NRHP. As a result of the field survey, which included the excavation of 114 shovel tests, no archaeological sites were found.

Historic background research, including a review of the FMSF and the NRHP, indicated that one historic resource (8CH01589) was previously recorded within the APE. A previously recorded segment of Burnt Store Road was identified at the northern terminus the APE in Charlotte County (8CH01589); however, the resource has not been evaluated by the SHPO. In addition, Burnt Store Road has not been recorded in Lee County. Furthermore, an unrecorded segment of the previously recorded

linear resource, the Gator Slough Canal (8LL02469), is located within the historical APE. The segment of the Gator Slough Canal (8LL02469) identified outside of the APE was 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 eight new historic resources 48 years of age or older (constructed in 1974 or earlier) within the APE (Caldwell 2022).

Historical/architectural field survey resulted in the identification and evaluation of 11 historic resources (8LL02469, 8LL02869 – 8LL02877, 8CH01589) within the APE. These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). The newly identified historic bridge and culverts are common examples of post-1945 concrete culvert and slab bridge construction built between circa (ca.) 1965 and 1972. Overall, the newly identified historic bridge and culverts are of common design and lack of significant attributes or associations. The road within Lee and Charlotte Counties is of common design and has undergone substantial alterations, no longer reflecting the original flow of traffic. The canal is a common drainage canal found throughout Lee County that lacks unique design or engineering features. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district.

Given the results of background research and field survey, which included a total of 114 shovel tests, no archaeological sites were discovered. As a result of the historical/architectural field survey, nine historic resources (8LL02869 – 8LL02877) were newly identified, recorded, and evaluated, and two previously recorded historic resources were updated (8LL02469 and 8CH01589). These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). Overall, the historic resources are of common design, lack significant attributes and have no known historic associations with significant persons and/or events. The bridges and culverts on this project are common examples of post-1945 concrete culvert and slab bridge construction built between 1965 and 1972. These types of resources are exempt from consideration under Section 106 of the National Historic Preservation Act. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. As such, there are no cultural resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

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# 1.0 INTRODUCTION

## 1.1 Project Description

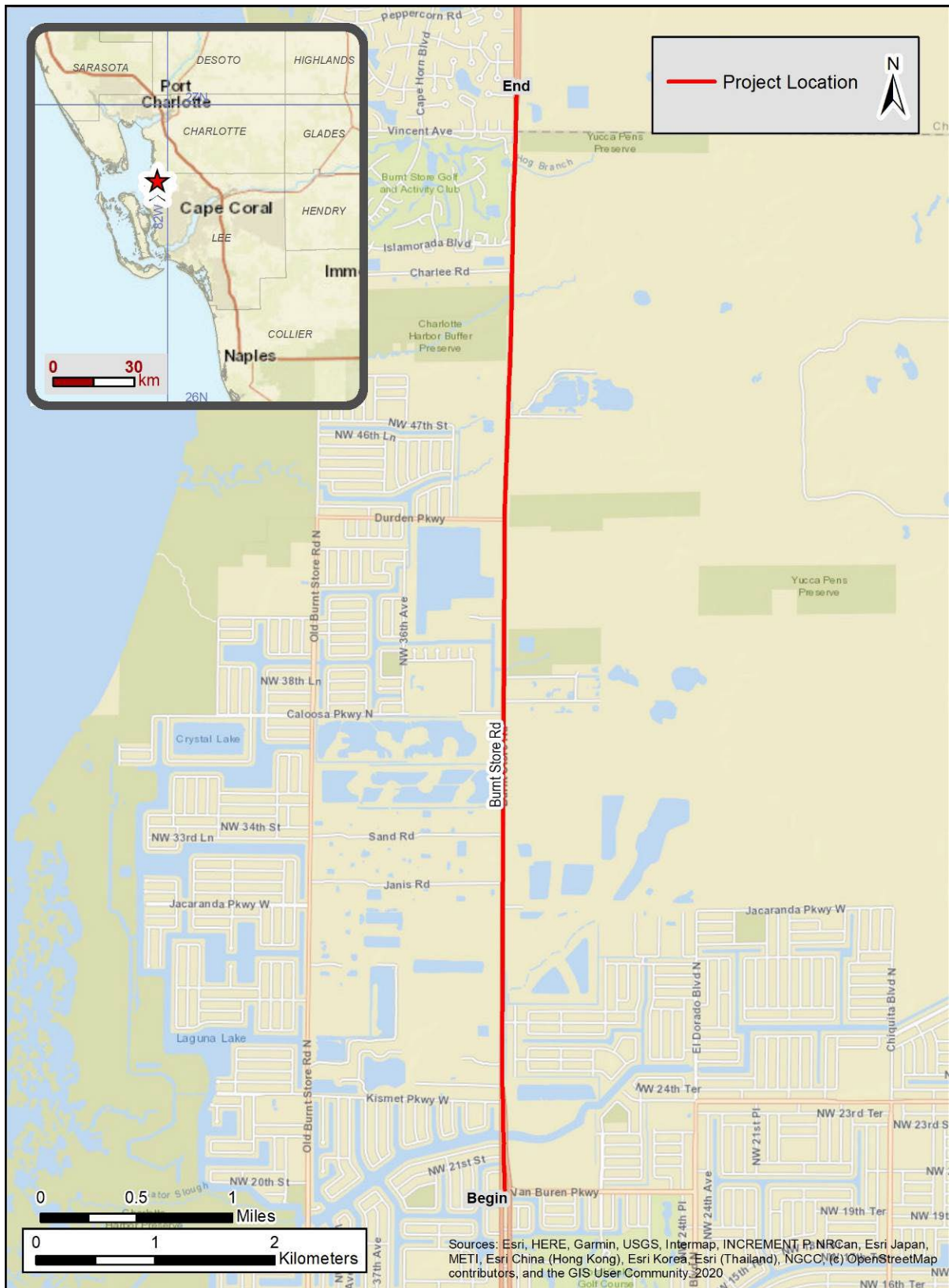
The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles, and the project limits are shown in **Figure 1.1**. Alternatives to be evaluated shall include the widening of the existing two-lane undivided roadway to four lanes, and to four lanes expandable to six lanes. The proposed project may also include the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path. The purpose of the PD&E Study is to document and evaluate engineering and environmental data that will aid Lee County, Lee Metropolitan Planning Organization (MPO), FDOT District One, and the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, preliminary design, and location of the proposed improvements. The study was conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations. This is a federally-funded project.

## 1.2 Purpose

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). All work was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966, as amended by Public Law 89-665; the *Archaeological and Historic Preservation Act*, as amended by Public Law 93-291; Executive Order 11593; and Chapter 267, *Florida Statutes (FS)*. All work was carried out in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”) of the FDOT’s *Project Development and Environment (PD&E) Manual* (FDOT 2020), and the FDHR’s 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 Historic Preservation Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

## 1.3 Area of Potential Effects

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 was limited to the footprint of proposed activities. The historical/architectural APE includes the archaeological APE and immediately adjacent parcels where resources within 300 feet (ft) of the existing right-of-way (ROW) were surveyed. The archaeological and historical/architectural field surveys were conducted in June 2021.



**Figure 1.1.** Burnt Store Road project location.

## 2.0 ENVIRONMENTAL OVERVIEW

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

### 2.1 Project Location and Current Environment

The APE is located in Township 43 South, Range 23 East, Sections 5-8, 17-20 and Township 42 South, Range 23 East, Sections 31 and 32 in Lee and Charlotte Counties, Florida (United States Geological Survey [USGS] Matlacha, Fla. 1958, Punta Gorda SE, 1956) (**Figure 2.1**). The elevation is between 5 and 10 ft above mean sea level (amsl), within the Gulf Coastal Lowlands, the physiographic zone that typifies the entire coastline of the state of Florida. The Gulf Coastal Lowlands are, as the name implies, flat, and are characterized by surficial streams with little to no down cutting. Coastwise parallel, low sand ridges form slight, rolling hills within the zone. Ocean waters constructed these ridges during the Pleistocene Epoch. The lack of elevation in the Gulf Coastal Lowlands creates the near-surficial to exposed water table throughout the region. This high-water table results in the poor natural drainage and abundance of wetlands in the region (Davis 1943; McNab and Avers 1996).

The project APE consists of a north/south elevated roadway flanked by cleared ROW approximately 131 ft east and 82 ft west. Proceeding north from Van Buren Parkway, Burnt Store Road intersects Gator Slough eventually crossing assorted flatwoods and moderate density residential communities. From Sand Road to Yucca Pen Creek, however, the eastern adjacent environment principally consists of Yucca Pens Preserve—a state managed wilderness area. Further residential areas continue westward including Burnt Store Village (south) and Burnt Store Marina (north). A small segment of the state-owned Charlotte Harbor Preserve is also adjacent, south of Yucca Pen Creek.

The APE sustained extensive disturbance consisting of assorted infrastructure improvements with 4-6 ft below surface evident primarily within the east and west boundaries of the southern limits of the APE. Specifically, these include buried sewer, cable, fiber-optic, potable/non-potable water lines, culverts, streetlamps, and occasional fire hydrants (**Photos 2.1-2.4**). The east and west boundaries of the northern limits of the APE, though much wider, is also modified. In particular, a broad water-filled swale intermittently marked with culverts defines much of the disturbance along this ROW line (**Photos 2.5-2.8**).



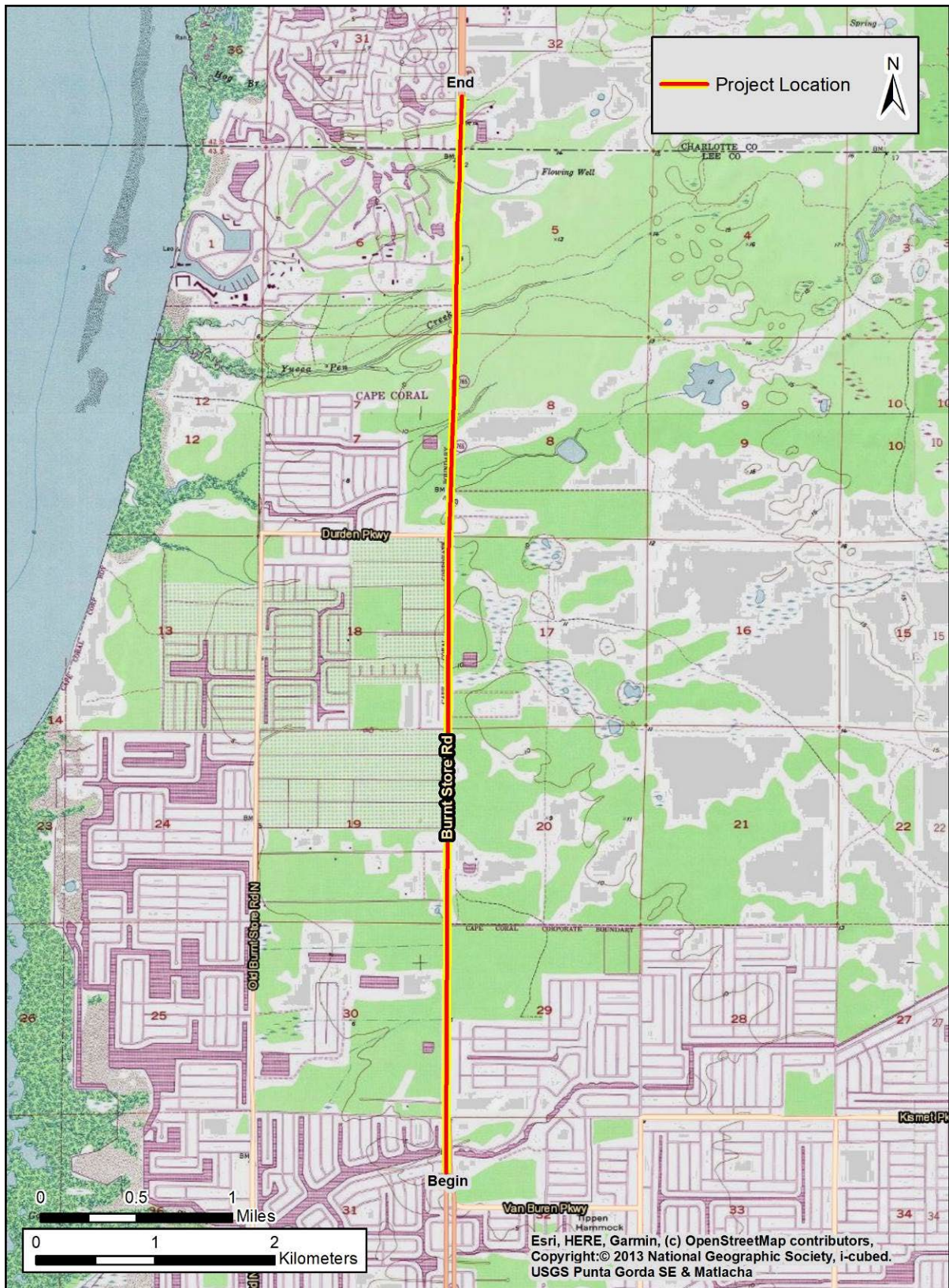


Figure 2.1. Environmental setting of the project.





**Photo 2.1.** Looking south at ROW disturbance within vicinity of Gator Slough.



**Photo 2.2** Looking south at buried fiber-optic/cable lines within southbound Burnt Store Road APE.



**Photo 2.3.** Looking south at disturbance in southbound ROW.



**Photo 2.4.** Looking south at disturbance within Southbound APE north of Hog Branch.



**Photo 2.5.** Looking north at northbound conditions of Burnt Store Road APE between Gator Slough and Durden Parkway.



**Photo 2.6.** Looking north at south terminus of Burnt Store Road.





**Photo 2.7.** Looking north at northbound conditions at Yucca Pens State boundary (north parcel).



**Photo 2.8.** Looking north at northbound conditions at Yucca Pens State boundary (south parcel).

## **2.2 Soils and Vegetation**

The soils within the study area, prior to excavation, filling, and reworking were nearly level, poorly drained sands characteristic of flatwoods and sloughs (USDA 1984). The majority of the soils in the APE are part of the Pineda-Boca-Wabasso association. This soil type consists mainly of nearly level soils on flatwoods and in sloughs with a native vegetation of mainly South Florida slash pine; the wetter areas have cypress. Other types of vegetation found on this association includes saw palmetto, wax myrtle, sedges, meadow beauty, pineland threeawn, bluestem, panicums maidencane, and water tolerant grasses and weeds (USDA 1984a, b). The very southern portion of the corridor consists of Matlacha association, a manmade soil consisting of mixed sands, shell and limestone fragments. These soils were formed as a result of earthmoving activities and the vegetation consists of weeds and invading grasses. The specific soil types, along with their relief and drainage are shown on **Figures 2.2-2.5**.

The predominant natural vegetative community along the corridor is mesic pine flatwoods. This vegetation community is maintained by fires, which, prior to modern suppression, probably occurred every one to eight years. Without periodic fires, Mesic Flatwoods succeeds into hardwood-dominated forests (Florida Natural Areas Inventory 1990).

## **2.3 Paleoenvironmental Conditions**

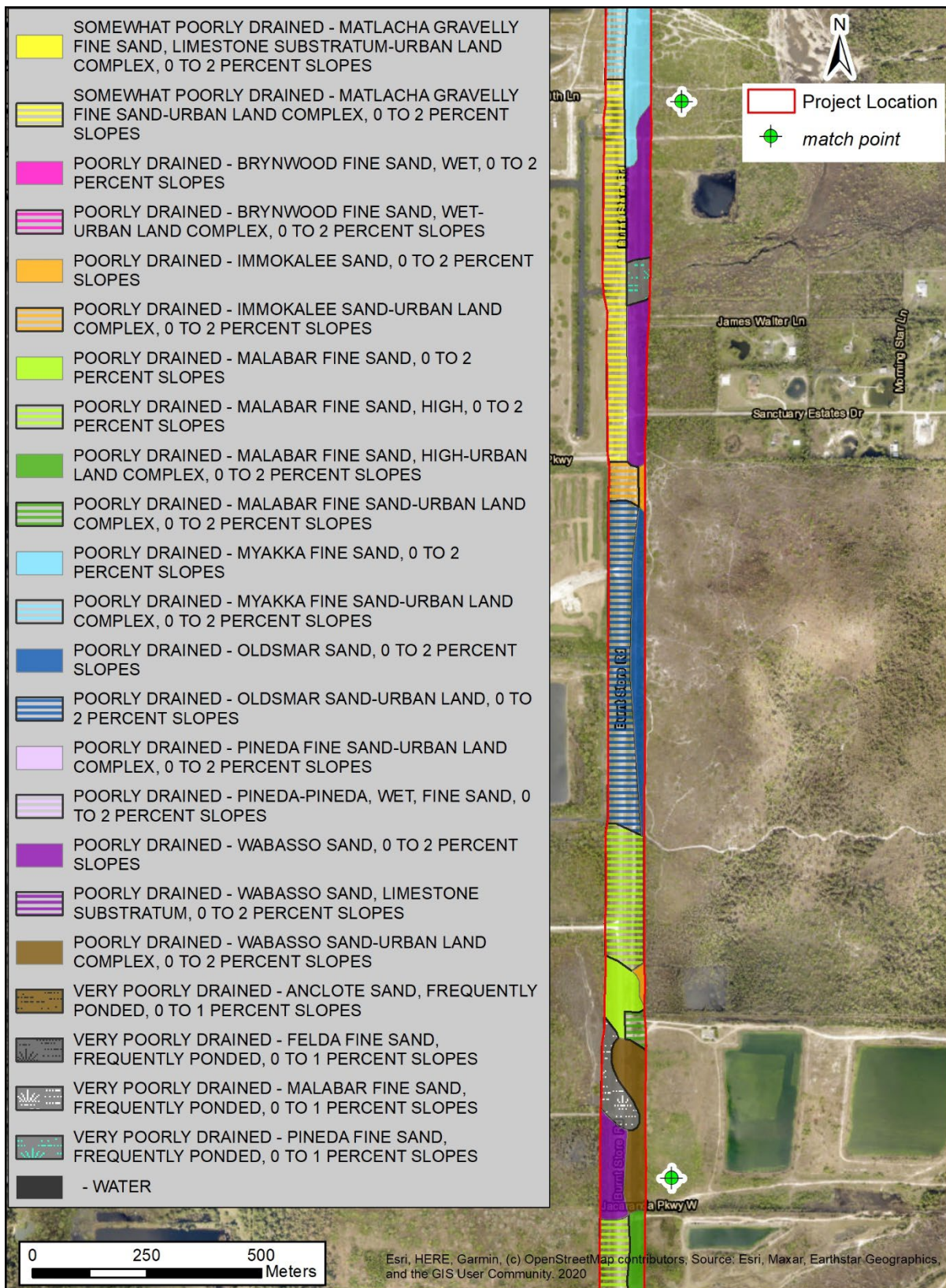
The prehistoric environment of Lee County and the surrounding area was different from that which is seen today. Sea levels were much lower, the climate was drier, and potable water was scarce. Given the changes in water resource availability, botanical communities, and faunal resources, an understanding of human ecology during the earliest periods of human occupation in Florida cannot be founded upon observations of the modern environment. Aboriginal inhabitants would have developed cultural adaptations in response to the environmental changes taking place. These alterations were reflected in prehistoric settlement patterns, site types, site locations, artifact forms, and variations in the resources used.

Dunbar (1981:95) notes that due to the arid conditions during the period between 16,500 and 12,500 years ago, “the perched water aquifer and potable water supplies were absent.” Palynological studies conducted in Florida and Georgia suggests that between 13,000 and 5,000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). The rise of sea level severely reduced xeric habitats over the next several millennia.

By 5,000 years ago southern pine forests were replacing the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses and sedges (Carbone 1983). At Lake Annie in south-central Florida, pollen cores are dominated by wax myrtle and pine. The assemblage suggests that by this time a forest dominated by longleaf pine, along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). Roughly five millennia ago, surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to five feet above present levels. After this time, modern floral and climatic and environmental conditions began to be established (Watts 1975). With the onset of the modern environmental conditions, numerous micro-environments were available to the aboriginal inhabitants in the area. By 4000 BP, ground water had reached current levels, and the shift to warmer, moister conditions saw the appearance of hardwood forests, bayheads, cypress swamps, prairie, and marshlands.

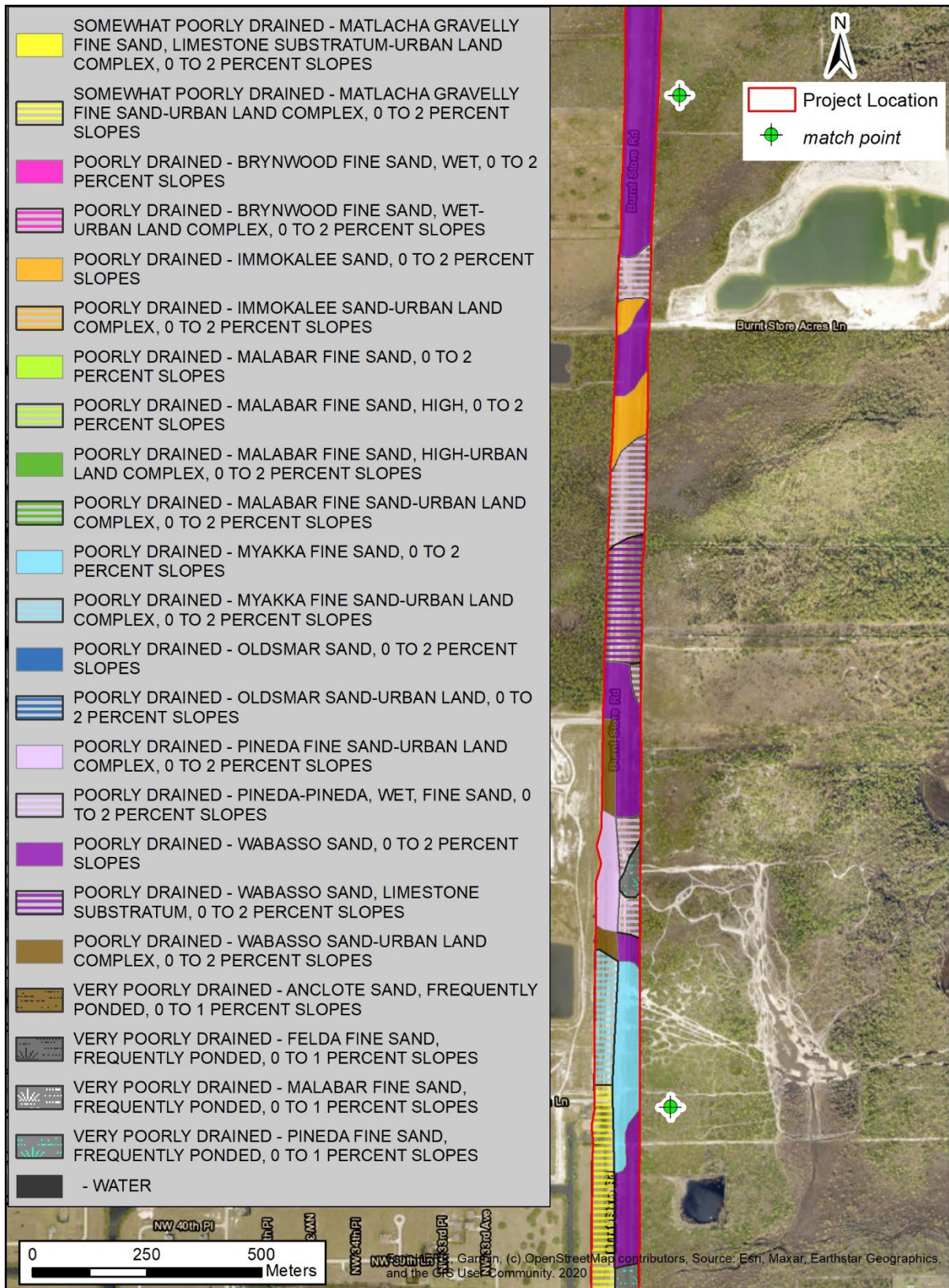






**Figure 2.3.** Soil types in the APE.





**Figure 2.4.** Soil types in the APE.



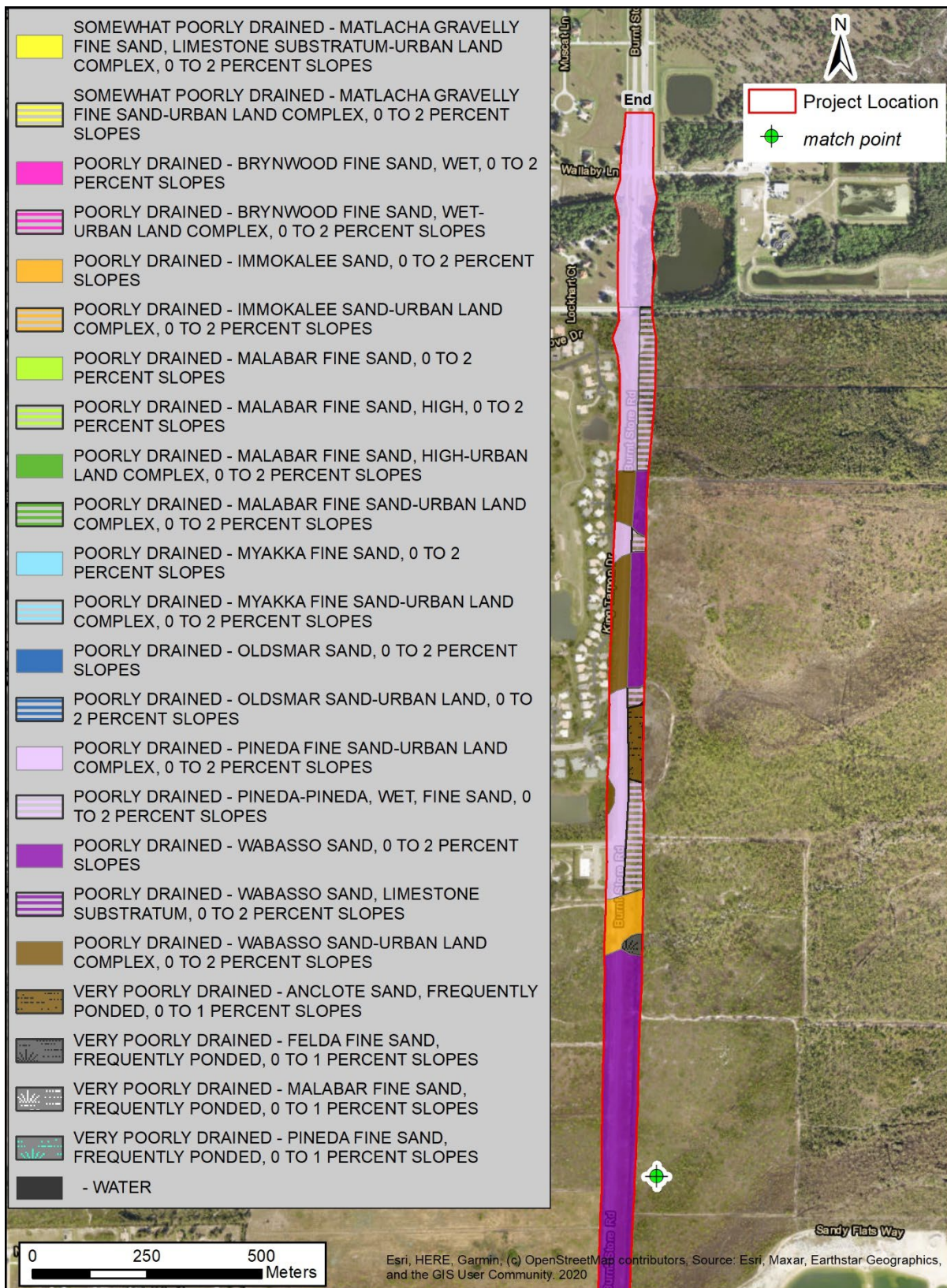
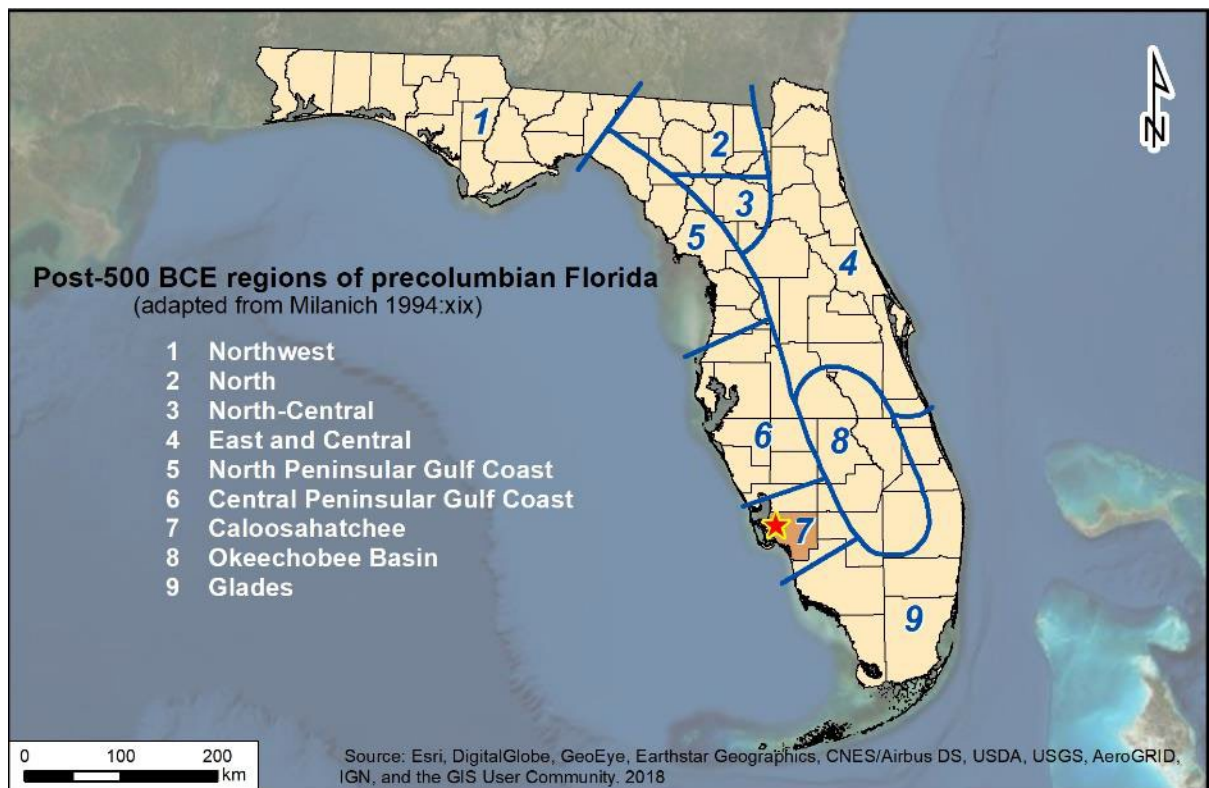


Figure 2.5. Soil types in the APE.



### 3.0 CULTURAL OVERVIEW

A discussion of the culture history of a region provides a framework within which the local archaeological and historic records can be examined. Archaeological and historic sites are not individual entities but are the remains of once dynamic cultural systems. As a result, they cannot be adequately examined or interpreted without reference to other sites and resources within the area. Archaeologists summarize the culture history of an area (i.e., an archaeological region) by outlining the sequence of archaeological cultures through time. These cultures are defined largely in geographical terms but also reflect shared environmental and cultural factors. The APE is situated within the Caloosahatchee region, which extends from Charlotte Harbor on the north to the northern border of the Ten Thousand Islands on the south and inland about 54 miles (Carr and Beriault 1984:4, 12; Griffin 1988; Milanich 1994) (**Figure 3.1**).



**Figure 3.1.** Florida Archaeological Regions.

The Caloosahatchee region is better understood after the introduction of pottery (circa [ca.] 500 BCE). Prior to this, regional characteristics of native populations are not easily identified, as malleable materials such as textiles and basketry, which lend themselves to cultural expression, are typically destroyed by environmental processes. With the arrival of pottery, the clay medium provided both a means of cultural expression and an archaeologically durable artifact. Thus, the use of pottery as a marker of cultural diversity probably post-dates the inception of distinct Florida cultures by many centuries. The aceramic Paleoindian and Archaic periods are followed by the Caloosahatchee cultural sequence (500 BCE to 1500 CE [Common Era]) at which point the bearers of the Caloosahatchee culture enter into the ethnographic record as the Calusa Indians. The following overview is based on data from Griffin (1988, 2002), Widmer (1988), and Milanich (1994).

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

### **3.1 Paleoindian**

The Paleoindian stage is the earliest known cultural manifestation in Florida, dating from roughly 12,000 to 7500 BCE (Milanich 1994). Archaeological evidence for Paleoindians consists primarily of scattered finds of diagnostic lanceolate-shaped projectile points. The Florida peninsula at that time was quite different than today. In general, the climate was cooler and drier with vegetation typified by xerophytic species with scrub oak, pine, open grassy prairies, and savannas being the most common (Milanich 1994:40). When human populations were arriving in Florida, the sea levels were still as much as 130-200 ft below present levels and coastal regions of Florida extended miles beyond present-day shorelines (Faught 2004). Thus, many of these sites have been inundated (cf., Faught and Donoghue 1997).

The Paleoindian period has been sub-divided into three horizons based upon characteristic tool forms (Austin 2001). Traditionally, it is believed that the Clovis Horizon (10,500-9000 BCE) represents the initial occupation of Florida and is defined by the presence of the fluted Clovis points. These are somewhat more common in north Florida. However, recent work may indicate that Suwannee and Simpson points are contemporary with or predate Clovis (Dunbar 2006a, 2016; Stanford et al. 2005). The Suwannee Horizon (9000-8500 BCE) is the best known of the Paleoindian horizons. The lanceolate-shaped, unfluted Simpson and Suwannee projectile points are diagnostic of this period (Bullen 1975; Daniel and Wisenbaker 1987; Purdy 1981). The Suwannee tool kit includes a variety of scrapers, adzes, spokeshaves, unifacially retouched flakes, flakes with beaked projections, and blade-like flakes as well as bone and ivory foreshafts, pins, awls, daggers, anvils, and abraders (Austin 2001:23). Following the Suwannee Horizon is the Late Paleoindian Horizon (8500-8000 BCE). The smaller Tallahassee, Santa Fe, and Beaver Lake projectile points have traditionally been attributed to this horizon (Milanich 1994). However, many of these points have been recovered stratigraphically from late Archaic and early Woodland period components and thus, may not date to this period at all (Austin 2001; Farr 2006). Florida notched or pseudo-notched points, including the Union, Greenbriar, and Hardaway-like points may represent late Paleoindian types, but these types have not been recovered from datable contexts and their temporal placement remains uncertain (Dunbar 2006a:410).

Archaeologists hypothesize that Paleoindians lived in migratory bands and subsisted by gathering and hunting, including the now-extinct Pleistocene megafauna. Since it was cooler and drier, it is likely that these nomadic hunters traveled between permanent and semi-permanent sources of water, such as artesian springs, exploiting the available resources. These watering holes would have attracted the animals that the Indians hunted, thus providing both food and drink. In addition to being tied to water sources, most Paleoindian sites are proximate to good quality lithic resources. This settlement pattern is considered logistical, i.e., the establishment of semi-permanent habitation areas and the movement of the resources from their sources of procurement to the residential locale by specialized task groups (Austin 2001:25).

Although the Paleoindian period is generally considered to have been cooler and drier, there were major variations in the inland water tables resulting from large-scale environmental fluctuations. There have been two major theories as to why most Paleoindian materials have been recovered from inundated sites. The Oasis theory posits that due to low water tables and scarcity of potable water, the Paleoindians and game animals upon which they depended clustered around the few available water holes that were associated with sinkholes (Neill 1964). Waller postulated that the Paleoindians gathered around river-crossings to ambush the large Pleistocene animals as they crossed the rivers (Waller 1970). This implies periods of elevated water levels. Based on the research along the Aucilla and Wacissa Rivers, it appears that both theories are correct, depending upon what the local environmental conditions were at that time (Dunbar 2006b). As such, during the wetter periods, populations became more dispersed because the water resources were abundant and the animals that they relied on could roam over a wider range.

Some of the information about this period has been derived from the underwater excavations at two inland spring sites in Sarasota County: Little Salt Spring and Warm Mineral Springs (Clausen et al. 1979). Excavation at the Harney Flats Site in Hillsborough County has provided a rich body of data concerning Paleoindian life ways. Analysis indicates that this site was used as a quarry-related base camp with special use activity areas (Daniel and Wisenbaker 1987). It has been suggested that Paleoindian settlement may not have been related as much to seasonal changes as generally postulated for the succeeding Archaic period, but instead movement was perhaps related to the scheduling of tool-kit replacement, social needs, and the availability of water, among other factors (Daniel and Wisenbaker 1987:175). Investigations along the Aucilla and Wacissa Rivers, as well as other sites within north Florida rivers, have provided important information on the Paleoindian period and the aboriginal adaptation to their environment (Webb 2006). Studies of the Pleistocene faunal remains from these sites clearly demonstrate the importance of these animals not for food alone, but as the raw material for their bone tool industry (Dunbar and Webb 1996).

### **3.2     Archaic**

As the Paleoindian period gradually ended, climatic changes occurred, and the Pleistocene megafauna disappeared. The disappearance of the mammoths and mastodons resulted in a reduction of open grazing lands, and thus, the subsequent disappearance of grazers such as horse, bison, and camels. With the reduction of open habitat, the herd animals were replaced by the more solitary, woodland browser: the white-tailed deer (Dunbar 2006a:426). The intertwined data of megafauna extinction and cultural change suggests a rapid and significant disruption in both faunal and floral assemblages and the Bolen people represent the first culture adapted to the Holocene environment (Carter and Dunbar 2006). This included a more specialized toolkit and the introduction of chipped-stone woodworking implements.

However, because of a lack of excavated collections and the poor preservation of bone and other organic materials in the upland sites, our knowledge of the Early Archaic tool assemblage is limited (Carter and Dunbar 2006; Milanich 1994). Discoveries at the Page-Ladson, Little Salt Spring, and Windover sites indicate that bone and wood tools were used (Clausen et al. 1979; Doran 2002; Webb 2006). The archaeological record suggests a diffuse, yet well-scheduled, pattern of exploiting both coastal and interior resources. Because water sources were much more numerous and larger than previously, it was possible to sustain larger populations, occupy sites for longer periods, and perform activities that required longer occupation at specific locales (Milanich 1994:67).

By approximately 6500 years ago marked environmental changes, which had profound influence upon human settlement and subsistence practices, occurred. Humans adapted to this changing environment and regional and local differences are reflected in the archaeological record (Russo 1994a, 1994b; Sassaman 2008). Among the landscape alterations were rises in sea and water table levels that

resulted in the creation of more available surface water. It was during this period that Lake Okeechobee, the Everglades, the Big Cypress, and the Caloosahatchee and Peace Rivers developed. This period is characterized by the spread of mesic forests and the beginnings of modern vegetation communities including pine forests and cypress swamps (Griffin 1988; Widmer 1988).

The archaeological record for the Middle Archaic is better understood than the Early Archaic. Among the material culture inventory are several varieties of stemmed, broad blade projectile points including those of the Newnan, Levy, Marion, and Putnam types (Bullen 1975). At sites where preservation is good, such as sinkholes and ponds, an elaborate bone tool assemblage, shell tools, and complicated weaving have been identified (Beriault et al. 1981; Wheeler 1994). In addition, artifacts have been found in the surrounding upland areas. Along the coast, excavations on both Horr's Island in Collier County and Useppa Island in Lee County (Milanich et al. 1984; Russo 1991) have uncovered pre-ceramic shell middens that date to the Middle Archaic period. At least three ceremonial mounds accompany the Horr's Island shell ring. Large architectural features such as these were designed to divide, separate, and elevate above other physical positions within the settlement as a reflection and reinforcement of the society's social segmentation (Russo 2008:21).

Mortuary sites, characterized by interments in shallow ponds and sloughs as discovered at the Little Salt Springs Site in Sarasota County (Clausen et al. 1979) and the Bay West Site in Collier County (Beriault et al. 1981), are also distinctive of the Middle Archaic. Population growth, as evidenced by the increased number of Middle Archaic sites and accompanied by increased socio-cultural complexity, is also assumed (Russo 1994b, 2008; Widmer 1988).

The beginning of the Late (or Ceramic) Archaic is similar in many respects to the Middle Archaic but includes the addition of ceramics. The earliest pottery was fiber-tempered (Orange Plain and Orange Incised). Orange series ceramics have been recovered from several sites in southwest Florida (Bullen and Bullen 1956; Cockrell 1970; Luer 1989c, 1999; Marquardt 1992b, 1999; Russo 1991; Widmer 1974). Although semi-fiber-tempered wares are generally attributed to the late Orange period, analysis of such sherds from a number of sites indicates that this type of ceramic occurred throughout the Orange period (Cordell 2004). Projectile points of the Late Archaic are primarily stemmed and corner-notched, and include those of the Culbreath, Clay, and Lafayette types (Bullen 1975). Other lithic tools of the Late Archaic include hafted scrapers and ovate and triangular-shaped knives (Milanich and Fairbanks 1980). Archaeological evidence indicates that South Florida was sparsely settled during this time.

### **3.3 Caloosahatchee**

The termination of the Late or Ceramic Archaic corresponds to a time of environmental change. The maturing of productive estuarine systems was accompanied by cultural changes leading to the establishment of what John Goggin defined as the "Glades Tradition" (Griffin 1988:133). It was characterized by "the exploitation of the food resources of the tropical coastal waters, with secondary dependence on game and some use of wild plant foods. Agriculture was apparently never practiced, but pottery was extensively used" (Goggin 1949:28). Unlike much of peninsular Florida, the region does not contain deposits of chert, and as such stone artifacts are rare. Instead of stone, shell and bone were used as raw materials for tools (Milanich 1994:302).

Most information concerning the post-500 BCE aboriginal populations is derived from coastal sites where the subsistence patterns are typified by the extensive exploitation of fish and shellfish, wild plants, and inland game, like deer. Although Widmer postulated environmental stability for the Calusa, this was far from the truth based upon the recent environmental reconstructions (Walker 2013; Widmer 1988). Inland sites show a greater, if not exclusive reliance on interior resources. Known inland sites often consist of sand burial mounds and shell and dirt middens along major water courses, and small dirt

middens containing animal bone and ceramic sherds in oak/palm hammocks, or palm tree islands associated with freshwater marshes (Griffin 1988). These islands of dry ground provided space for settlements (Carr 2002).

The settlement pattern of the Caloosahatchee people at this time consisted of large villages (25 acres in size with about 400 people), small villages (9 acres/50 people), and fishing hamlets and/or collection stations (< 1 2.5 acres, temporary, task specific site) (Widmer 1988). The larger sites are located in the coastal areas, whereas most of the interior sites are seen as short-term hunting stations occupied by special task groups from the permanent coastal villages (Widmer 1988:226).

Caloosahatchee I, ca. 500 BCE to 500 CE, is characterized by thick, sand-tempered plain sherds with rounded lips, some St. Johns Plain ceramics, the appearance of Pineland Plain ceramics (tempered with sponge spicules and medium to fine quartz sand), and the absence of Belle Glade ceramics (Marquardt 1999:85). Based on the faunal analysis from Useppa Island and Pineland, fish was the primary meat source with whelks and conchs being the primary shellfish food. Botanical materials utilized include chenopod, panic grass, talinum, mallow, red mangrove, waxmyrtle, pine, buttonwood, and seagrape (Marquardt 1999:87). Data on burial customs for this time are unknown; on Pineland, the use of burial mounds began around 1000 CE (Marquardt and Walker 2013). Small discrete shell middens located along the coast may have represented clustered habitation areas for extended kin groups or lineages, and through time, the lower lying areas were filled in to make a larger elongated shell work (Schober 2014).

A dramatic increase of Belle Glade ceramics marks the Caloosahatchee II period (500-1200 CE). Cordell (1992) has divided the Caloosahatchee II period into IIA and IIB based on the appearance of Belle Glade Red ceramics at about 800 CE. In addition, the IIA and IIB time ranges roughly correlate with two contrasting climate/sea-level episodes (Walker 2013). These changes in ceramics may also indicate the resurgence of ceremonial mound use, a characteristic of the period. Shell from other locales at these large ceremonial centers (e.g., Mound Key, Pineland) and villages sites (Estero) were used to increase the size of many of the shell mounds. Burials occurred in sand mounds and in natural sand ridges with both primary flexed and secondary bundle burials. The number of shell middens or village sites increased (Milanich 1994:319) and evidence of ranked societies appears (Widmer 1988:93). However, Schober notes there was an apparent abandonment of many sites in inland bays and on barrier islands (Schober 2014). The Wightman Site has three non-mortuary ceremonial mounds connected by shell causeways (Fradkin 1976). In addition, the large Pineland Canal appears to have been constructed at this time (Luer 1989a, 1989b). It is possible that the large Pineland complex served as the center of Calusa society at this time (cf. Milanich 1995:44). During this time, it had been postulated that sea levels were higher than during the Caloosahatchee I period, or that the coastal area was under greater influence from nearby ocean inlets. This is based on the higher diversity of faunal remains and the increased number higher salinity based food stuffs (Walker 1992). The number of shell midden or village sites increased, and shell tools (hafted shell hammers and cutting edged tools) became more diverse (Marquardt 1992a:429; Milanich 1994:319).

The Caloosahatchee III period (1200 to 1350 CE), is identified by the appearance of St. Johns Check Stamped and Pinellas Plain ceramics (Cordell 1992). Belle Glade Plain ceramics continue to be the dominant type, with sand tempered plain and Pineland Plain also occurring. Marquardt (1992a:430) notes that no obvious changes in the settlement and subsistence patterns based upon the archaeological evidence even though this is the beginning of the Little Ice Age (Marquardt 2013). The accumulation and/or build-up of midden-mounds continued in a constricted spatial pattern, as in the IB period (Marquardt and Walker 2012). Sand burial mounds continued to be utilized, often containing Englewood and Safety Harbor vessels. A number of mounds from this period have had radially placed extended burials within the mounds (Luer and Almy 1987).

The Caloosahatchee IV period (1400-1513 CE) is characterized by the appearance of numerous trade wares from the adjoining regions (Widmer 1988:86). These types include Glades Tooled and pottery of the Safety Harbor series. There was also a decrease in popularity of Belle Glade Plain ceramics (Milanich 1994:321). Sand tempered plain pottery, with square and flattened lips, is the most common (Cordell 1992:168). There is also an increase in Pineland Plain ceramics. Around 1400 CE, the use of incising on ceramics in the Glades and Caloosahatchee regions ceased and the ceramic assemblages of the two areas were very homogeneous (Marquardt 1992a:431). Some have suggested that this represents an expansion of the Calusa within this area (Griffin 1988; McGregor 1974). Large villages sites continued to accumulate midden-mounds and the dead were interred in sand burial mounds (Marquardt 2013).

### **3.4 Colonialism**

The Caloosahatchee V period, ca. 1513 to 1750 CE, is coterminous with the period of European contact. The only difference between Caloosahatchee III and IV is the presence of European artifacts. The Caloosahatchee area was the home territory of the Calusa, a sedentary, non-agricultural, highly stratified and politically complex chiefdom (Milanich 1998). Calusa villages along the coast are marked by extensive shellworks and earthworks. Sites are marked by the appearance of European artifacts in association with aboriginal artifacts. It was also at this time that metal pendants were being manufactured by aboriginal metal smiths (Allerton et al. 1984). In addition, cultural materials from the Leon-Jefferson Mission Period in north Florida have also been recovered (Widmer 1988:86). This may be evidence of Indians fleeing Spanish missionaries and moving into southwest Florida. Spanish missionaries and European explorers found areas of large population on the southwest Florida coast, though there were interior occupations as well (Hann 1991). During the historic period, there was no reason to doubt that the Indians of southwest Florida continued to subsist mainly on resources of the sea, though they are said to have been fond of Spanish food and drink (Marquardt 1992a:431). Burial patterns also remained like the earlier periods but included some European goods. The most striking feature of the Caloosahatchee mortuary pattern is its continuity through time and general lack of grave goods (Walker et al. 1996:23).

Between 1513 and 1558, Spain launched several expeditions of exploration and colonization of *La Florida*. Archaeological evidence of contact can be found in the form of European trade goods such as glass beads, bells, and trinkets recovered from village sites. Prior to the settlement of St. Augustine in 1565, European contact with the indigenous peoples was sporadic and brief; however, the repercussions were devastating. The southeastern Native American population of 1500 has been estimated at 1.5 to 2 million (Dobyns 1983). Following exposure to Old World diseases such as bubonic plague, dysentery, influenza, and smallpox, epidemics to which they had no immunity, the Native American population of the New World was reduced by as much as 90% (Ramenofsky 1987). The social consequences of such a swift and merciless depopulation were staggering. Within 87 years of Ponce de Leon's landing, the Mississippian cultures of the Southeast were collapsed (Smith 1987). In 1708, the Spanish government reported that 300 refugees were all that remained of the original population (Mulroy 1993).

Along the Gulf Coast between Charlotte Harbor and Tampa Bay, Spanish and Cuban fishermen established communities, or "ranchos," with the earliest being at Useppa Island and San Carlos Bay (Hammond 1973; Palov 1999). There is growing archaeological evidence that the surviving Native Americans of the region were assimilated into these mixed communities (Almy 2001; Hann 1991; Neill 1968; Palov 1999). These west coast ranchos supplied dried fish to Cuban and northern markets until the mid-1830s, when the Seminole Indian Wars and customs control closed the fisheries.

During the political machinations from 1763 to 1819 among the English, Spanish, French, and United States, Native Americans continued to move into the unchartered lands of Florida. These migrating groups became known as the Seminoles. They had an agriculturally based society, focused on

horticulture and the raising of horses and cattle. The material culture of the Seminoles remained like the Creeks; the dominant aboriginal pottery type being Chattahoochee Brushed. European trade goods, especially British, were common. The Creek settlement pattern included large villages located near rich agricultural fields and grazing lands.

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

### **3.5 Territorial and Statehood**

The bloody conflict between the Americans and the Seminoles over Florida first came to a head in 1818 and was subsequently known as the First Seminole War. Because of the war and the Adams-Onís Treaty in 1819, Florida became a United States Territory in 1821. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia counties. At the time, St. Johns County included all of Florida lying east of the Suwannee River; Escambia County included the land lying to the west. During this period, settlement was largely concentrated in the northern part of the state. Seminole Indians were displaced, and the white settlers and their homesteads took over. As a result, the Seminoles were pushed southward. In the first territorial census in 1825, some 317 persons reportedly lived in South Florida; by 1830 that number had risen to 517 (Tebeau 1980:134). The earliest American attempts to settle Lee County occurred 1833 when William Hackley of Tampa and a group of New York investors tried unsuccessfully to establish the town of Sanibel on Sanibel Island.

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

By 1836, the Second Seminole War in Florida had escalated with attacks on isolated settlers and communities. A formidable force of American soldiers, commanded by Colonel Persifer F. Smith, left Fort Basinger in January 1838, entered Indian Territory south of the Caloosahatchee River, and traveled to Punta Rassa. During the 1837-38 campaign, Smith was to take his troops up the Caloosahatchee and in theory meet up with three other columns to push the Seminoles into the Everglades where it was hoped that they would either surrender or die (Knetsch 2003:100). Two supply depots, Fort Adams and Fort Denaud, were established at river crossings along the way; Fort Dulaney was established in 1838 at Punta Rassa. These forts were little more than small blockhouses with a warehouse for the storage of supplies, and all were abandoned when the rainy season set in. Fort Dulaney was used as the principle base and was expanded to include large barracks, warehouses, and a hospital until October 19, 1841, when it was destroyed by a hurricane (Grismer 1949).

After the destruction of Fort Dulaney, Captain H. McKavit was sent to establish a location for a new fort to be built in an area less prone to flooding. He traveled up the Caloosahatchee River and came upon an elevated hammock. It was here that he built Fort Harvie, at the present location of Fort Myers (ACI 1993; Grismer 1949). Fort Harvie, named for Lieutenant John H. Harvie, 8<sup>th</sup> Infantry, was the

Army's "principal depot" established November 1, 1841, for operations in Southwest Florida during the Second Seminole War. It remained active until March of 1842 (Sprague 1964:348).

Encouraged by the passage of the Armed Occupation Act in 1842, which was designed to promote settlement and protect the Florida frontier, Anglo-American settlers moved south through Florida. The Armed Occupation Act stipulated that any family or single man over 18 years of age able to bear arms could earn title to 160 acres by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years. During the nine-month period, the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961:48). Finally, in 1845, the Union admitted the State of Florida with Tallahassee as the state capital.

In 1850, renewed problems with the Seminoles saw the development of a new post, Fort Myers, on the site of the earlier Fort Harvie. The post was named for Colonel Abraham C. Myers, soon to marry the daughter of Major General David E. Twiggs, commander of Fort Brooke (Tampa). Within a few years, the post consisted of some 57 buildings including a large supply depot, numerous barracks, and a two-and-one-half story hospital. The facility also featured shell streets, a parade ground, a 1,000-foot wharf, and vegetable gardens. Eventually to become the site for the town of Fort Myers, the fort site fronted the river, roughly bound by what is now Hough Street on the east, Dean Street on the west, and Second Street on the south. Fort Myers served as the final embarkation site for the last group of Seminoles who were transported west at the conclusion of the Third Seminole War (City of Fort Myers 1990:10; Florida Preservation Services [FPS] 1986:14; Peters 1984:7).

In December of 1855, the Third Seminole War or the Billy Bowlegs War (1855-1858) began due to pressure placed on Native Americans remaining in Florida to emigrate to the west (Covington 1982). The war began when Chief Billy Bowlegs and 30 warriors attacked an army camp killing four soldiers and wounding four others. The attack was in retaliation for damage done by several artillerymen to property belonging to Billy Bowlegs. This hostile action renewed state and federal interest in the elimination of the Seminoles from Florida and several regional military posts were established (Covington 1982).

Military action was not decisive, so in 1858 the U.S. Government resorted to monetary persuasion to induce the remnant of Seminoles to migrate west. Chief Billy Bowlegs accepted \$5000 for himself and \$2500 for his lost cattle; each warrior received \$500, and each woman and child was given \$100. On May 4, 1858, the ship *Grey Cloud* set sail from Fort Myers with 123 Seminoles. Stopping at Egmont Key, 41 captives and a Seminole woman guide were added to the group. On May 8, 1858, the Third Seminole War was declared officially over. The modern Florida Seminoles descended from this meager group, thought to number less than 200 Indians. The remaining bands lived in relative isolation until the late 1870s and the 1880s when the government sent observers among them (Covington 1982).

During the latter part of the Third Seminole War and the years immediately following, non-military, settlers began to trickle down into the southern third of the peninsula, specifically into the Kissimmee River Valley. In general, these pioneers were cattle ranchers who had become aware of the lands and their potential to provide grazing ranges for their herds.

Cattle ranching served as one of the earliest important economic activities reported in the region. Mavericks left by early Spanish explorers provided the stock for the herds raised by the mid-eighteenth century "Cowkeeper" Seminoles. As the Seminoles were pushed further south during the Seminole Wars and their cattle were sold or left to roam, settlers captured or bought the cattle. By the late 1850s, the cattle industry of southwestern Florida was developing on a significant scale. The ford situated near Fort Thompson was used by the cattlemen to drive their herds to holding pens in Punta Rassa for shipment to Cuba, at a considerable profit. During this period, Jacob Summerlin became the first cattle baron of



southwestern Florida. Known as the “King of the Crackers,” Summerlin herds ranged from Ft. Meade to Ft. Myers (Covington 1957).

### **3.6 Civil War and Aftermath**

In 1861, Florida followed South Carolina’s lead and seceded from the Union in a prelude to the American Civil War. Fort Myers was re-occupied by Federal troops during the Civil War. General D. P. Woodbury, U.S. Navy, reactivated Fort Myers by reoccupying it in January of 1864. He arrived with 20 men of the 47<sup>th</sup> Regiment of Pennsylvania Volunteers, and another officer, Henry A. Crane, a Unionist and former newspaper editor from Tampa. Woodbury’s initial force was joined by a second detachment of the 47<sup>th</sup>, together with some refugee families. The fort was soon occupied by “a motley assortment of over 400 ‘civilian lay-outs’ including Union refugees, Union sympathizers, Confederate Army deserters, conscription resisters, and escaped slaves” (Solomon 1993:136).

By this time, the area had achieved importance as a cattle raising center, important to both Confederate and Union forces (Peters 1984:7). Florida cattlemen drove their herds to Punta Rassa for shipment to Cuba, at a considerable profit. Among the most successful were James McKay and Jacob Summerlin, who formed a partnership in 1863. Summerlin originally had a contract with the Confederate government to market thousands of head a year at eight dollars per head. By driving his cattle to Punta Rassa and shipping them to Cuba, he received 25 dollars per head (Grismer 1949:43).

Reoccupation of the fort was also aimed at establishing a Union presence among the cattle herding grounds of Southwest Florida where isolated, distant cattle ranges supplied beef to Confederate troops in distant states (Solomon 1993). On April 20, 1864, Companies D and I of the United States Colored Troops (USCT) arrived from Key West. Raids from Fort Myers involving men from these Companies occurred in May at Tampa, Rialls Creek in August, and later at Fort Meade. Following these, an attack by the Confederate personnel assigned to cattle driving, popularly called the Cow Cavalry, moved to attack Fort Myers. Under Officers Francis A. Hendry, John T. Lesley, and James McKay Jr., a force of approximately 275 moved, in early February, from Tampa. Arriving near the Fort on February 29, ten men, commanded by Lieutenant William M. Hendry captured four pickets of the 2<sup>nd</sup> Florida Cavalry. Approaching nearer the post, the Confederates surprised “a laundry detail at a small pond frequented by the Fort’s inhabitants . . . killing a black private” and capturing five others (Solomon 1993:148). An ensuing attack of the fort found the Confederates badly under armed, facing two brass six-pounder cannons staffed by the 2<sup>nd</sup> USCT. Before the Confederates retreated, an estimated 40 of their number were killed. While four Union losses were “all members of the black troops,” additional blacks outside the fort were captured, and a former slave who became a Florida legislator, John Wallace, was seriously wounded (Solomon 1993:150). Fort Myers pioneer Francis A. Hendry later summed up the Confederate experience...

*Two hundred and seventy-five men, poorly armed, with one field piece, attacking five companies of well-armed men with block houses, breastworks and three field pieces . . . could not be expected to succeed. While the Confederates could not hurt the enemy much, they gave it a terrible fight (Solomon 1993:151).*

By March 14 of 1865, the last of Fort Myer’s troops abandoned the fort, departing for Punta Rassa (Solomon 1993:151). After the war, a profitable cattle industry continued to attract settlers to the area. Due to the scarcity of construction materials, many of the fort buildings were dismantled and lumber reused elsewhere. Some of the buildings were renovated or rebuilt for local use.

The Homestead Act, created by Congress in 1862, allowed settlers to obtain title to 160 acres by residing on, and working the land. The property first had to be surveyed. Although the exterior section lines for Township 43 South, Range 23 East were surveyed in 1858 by John Jackson and the exterior

section lines for Township 42 South, Range 23 East surveyed in Samuel Hope in 1859 (State of Florida 1858, 1859) it wasn't until 1872 that the subdivision lines were surveyed (**Figure 3.2**). The subdivision lines were surveyed by S. Hamblin in 1872 (State of Florida 1872a). No historic resources were noted proximate to the APE and the land was described as 2<sup>nd</sup> and 3<sup>rd</sup> rate pine, which was low and wet, as well as maidencane ponds (State of Florida 1872b).

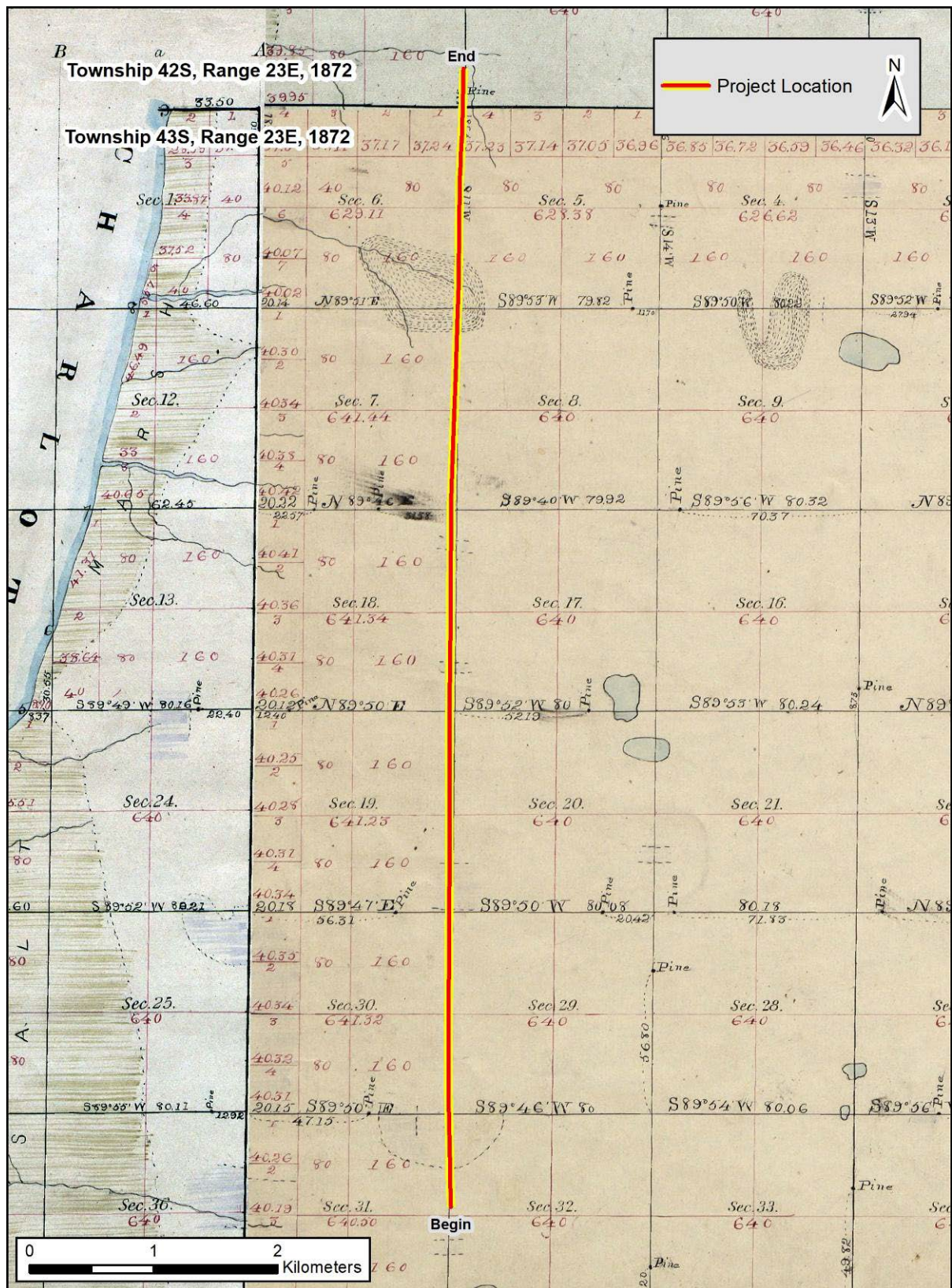
Major James Evans, from Virginia, returned to Fort Myers in 1873 with a homestead claim for the land in the old fort area. He first arrived with the original survey crew and remained until the outbreak of the Third Seminole War, thus substantiating his claim to the land as the first homesteader (ACI 1993; Grismer 1949; Peters 1984). Major Evans platted the original town of Fort Myers in the fall of 1876 on the site of the fort. The plat was recorded in Key West, county seat for Monroe County, in December 1876 (Monroe County n.d.:450). It was later corrected and re-filed in Fort Myers, then county seat of Lee County, on January 9, 1898 and December 17, 1902 (Lee County n.d.:23). Much of the land in the original town was deeded by Evans to pioneers who had settled there and the streets were laid out to conform to the property they were occupying, which explains the irregularity of the street plan (Grismer 1949:255). The remainder of the city was later platted on a north-south and east-west grid (Peters 1984:9).

Pine Island was uninhabited until 1873 when Captain John Smith, a Russian sailor, arrived after having survived a hurricane on nearby Punta Rassa. He decided that Pine Island would be a safer haven against future storms since it was protected from the Gulf of Mexico by the outer islands of Sanibel, Captiva, and Cayo Costa. Other settlers followed and they, too, lived off the substantial bounty of the sea, while beginning to develop the beautiful, island paradise (Lincoln 2016). William M. Hendry moved to Ft. Myers in the summer of 1873 and opened a general store in 1875 (Grismer 1949:279). Mail service was started August 22, 1876 with a post office in W. M. Hendry's store. It was called "Myers" by the United States Post Office, supposedly to avoid confusion with Fort Myer, Virginia. The local people continued to refer to their town as "Fort Myers," which finally became the legal name on November 9, 1901 (City of Fort Myers 1990:11; Grismer 1949:262).

In 1876, fewer than ten families lived in the frontier cow town of Fort Myers, but families continued to move into the area. By 1885, there were approximately 50 families living within the expanded town limits. The need for public improvements and better law enforcement led the residents to incorporate the settlement as a town, accomplished August 12, 1885, when a mayor and the council were elected (Grismer 1949:255). By 1890, the population had increased to 575.

During the 1880s, the local economy boomed with the increase of winter visitors seeking the favorable subtropical climate and the introduction of pineapple growing and truck farming. Many of the visitors chose to stay or build their own winter residences in Fort Myers. These included famous people such as Thomas A. Edison who built a winter home there in 1886. His friend Henry Ford later purchased the property next to him in 1916. Regular boat service to the area started in the 1870s. Henry Plant extended his railroad from Tampa south to Punta Gorda in 1887 but not to Fort Myers until several years later. This slowed the growth of the area but allowed for more overland travel.

Although the local economy flourished, the state faced a fiscal crisis due to pre-war railroad bond indebtedness. This led Governor William Bloxham to search for a buyer for an immense amount of state land. His task was to raise adequate capital in one sale to free from litigation the remainder of state lands for desperately needed revenue. In 1881, Hamilton Disston, a Philadelphia investor and friend of the Governor, purchased four million acres of swamp and overflow land for one million dollars from the State of Florida to clear the state's debt. His promotion of land sales and subsequent canal operations attracted settlers into the area. The Atlantic and Gulf Coastal Canal and Okeechobee Land Company was formed on July 20, 1881 to help fulfill the drainage contracts; the Florida Land Improvement Company and Kissimmee Land Company were formed to develop Disston's lands.



Lee County, named for General Robert E. Lee, was created by the State Legislature in May 1887, and was carved out of Monroe County. At the time, it was one of the largest in the state, consisting of most of southwest Florida. The population for the entire county was recorded as 1414 inhabitants in 1890. Many settlers moved to Lee County to grow produce including cabbage, eggplant, and squash and ship their products to places such as Key West and Cuba. Others experimented with coconuts, pineapples, and sugar; cattle continued to play a part in the local economy (FPS 1986:24). By the mid-1880s, pineapples were a major commercial crop, retaining their importance as a crop until the early 20th century when Caribbean growers claimed the market by lowering production costs (Grismer 1949; Peters 1984). Regularly scheduled steamboat travel on the Caloosahatchee River was initiated in 1888 by Captain J. Fred Menge, who purchased two workboats from the Disston operations. The Menge Brothers Steamboat Line grew and continued operations along the river until World War I when new roads and rail lines facilitated overland transportation (FPS 1986:32).

The town of Fort Myers, incorporated in 1888, was growing rapidly. To expand the downtown area and provide a better road system, the city advertised for proposals to remove the burials found along the newly laid-out Fowler Street that passed through the abandoned Fort Myers Cemetery. In January of 1888, “the Secretary of War ordered the removal . . . of the soldiers remains . . . in the Old Fort Myers Cemetery to the Barrancas National Cemetery,” and the Deputy Quarter Master General authorized, on January 11, 1888, the Office of National Cemeteries to do so “at such time as conditions of temperature and climate will permit” (Sawtelle 1888). In March, the Fort Myers Press reported a Pensacola firm had been awarded the contract. A total of 52 exhumations were conducted in the cemetery in 1888 (ACI 1994:19). Captain W. H. Fowler, for whom Fowler Street was named, was among these. Fowler had been a member of 1<sup>st</sup> Artillery and a veteran of the Seminole Wars.

The “Big Freeze of 1895,” which drove investors and settlers further south in the state in search of better protected land, ushered in a second period of homesteading in Lee County (FPS 1986:22). In 1895, Robert Gilbert received a homestead grant that included Mound House, an aboriginal shell mound, and the highest point of Fort Myers Beach (Town of Fort Myers Beach [TFMB] 2016). Pine Island became the center for citrus and tropical fruits at the turn of the century. Other citrus and agricultural operations were established upriver from Fort Myers in the early part of the 20th century, extending throughout most of the county by 1910.

### **3.7 Twentieth Century**

On February 20, 1904, the Atlantic Coastline Railroad reached Fort Myers from Punta Gorda, crossing the Caloosahatchee River between Samville and Tice. This brought more visitors and the construction of additional accommodations. It also allowed crops to be easily shipped to other parts of the country. Land development increased during the early 20th century as farmers platted small parcels of land in East Fort Myers, Alva, Estero, Buckingham, and Boca Grande to attract settlers (FPS 1986:24). By 1906, the Bank of Fort Myers had opened to accommodate business expansion brought on, in part, as a product of the railroad. Prior to this accomplishment, a 1901 Army Corps of Engineers report describes the importance of the Caloosahatchee River to the local economy, “Owing to the absence of railways, the inhabitants of the Caloosahatchee River Valley are 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. A year later, a two-story public school was opened. Also, in 1911, William Case was living on Mound House, and developing the first subdivision and cottage rental industry on the island. By 1914, all the island property was homesteaded with little industry beyond fishing, gardening, a sawmill operated by the Koreshan Unity, and a hotel (TFMB 2016).



Development on Estero Island, then named Crescent Beach, was slow until the 1920s when Florida gained national attention as a vacation destination. By 1921, a toll bridge was opened connecting San Carlos Island and Estero Island, followed closely by the construction of two casinos, hotels, a pier, and the island's first canal. Several subdivisions were platted, and many lots were sold, but few were actually developed (FPS 1986; TFMB 2016; Weant and Nickerson 1992). In April 1924, the San Carlos Corporation was formed to develop a coastal wetlands area of mainland Lee County that was about 730 acres in size. Two-hundred and fifty acres on Sand Carlos Island were surveyed and platted the following year. Plans for the development also called for lighting, sewers, sidewalks, a 200-room hotel and a malled central boulevard. The land boom was short lived as the hurricanes of 1921 and 1926 challenged idyllic notions of southwest Florida and slowed further development.

The Dixie Highway, completed in 1922, became the first northbound route out of Lee County (FPS 1986; Fritz 1963; Grismer 1949; Scupholm 1997). The Lee County portion of the Tamiami Trail from Fort Myers south to Naples was originally conceived in 1915. 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 1986:37). The connection, between Fort Myers and Punta Gorda, a wooden bridge across the Caloosahatchee River, was completed in 1924, thus finally linking Fort Myers to the north. The extension of the Tamiami Trail to the south was not completed until 1926 (FPS 1986:37; Fritz 1963:122-124). Other civic improvements were also delayed until after the war, but new residents continued to settle in the area. Construction of residences and commercial buildings continued (Grismer 1949:207).

Government funded construction projects in Fort Myers during the Depression years included the concrete Edison Bridge (1930) which replaced the earlier wooden bridge, the Federal Post Office building (1933), the Waterfront Park and Yacht Basin (1937) and the City of Fort Myers Water Treatment Plant (1937). In the spring of 1937, a waterway across southern Florida, between Fort Myers and Stuart, was finally completed. Two Work Projects Administration projects continued into the early 1940s: the airport improvements in 1940 and the new Lee Memorial Hospital completed in 1943 (Grismer 1949). During the 1940s, Lee County became the site of a growing commercial fishing industry (Dovell 1952).

World War II brought the construction of air bases in the area: Buckingham and Page Fields. 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 1950s brought modernization and tourist development to Fort Myers Beach with new hotels including the Rancho del Mar with the first swimming pool and the electrification of the swing bridge to facilitate traffic. The discovery of "pink gold" (shrimp) in the Dry Tortugas sparked not only the shrimping industry but also the ancillary businesses to support it (TFMB 2016). Fort Myers Beach became one of the largest shrimp ports in the world (Brown and Brown 1965). The population increased by fifty percent from 1940 to 1950. Numerous civic organizations, churches, local newspapers, weather and US Coast Guard stations, the Beach Library, and the annual Shrimp Festival were all initiated or expanded during this second land boom.

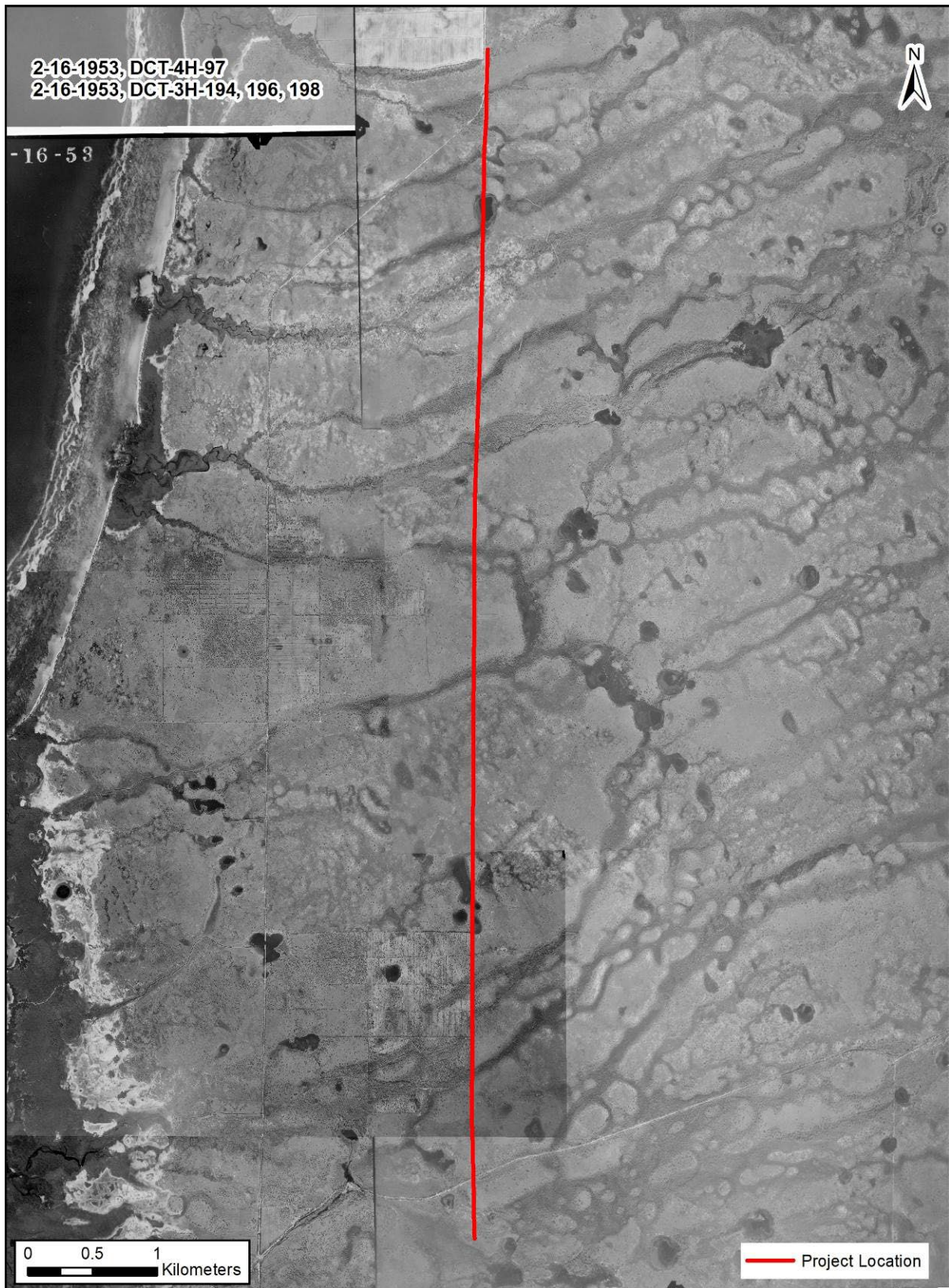
Prior to the arrival of the Rosen Brothers, Leonard and Jack, in 1957 the area that is today Cape Coral was known as Redfish Point. During the next decade the Rosens dredged canals and filled the area, turning it into a mecca for home buyers. "Fort Myers and Lee County were inundated with strangers clasping clippings, asking directories to the 'waterfront wonderland'" which boasted more than 400 miles of canals (Board and Bartlett 1985). New families arrived almost daily. Then, in June of 1967, the Wall Street Journal carried a story accusing Gulf American Land (the Rosens' Company), of illegal practices such as lot switching, revising plats without approval and using pressure sales tactics (Board and Bartlett 1985).

By 1969, General Acceptance Corp. of Pennsylvania had bought Gulf America. After decline in business GAC filed for reorganization under the Federal Bankruptcy Act. Fortunately, the residents of this beautiful coastal community were not affected, as the new city created its own government and raised taxes to manage its budget. The City of Cape Coral was officially incorporated in 1970, at which time the population was 11,470 and the city was the third largest by land mass in Florida (Cape Coral Chamber of Commerce 2014). By 1985, the 114 square mile area was home to more than 45,000 residents who had moved into Cape Coral (Board and Bartlett 1985).

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-4 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). 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. Outside of Fort Myers and a few small towns, the remainder of Lee County is devoted to citrus groves, vegetable farms, and cattle ranches. The population of Lee County and Cape Coral reached 760,822 and 194,016, respectively, by the 2020 census (United States Census Bureau [USCB] n.d.).

### **3.8 Project Specifics**

A review of historic aerial photographs reveals that the APE was comprised of undeveloped wetlands intersected by naturally occurring creeks and the channelized Gator Slough Canal from ca. 1944 to at least ca. 1953 (USDA 1944, 1953) (**Figure 3.3**). At this time, Burnt Store Road veered to the west at the Charlotte County line and ran southward outside of the APE. By ca. 1968, the new segment of Burnt Store Road had been constructed through the APE and the street plans of multiple subdivisions had been laid out adjacent to the corridor (FDOT 1968). The new segment replaced the original Lee County segment of Burnt Store Road as the primary north-south transportation corridor in the immediate area; however, a segment of the original route remains extant approximately one mile to the west of, and running parallel to, the APE and no longer connects to Burnt Store Road within Charlotte County. The southern segment of the APE was greatly altered in ca. 1972 with the significant widening of the Gator Slough Canal and construction of the Burnt Store over Gator Slough Canal (FDOT 120025) concrete slab bridge (FDOT 1972). Construction was complete by ca. 1975 and the canal was gradually widened further east over the years (FDOT 1975). The Burnt Store Marina development was constructed at the northern end of the APE in ca. 1979 and expansion continued into the 2000s, at which time construction also began to increase in the surrounding subdivisions (FDOT 1979; Google Earth 2022) (**Figure 3.4**). Alterations to the Burnt Store Road corridor were limited to the replacement of multiple culverts during the 2000s until major changes were made in ca. 2017. In 2017, a new bridge was opened to northbound Burnt Store Road traffic, while the original ca. 1960s route became the southbound segment. The new northbound and southbound routes intersect and return to the original layout of an undivided two-lane roadway north of Delilah Drive and south of the APE at NW 4th Terrace (Google Earth 2022).



**Figure 3.3.** 1953 aerial photographs showing project location.





**Figure 3.4.** 1986 aerial photographs showing project location.



## 4.0 RESEARCH CONSIDERATIONS AND FIELD METHODS

### 4.1 Background Research and Literature Review

A review of the archaeological and historical literature, records, and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the Florida Master Site File (FMSF), cultural resource survey reports, published books and articles, aerial photographs, and maps. The FMSF data in this report were obtained in May 2021 and updated in June 2022. However, according to FMSF staff, input may be a month or more behind receipt of reports and site files. No one was interviewed for this project.

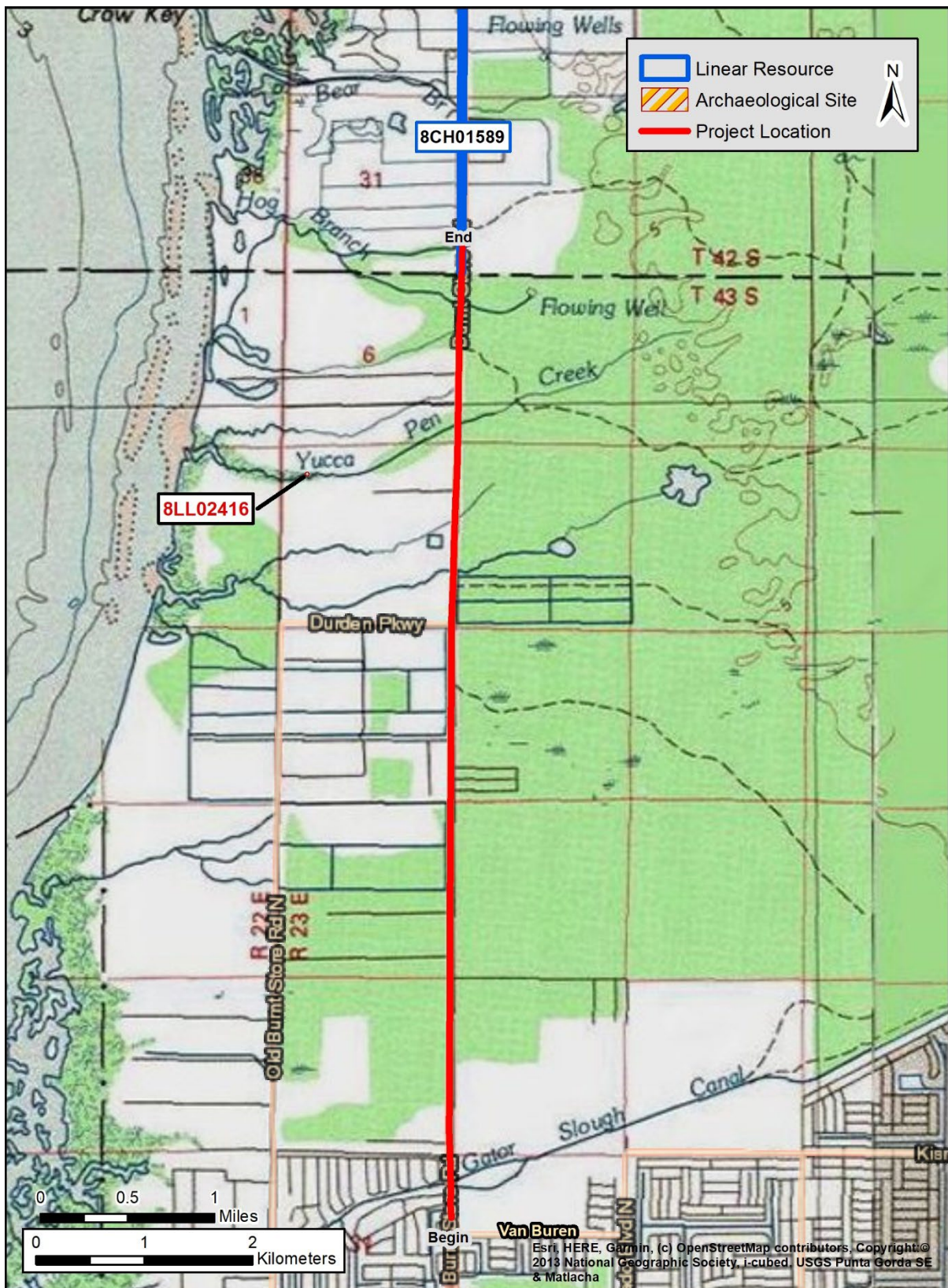
#### 4.1.1 Archaeological Considerations

Background research revealed that no archaeological sites are located within or near the APE. However, one prehistoric and one historic archaeological site is recorded within one mile (**Figure 4.1**); both were recorded during a survey of the Burnt Store Road Preserve Parcel (Beriault 2007). The prehistoric archaeological site, 8LL02416, Yucca Pen Creek Site, consisted of a sparse scatter of shell, predominately oyster, located on high ground extending into Yucca Pen Creek. The second site, 8LL02417, the Yucca Pen Cabin, is a deteriorated historic homestead that is now destroyed (FMSF 2022); the State Historic Preservation Officer (SHPO) determined both sites not eligible for listing in the NRHP.

In addition to the CRAS conducted by Beriault (2007), three other surveys were conducted proximate to the APE. These include a survey of Burnt Store Acres (ACI 2003), a survey of Section 1, 6, 12, and 13 of T43S-R22E (McCloskey 1980), and a survey of the Myriad Luxury Motorcoach Resort (ACI 2018). No archaeological sites were found near the APE as a result of these surveys.

As archaeologists have long realized, aboriginal populations did not select their habitation sites and special activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. Within the general area, it has been repeatedly demonstrated that archaeological sites are most often located near a permanent or semi-permanent source of potable water. In general, prehistoric sites are found on better drained soils and at the better drained upland margins of wetland features such as swamps, sinkholes, lakes, and ponds. Also, site locations often occur where a diversity of natural habitats could be exploited expeditiously.

Based on these data, as well as the data from area studies and county management plans (i.e., ACI 2003, 2006; Austin 1987; Bellomo and Fuhrmeister 1991; Dunbar et al. 2002; Koski et al. 2004;), historic aerials (USDA 1944, 1953) the APE was considered to have a moderate to low potential for prehistoric and historic period archaeological sites prior to filling and land altering activities. Prehistoric sites, if found, were expected to be small temporary, artifact scatters located in elevated area adjacent to wetlands. Historic sites likely would be related to the 20<sup>th</sup> century agricultural use of the land.



**Figure 4.1.** Location of archaeological sites and historic resources within approximately one mile of the project.

#### 4.1.2 Historical Considerations

A review of the FMSF and NRHP revealed that one historic resource (8CH01589) has been previously recorded within the APE. This includes a segment of Burnt Store Road (8CH01589) in Charlotte County that is located at the northern terminus of the APE (**Figure 4.1**). This segment within Charlotte County was first identified and recorded during the *Phase II Survey of Charlotte County Historic Resources, Charlotte County, Florida* conducted by Environmental Services, Inc. in 2008 (Survey No. 16444). The segment has not been evaluated by the SHPO; therefore, the FMSF form will be updated for the segment within the APE. A segment located two miles north of the APE was updated during the *Cultural Resource Assessment Survey Burnt Store Road from North of Zemel Road to Scham Road, Charlotte County, Florida* conducted by ACI in 2017 (Survey No. 24429). The segment was determined ineligible for listing in the NRHP by the SHPO. The road has not been recorded within Lee County; therefore, a FMSF form will be prepared for the linear resource.

In addition, an unrecorded segment of the previously recorded Gator Slough Canal (8LL02469), is located within the historical APE. A segment of the Gator Slough Canal (8LL02469) was recorded east of the APE near US 41 during the *Cultural Resource Assessment Reevaluation US 41 Business (SR 739) from Littleton Road (M.P. 4.162) to US 41 (SR 45) (M.P. 5.400), Lee County, Florida* conducted by ACI in 2007 (ACI 2007; Survey No. 16896). This segment was determined ineligible for listing in the NRHP by the SHPO. A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Lee County property appraiser's website data revealed the potential for eight new historic resources 48 years of age or older (constructed in 1974 or earlier) within the APE (Caldwell 2022).

#### 4.2 Field 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 APE 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 within property 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 locate the historic properties within the current property (Advisory Council on Historic Preservation n.d.).

**Archaeological** field methods included both ground surface reconnaissance combined with systematic and judgmental subsurface shovel testing. Systematic shovel tests were placed at 25, 50, and 100 meter (m) intervals as well as judgmentally. Each shovel test measured 0.5 m in diameter and was dug to a depth of 1 m unless impeded by disturbance or water. Soil from each test pit was screened through 6.3-millimeter (mm) mesh hardware cloth to maximize the recovery of artifacts. The location of all shovel tests was recorded with a Trimble Juno 5, and, following the recording of relevant data such as stratigraphic profile and artifact finds, all shovel tests were refilled.

**Historic/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 48 years of age or older (constructed in or prior to 1974), 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 resource, photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to descriptions, each historic resource was reviewed to assess style/type, 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.

#### **4.3 Laboratory Methods and Curation**

No cultural materials were recovered; thus, no laboratory methods were utilized. The project-related records such as maps, field notes, photographs, and digital data will be maintained at the ACI office in Sarasota (P20047) unless the client requests otherwise.

#### **4.4 Inadvertent/Unanticipated Discovery of Cultural Remains**

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.



## 5.0 SURVEY RESULTS AND CONCLUSIONS

### 5.1 Archaeological Results

The archaeological investigations within the APE consisted of surface reconnaissance combined with systematic subsurface testing. A total of 114 shovel tests was excavated across the project APE. These were dug at 25, 50, and 100 m intervals as well as judgmentally. All were negative (**Figures 5.1, 5.2, 5.3**). 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.

Stratigraphy throughout the corridor was very disturbed as a result of buried utilities, roadway modification, culverts, and large swales filled with water. Sample soil stratigraphies include:

- Very disturbed APE– 0-50 centimeter (cm) of grayish-brown gravelly sand; 50-100 cm of pale brown gravelly sand (**Photo 5.1**)
- Somewhat disturbed APE– 0-20 cm of gray sand; 20-100 cm of pale brown sand (**Photo 5.2**)



**Photo 5.1.** Sample of very disturbed soil within the APE.

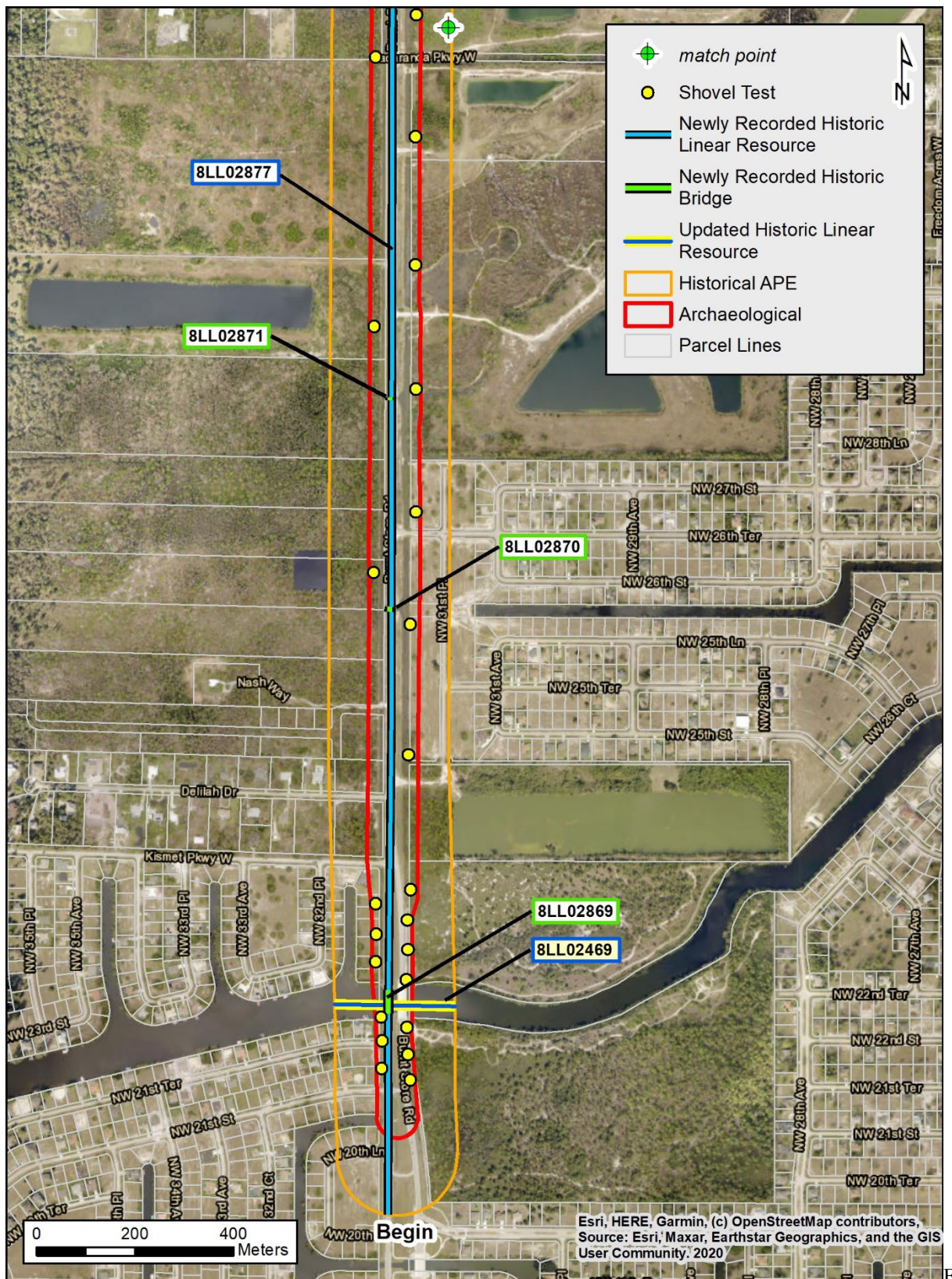


**Photo 5.2.** Sample of somewhat disturbed soil within the APE.

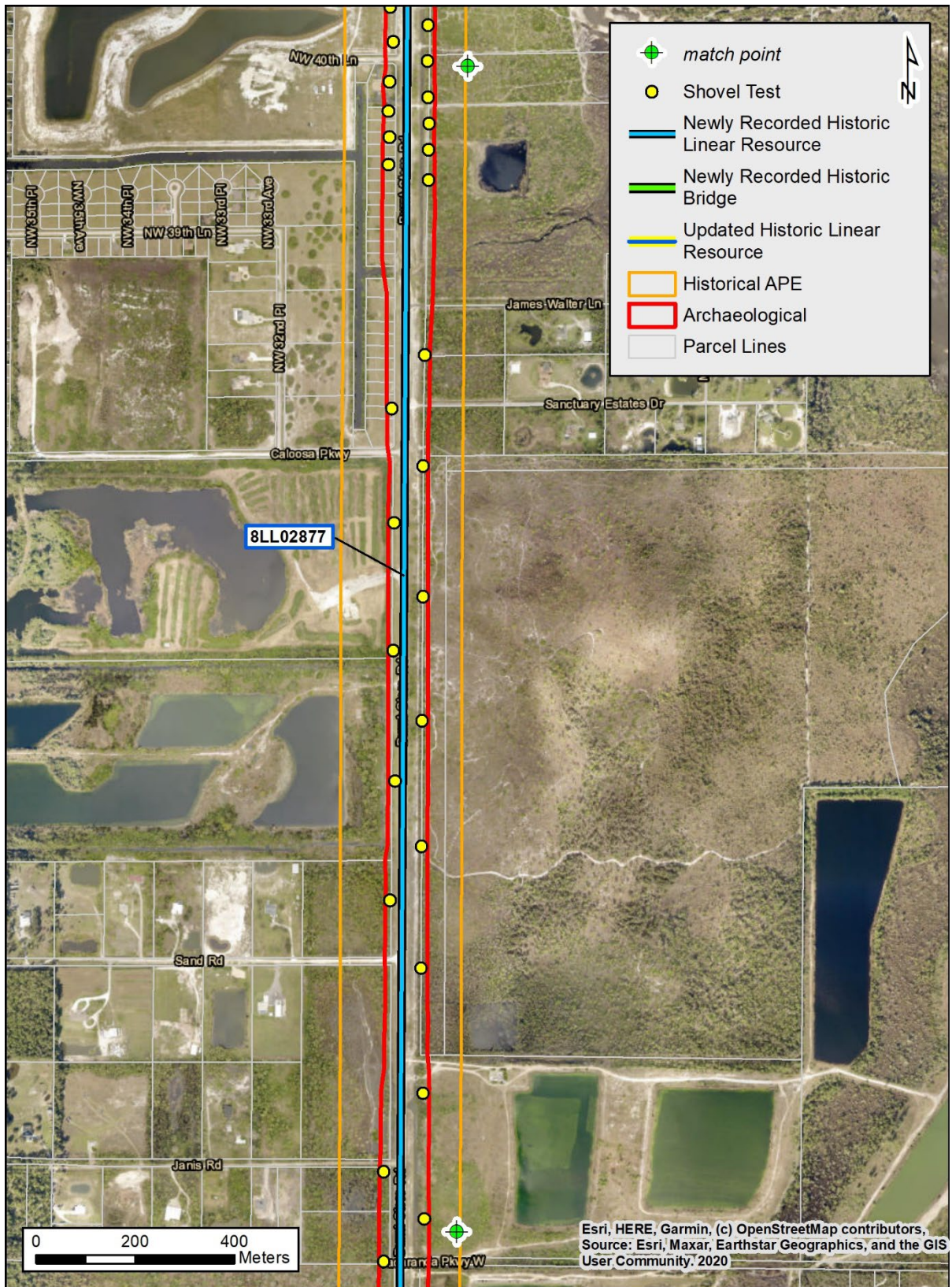
### 5.2 Historical/Architectural Survey Results

Background research revealed that one historic resource (8CH01589) was previously recorded within the APE. This includes a segment of Burnt Store Road (8CH01589) in Charlotte County. The historical/architectural field survey resulted in the identification and evaluation of 11 historic resources (8LL02469, 8LL02869 – 8LL02877, 8CH01589) within the APE (**Figures 5.1 – 5.4; Table 5.1**). These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, a newly identified segment of Burnt Store Road (8LL02877) in Lee County, an updated segment of Burnt Store Road (8CH01589) in Charlotte County, and a newly identified segment of the previously recorded Gator Slough Canal (8LL02469). The newly identified historic bridge and culverts are common examples of post-1945 concrete culvert and slab bridge construction built between ca. 1965 and 1972. Overall, the newly identified historic bridge and culverts are of common design and lack of significant attributes or associations. The road within Lee and Charlotte Counties is of common design and has undergone substantial alterations, no longer reflecting the original flow of traffic. The canal is a common drainage canal found throughout Lee County that lacks unique design or engineering features. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district.



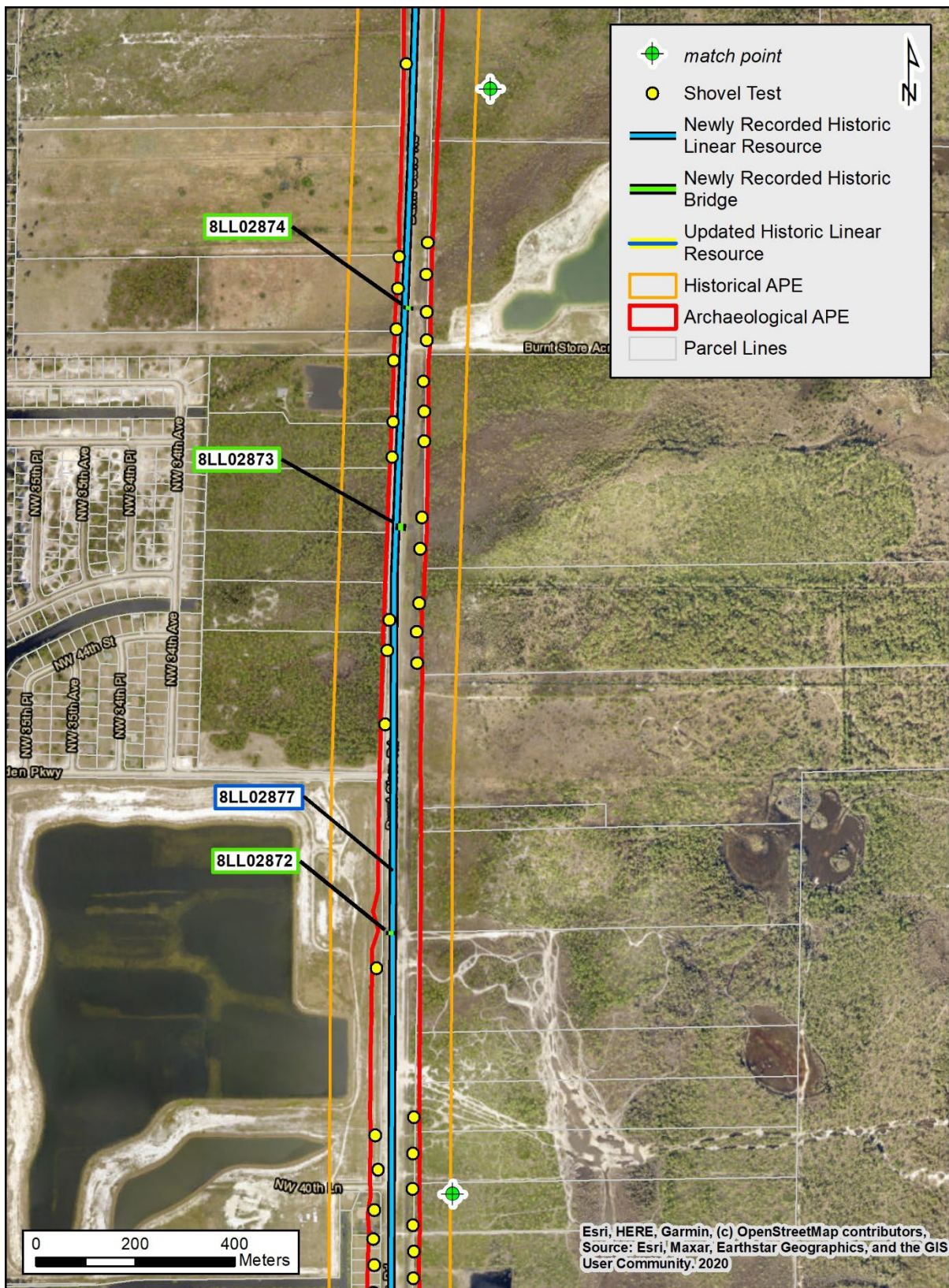




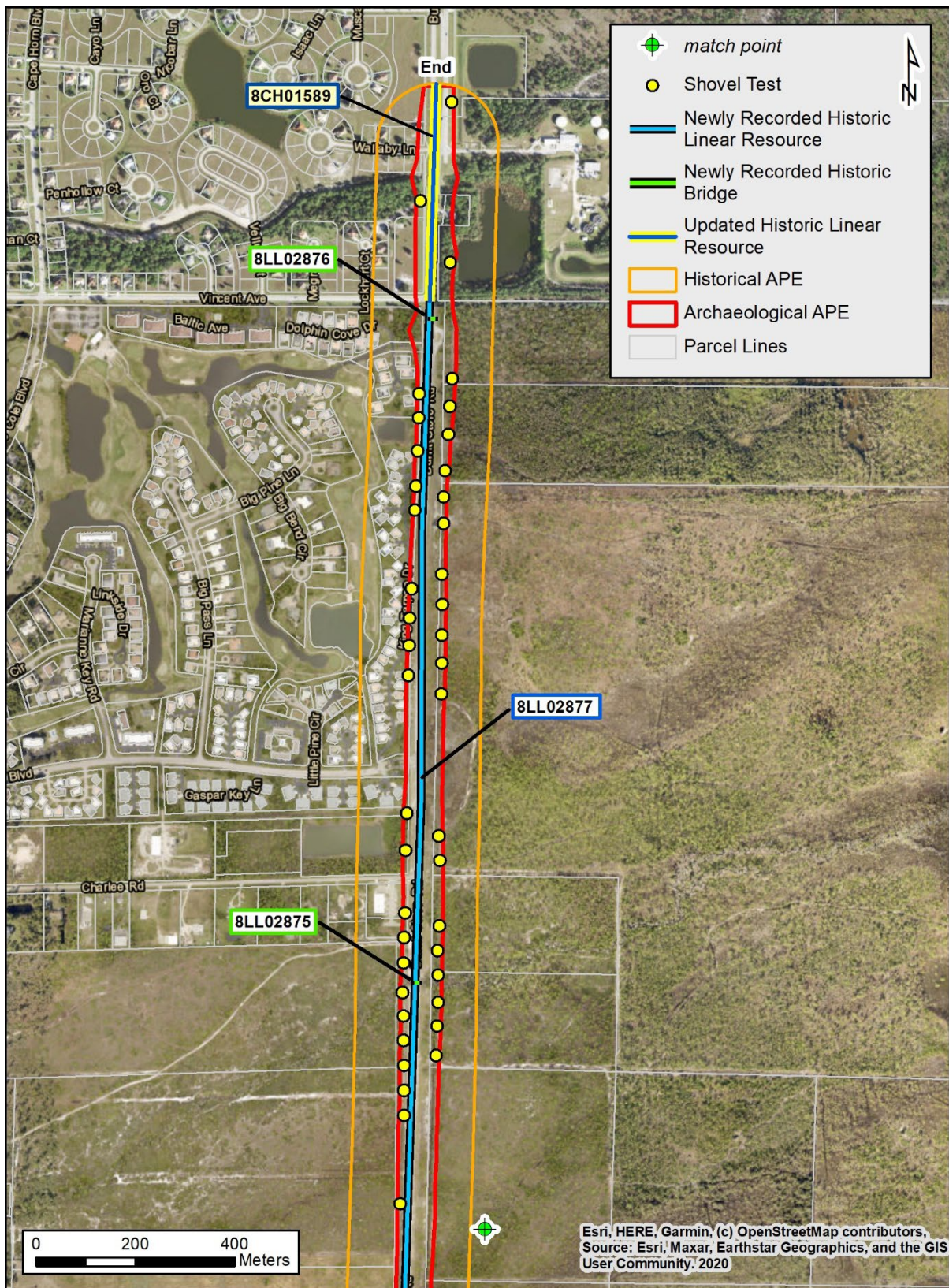


**Figure 5.2.** Shovel tests and historic resources located within the Burnt Store Road APE.









**Figure 5.4.** Shovel tests and historic resources located within the Burnt Store Road APE.

Descriptions and photographs of the historic resources follow, and copies of the FMSF forms are included in **Appendix A**. No informant interviews for historic resources were conducted during the field survey. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to survey all areas of the APE.

**Table 5.1.** Historic resources located within the Burnt Store Road APE.

FMSF No.	Address/Site Name	Year Built	Style/Type	NRHP Eligibility Recommendation
*8LL02469	Gator Slough Canal	1944	Linear Resource	Ineligible
8LL02869	Burnt Store Road over Gator Slough Canal (FDOT Bridge No. 120025)	1972	Concrete Slab Bridge	Ineligible
8LL02870	Burnt Store Road Culvert #1	1965	Culvert	Ineligible
8LL02871	Burnt Store Road Culvert #2	1965	Culvert	Ineligible
8LL02872	Burnt Store Road Culvert #3	1965	Culvert	Ineligible
8LL02873	Burnt Store Road Culvert #4	1965	Culvert	Ineligible
8LL02874	Burnt Store Road Culvert #5	1965	Culvert	Ineligible
8LL02875	Burnt Store Road over Yucca Pen Creek (FDOT Bridge No. 120054)	1965	Culvert	Ineligible
8LL02876	Burnt Store Road Culvert #6	1965	Culvert	Ineligible
8LL02877	Burnt Store Road	1965	Linear Resource	Ineligible
8CH01589	Burnt Store Road	1934	Linear Resource	Ineligible

\*denotes previously recorded resource updated as part of this survey.

**8LL02469:** The segment of the Gator Slough Canal within the APE is located in Sections 31 and 32 of Township 43 South, Range 23 East (USGS Matlacha 1958) (**Photo 5.3**). This segment is approximately 774-ft long and 235-ft wide and is lined with portions of developed banking with seawalls, as well as natural banking overgrown by vegetation. The canal flows from outside of the APE in the northeast at US 41 to Charlotte Harbor/Matlacha Pass in the southwest. Historic aerial photographs reveal that a small drainage canal or channelized stream was present on the site of the current canal as early as ca. 1944; however, the original purpose of the canal could not be determined (USDA 1944). The segment was significantly altered during the early 1970s to improve drainage of the surrounding land for the Cape Coral development and was incorporated into the Cape Coral canal system (Arace 1972). Alterations include significant widening, the construction of concrete seawalls, and the construction of the Burnt Store over Gator Slough Canal (FDOT 120025) (8LL02869) concrete slab bridge. Furthermore, a northbound span of Burnt Store Road carried by a non-historic bridge (FDOT 124140) was constructed over the canal in ca. 2017 (Google Earth 2022). The majority of the canal is located outside of the APE; however, surveying and recording the entire linear resource are beyond the scope of this project, as such only the segment within the APE was surveyed and recorded. Overall, the linear resource is a common drainage canal found throughout Lee County that lacks unique design or engineering features, and background research did not reveal any historic associations with significant persons and/or events. In addition, the resource has been highly altered over the years through significant widening, sea wall construction, bridge construction, and surrounding development, no longer reflecting the ca. 1944 appearance. As a result, 8LL02469 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.





**Photo 5.3.** Gator Slough Canal (8LL02469), looking west.

**8LL02869:** The Burnt Store Road over Gator Slough Canal (FDOT 120025) is a six span, concrete slab bridge constructed in 1972 (**Photos 5.4 and 5.5**). The bridge is located in Sections 31 and 32 of Township 43 South, Range 23 East (USGS Matlacha 1958). The bridge was constructed to carry Burnt Store Road over the altered Gator Slough Canal which was significantly widened during the early 1970s to improve drainage of the surrounding land for the Cape Coral development. The overall dimension of the bridge measures approximately 156-ft long and 43-ft wide with a roadway width of approximately 40-ft. The superstructure consists of concrete post and lintel parapets flanked by solid concrete parapets and metal guardrails. The bridge deck is pre-cast concrete paved with asphalt and circular drainage holes. The substructure has solid concrete vertical abutments with concrete caps and wing walls. The superstructure is supported by open five pier bents with a concrete bent cap and six squared concrete piers each. Decorative details include the post and lintel concrete railing and circular drainage holes.

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 the 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. This bridge was not included during the recent update to the Historic Highway Bridges of Florida; however, several similar examples of this bridge type in the state were evaluated as ineligible for listing in the NRHP during that survey update (FDOT 2012). In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, due to its commonality of design and lack of significant attributes or association, 8LL02869 does not appear eligible for listing in the NRHP either individually or as part of a historic district.



**Photo 5.4.** Burnt Store Road over Gator Slough Canal (FDOT Bridge No. 120025) (8LL02869), looking north.



**Photo 5.5.** Burnt Store Road over Gator Slough Canal (FDOT 120025) (8LL02869), looking northwest.

**Culverts:** Seven concrete culverts are located within the APE (8LL02870 – 8LL02876), including two box culverts – Burnt Store Road over Yucca Pen Creek (FDOT Bridge No. 120024) (8LL02875) and Burnt Store Road Culvert #6 (8LL02876) – and five concrete pipe culverts (8LL02870 – 8LL02874), constructed in ca. 1965 (**Photos 5.6 and 5.7**). The box culverts range from 20-ft to 25-ft in length and include single and double barrels with angled and straight concrete wingwalls surrounded



by rubble riprap. The pipe culverts range from 20-ft to 40-ft in length and include two and four cylindrical barrels with straight wing walls. Examples of alterations include the installation of metal guardrails along the roadway, water depth marker posts, and the reconstruction of a collapsed wing wall with concrete bags (8LL02872). With the exception of Burnt Store Road over Yucca Pen Creek (FDOT Bridge No. 120024) (8LL02875), the culverts were constructed to allow adjacent, unnamed drainage ditches to flow beneath Burnt Store Road.

Overall, the culverts are typical examples of a common post-1945 concrete bridge construction 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 the World War II (Parsons Brinckerhoff 2005). The culverts do 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. The resources were not included during the recent update to the Historic Highway Bridges of Florida; however, several similar examples of this bridge type in the state were evaluated as ineligible for listing in the NRHP during that survey update (FDOT 2012). In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, due to the commonality of design and lack of significant attributes or associations, 8LL02870 – 8LL02876 do not appear eligible for listing in the NRHP either individually or as part of a historic district.



**Photo 5.6.** Burnt Store Road over Yucca Pen Creek (FDOT Bridge No. 120024) (8LL02875), a concrete box culvert, looking southwest.



**Photo 5.7.** Burnt Store Road Culvert #1 (8LL02870), a concrete pipe culvert, looking southwest.

**8CH01589 & 8LL02877:** The segments of Burnt Store Road within the APE are located in Sections 5 – 8, 17 – 20, and 29 – 32 of Township 43 South, Range 23 East and Sections 31 and 32 of Township 42 South, Range 23 East in Lee and Charlotte Counties (USGS Matlacha 1958; USGS Punta Gorda SE 1956) (**Photo 5.8**). A segment of Burnt Store Road was identified and recorded in Charlotte County (8CH01589) at the northern terminus of the APE and has not been evaluated by the SHPO. This segment spans from the Lee County line in the south to just north of Wallaby Lane and measures approximately 0.28 miles long. The segment was significantly altered in ca. 2015 by the creation of a divided, four lane roadway just south of Wallaby Lane (Google Earth 2022).

The segment in Lee County spans approximately 5.7 miles from Van Buren Parkway in the south to the Charlotte County line in the north. The majority of the corridor within the APE is a paved, two-lane, undivided roadway approximately 25-ft wide; however, the route becomes a divided, four lane roadway south of Delilah Drive with southbound and northbound traffic on separate bridges. The segment of Burnt Store Road within the Lee County APE was constructed to better accommodate future development and provide a direct connection between Pine Island Road to the south and the original segment of Burnt Store Road to the north in Charlotte County (Google Earth 2022; News-Press 1958). Construction on Burnt Store Road began as early as 1958; however, the segment within the APE was not constructed until ca. 1965. The original ca. 1934 segment of Burnt Store Road in Lee County – now known as “Old” Burnt Store Road – runs parallel to the recorded segment approximately 1 mile west of the APE.

During the early 1970s, the Gator Slough Canal was significantly widened to improve drainage of the surrounding land for the Cape Coral development, resulting in the construction of a new bridge – Burnt Store Road over Gator Slough Canal (FDOT 120025) (8LL02869). In 2017, improvements were completed within the southern portion of the APE, including widening the Lee County route to four lanes from south of Van Buren Parkway to Delilah Drive in the north and the construction of a new bridge for northbound Burnt Store Road traffic (Google Earth 2022). The original ca. 1965 route became the southbound segment. The new northbound and southbound routes merge and return to the original layout of an undivided two-lane roadway north of Delilah Drive and south of the APE at NW 4<sup>th</sup> Terrace.



The Lee County and Charlotte County segments of Burnt Store Road within the APE are of common design for the state and have undergone substantial alterations, no longer reflecting the original flow of traffic. In addition, the original rural and undeveloped setting has been altered by new residential construction. As a result, the segments of Burnt Store Road (8LL02877 & 8CH01589) within the project APE do not appear eligible for listing in the NRHP, individually or as part of a historic district.



**Photo 5.8.** Burnt Store Road, looking south. The appearance is typical of the Lee County and Charlotte County segments (8LL02877 and 8CH01589).

### **5.3 Conclusions**

The FDOT, District One, is conducting a PD&E Study to evaluate the proposed widening of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line in Lee County. The study also extends a quarter mile north into Charlotte County to address a four-lane segment gap. The total project length is approximately 5.7 miles. Alternatives to be evaluated shall include the widening of the existing two-lane undivided roadway to four lanes, and to four lanes expandable to six lanes. The proposed project may also include the addition of paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path.

Given the results of background research and field survey, which included a total of 114 shovel tests, no prehistoric or historic archaeological sites were discovered. As a result of the historical/architectural field survey, nine historic resources (8LL02869 – 8LL02877) were newly identified, recorded, and evaluated, and two previously recorded historic resources were updated (8LL02469 and 8CH01589). These include one bridge and seven culverts (8LL02869 – 8LL02876), and three linear resources, two segments of Burnt Store Road (8LL02877 and 8CH01589) and an unrecorded segment of the previously recorded Gator Slough Canal (8LL02469). The newly identified historic bridge and culverts are common examples of post-1945 concrete culvert and slab bridge construction built between ca. 1965 and 1972. These types of resources are exempt from consideration under Section 106 of the National Historic Preservation Act. Overall, the historic resources are of common design, lack

significant attributes and have no known historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. As such, there are no cultural resources that are listed, determined eligible, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.



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**APPENDIX A:**  
**Florida Master Site File Forms**

**APPENDIX B:**  
**Survey Log**

**APPENDIX A:**  
**Florida Master Site File 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 #8 **CH01589**  
 Field Date 6-4-2021  
 Form Date 8-11-2021  
 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 Burnt Store Road (CR 765) Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, Lee County FMSF Survey # \_\_\_\_\_  
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☒ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction

City/Town (within 3 miles) \_\_\_\_\_ In Current City Limits? ☐ yes ☐ no ☒ unknown

County or Counties (do not abbreviate) Charlotte

Name of Public Tract (e.g., park) \_\_\_\_\_

1) Township 42S Range 23E Section 31, 32 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_

2) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

3) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE

USGS 7.5' Map(s) 1) Name PUNTA GORDA SE USGS Date 1956

2) Name \_\_\_\_\_ USGS Date \_\_\_\_\_

Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_

Landgrant \_\_\_\_\_

Verbal Description of Boundaries (description does not replace required map)

A segment approximately 0.28 miles long and ranges from 40 to 112 ft wide w/ two asphalt paved travel lanes that becomes a divided four-lane road south of Wallaby Lane.

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



**HISTORY & DESCRIPTION**Construction Year: 1934 ☒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. Depression/New Deal 1930-1940 4. \_\_\_\_\_Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

This segment was constructed in ca. 1934 to connect the community of Acline with Lee County. A In ca. 2015, the northern portion of the segment was reconstructed as a divided 4-lane roadway.

**RESEARCH METHODS (check all that apply)**

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

Bibliographic References (give FMSF Manuscript # if relevant)

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 informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

The resource group is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations. The road was significantly altered in ca. 2015 to become a four-lane divided roadway.

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, document File or accession #'s P20047
- 2) Document type \_\_\_\_\_ Maintaining organization \_\_\_\_\_  
Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

**RECORDER INFORMATION**Recorder Name Savannah Young Affiliation Archaeological Consultants IncRecorder 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.



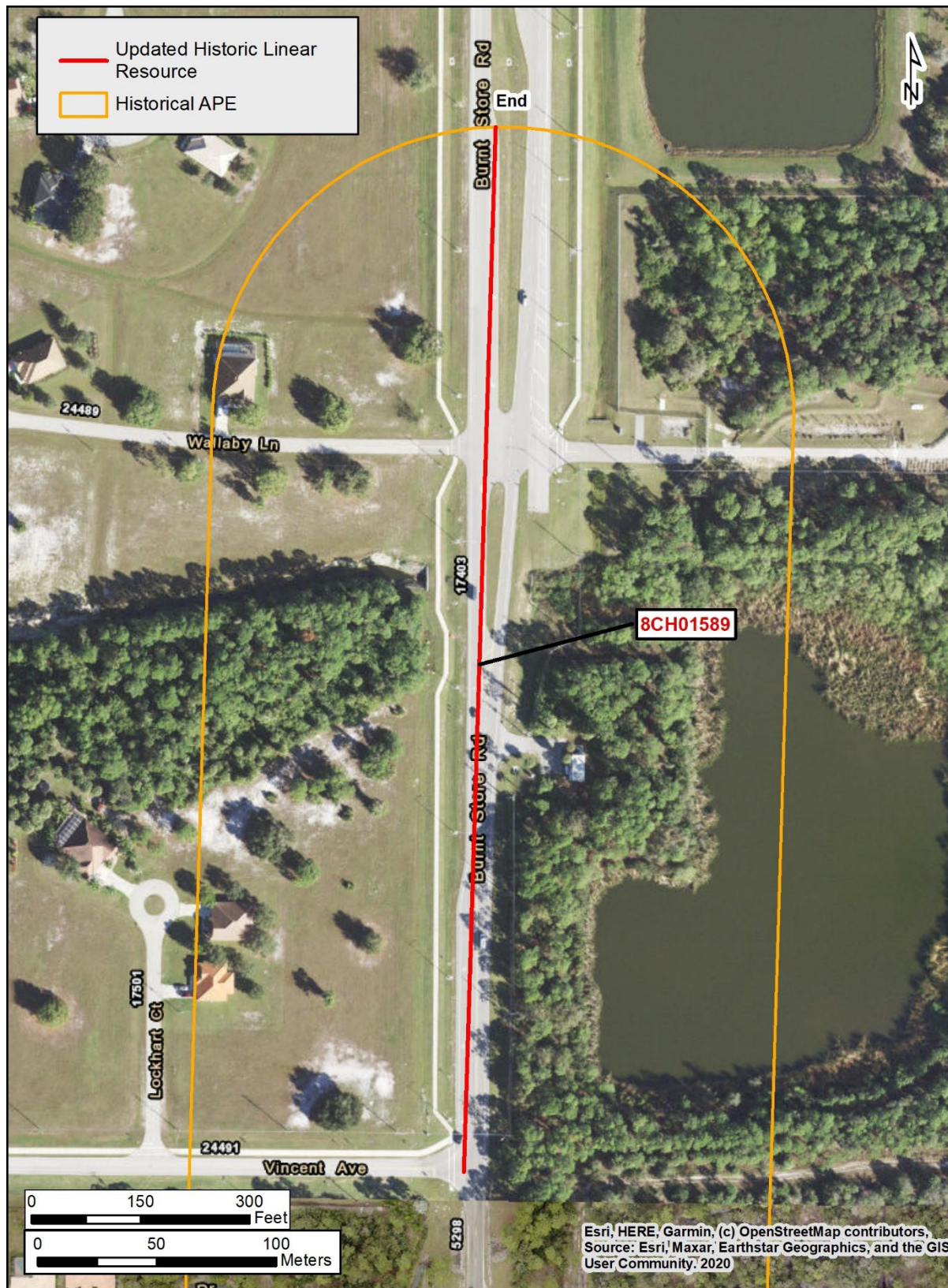
**PHOTOGRAPHS**







## AERIAL MAP







USGS Punta Gorda SE  
Township 42 South, Range 23 East, Sections 31 & 32





☐ 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 # LL02469  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 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 Gator Slough Canal Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, Lee County FMSF Survey # \_\_\_\_\_  
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☒ canal ☐ railway ☐ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☒ unknown

## LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction  
 City/Town (within 3 miles) Cape Coral In Current City Limits? ☐ yes ☐ no ☒ unknown  
 County or Counties (do not abbreviate) Lee  
 Name of Public Tract (e.g., park) \_\_\_\_\_  
 1) Township 43S Range 23E Section 31, 32 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 2) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 3) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 USGS 7.5' Map(s) 1) Name MATLACHA USGS Date 1958  
 2) Name \_\_\_\_\_ USGS Date \_\_\_\_\_  
 Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_  
 Landgrant \_\_\_\_\_  
 Verbal Description of Boundaries (description does not replace required map)  
 A segment approximately 774 ft long and 235 ft wide w/ portions of developed banking w/ seawalls, as well as natural banking overgrown by vegetation.

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

**HISTORY & DESCRIPTION**Construction Year: 1944 ☐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. WW II & Aftermath 1941-1950

3. \_\_\_\_\_

2. Modern (Post 1950)

4. \_\_\_\_\_

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

The Gator Slough Canal was constructed by ca. 1944 & altered significantly by GAC Corp. during the 1970s to improve drainage of the surrounding land for the Cape Coral development (Arace 1972). The canal is now a part of the Cape Coral canal system.

**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)

PALMM, accessible online at: <http://palmm.fcla.edu/>; Joe Arace, "Cape Council Studies Seawall Requirement." News-Press, August 25, 1972. Accessed August 10, 2021. <http://www.newspapers.com>.

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

The resource group is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations. The canal was significantly altered through widening/seawall construction during the early 1970s.

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 locationMaintaining organization Archaeological Consultants IncDocument description Files, photos, research, document File or accession #'s P20047

2) Document type \_\_\_\_\_

Maintaining organization \_\_\_\_\_

Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

**RECORDER INFORMATION**Recorder Name Savannah YoungAffiliation Archaeological Consultants IncRecorder 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.



**PHOTOGRAPHS**







## AERIAL MAP







**USGS Matlacha**  
**Township 43 South, Range 23 East, Sections 31 & 32**



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

Version 5.0 3/19

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

Site #8 **LL02869**  
 Field Date 6-4-2021  
 Form Date 8-9-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # 120025

Bridge Name(s) Burnt Store Road over Gator Slough Canal Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765)/Gator Slough Canal  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 31, 32 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396601 Northing 2952996  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1972 ☐ 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: carries Burnt Store Rd over Gator Slough Canal (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The concrete slab bridge was constructed in order to accommodate the widening of the Gator Slough Canal for the surrounding Cape Coral development.

### 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/ squared concrete railing flanked by solid concrete parapets and metal guardrails, circular drainage holes

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

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

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 6 Total Length(ft) 156Main Spans: Number 6 Length(ft) 26 Width(ft) 43 Roadway width(ft) 40Main 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. Pre-cast Concrete 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. Concrete 2. \_\_\_\_\_Abutment Description Solid concrete vertical abutments w/ concrete caps and wing wallsPier Materials 1. Concrete 2. \_\_\_\_\_Pier Description Five bents: a concrete bent cap w/ six squared concrete piers each

## 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 slab bridge and is not a rare example of its type. Background research did not reveal significant historical associations. Bridge No. 120025 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ PHOTO OF BRIDGE

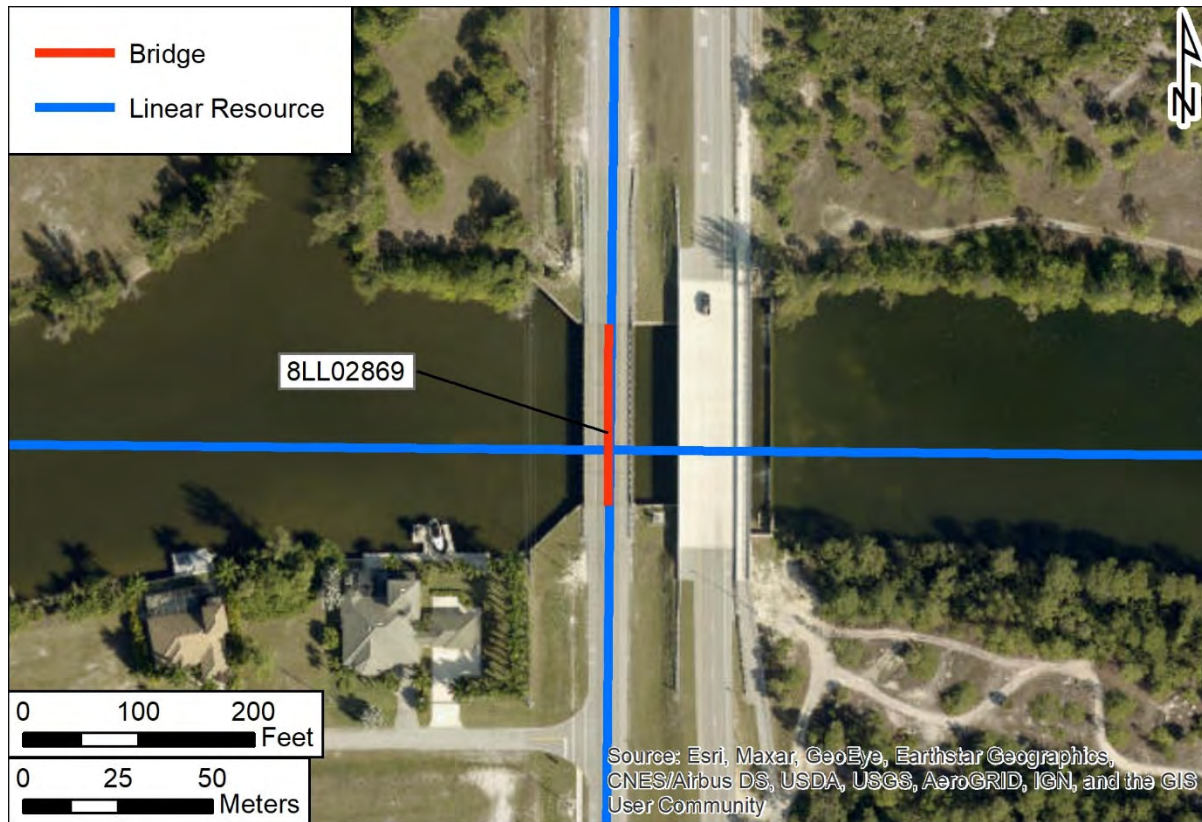
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).  
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.





**PHOTOGRAPHS**

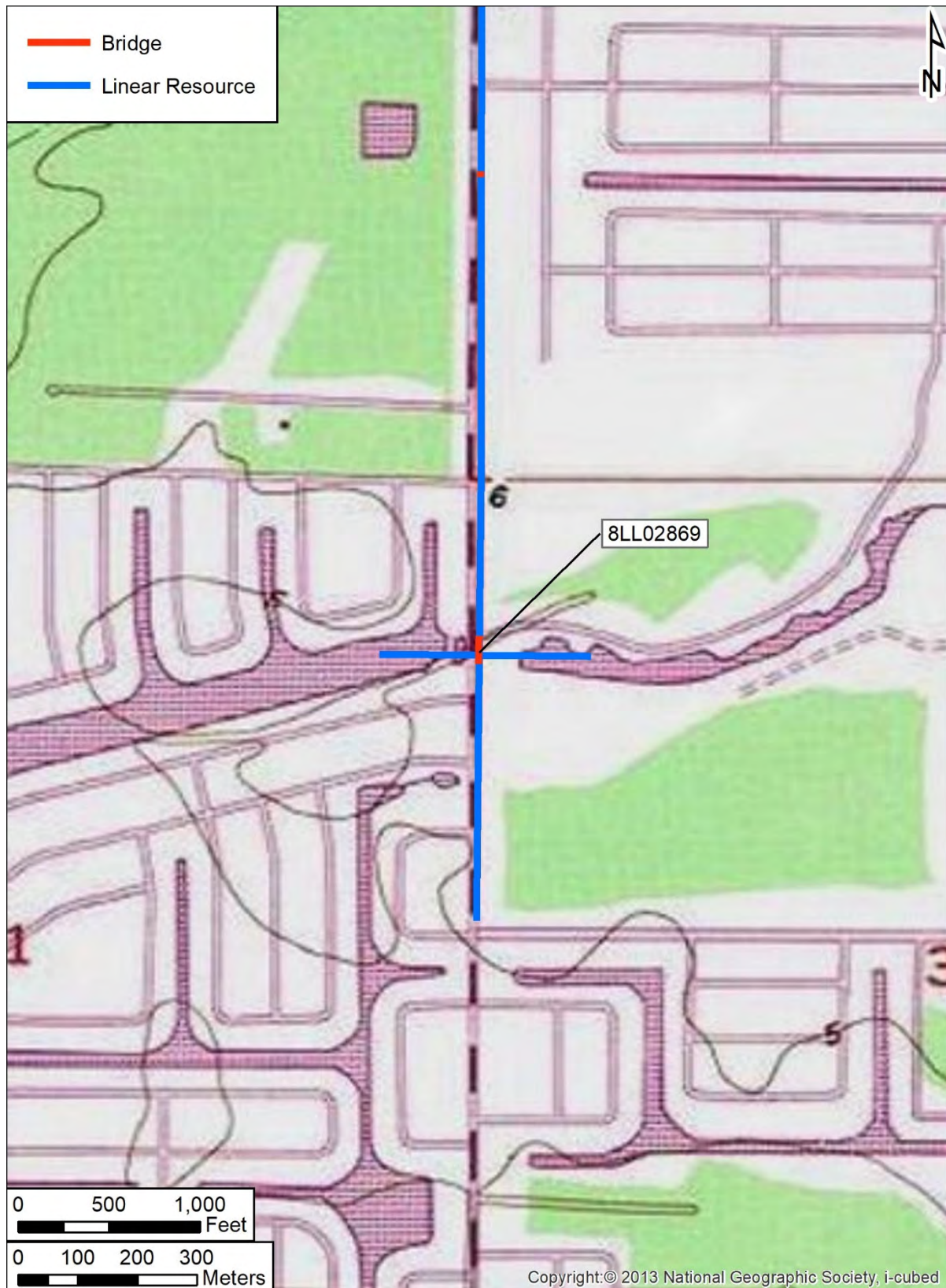


**AERIAL MAP**





**USGS Matlacha**  
**Township 43 South, Range 23 East, Sections 31 & 32**





☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02870**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #1 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / unnamed drainage ditch  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 29, 30 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396611 Northing 2953805  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete pipe culvert w/ four cylindrical barrels and straight wing walls; roadway lined w/ metal guardrails

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

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

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 4 Total Length(ft) 32Main Spans: Number 4 Length(ft) 8 Width(ft) 42 Roadway width(ft) 24Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 pipe culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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.

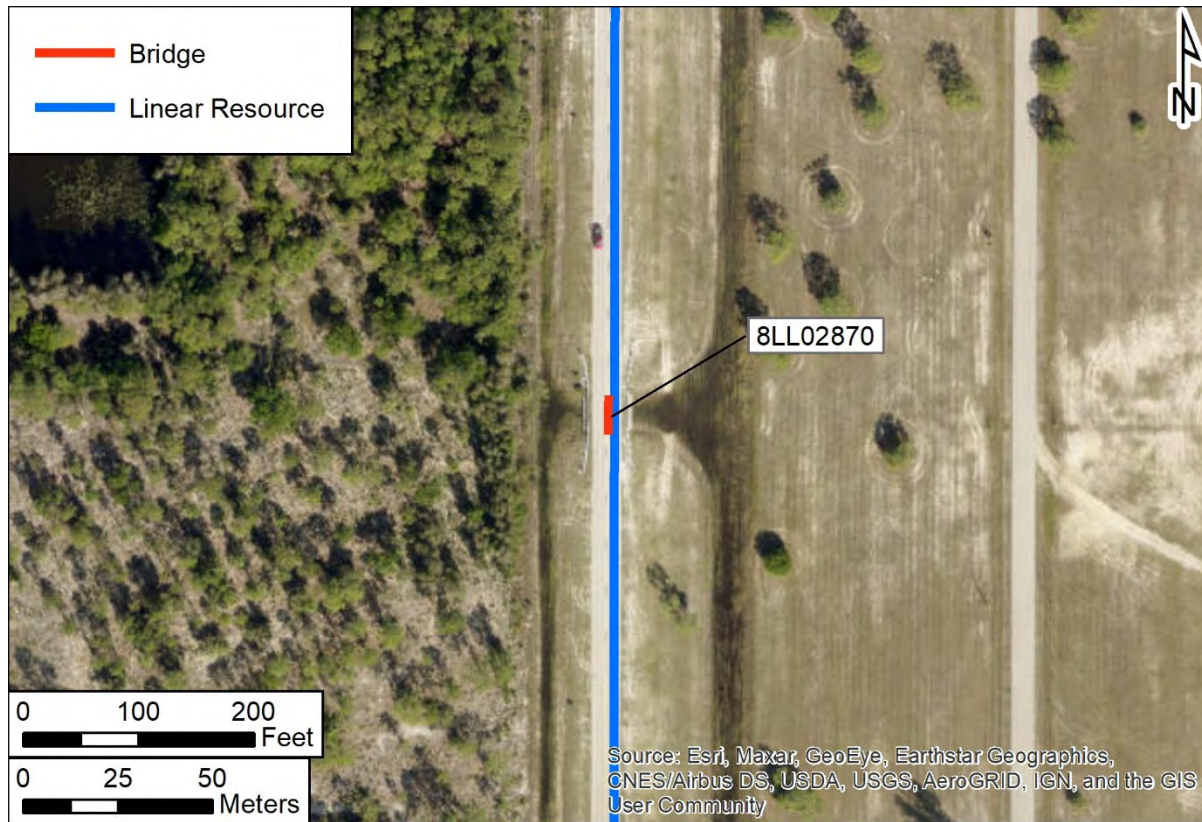




**PHOTOGRAPHS**





**AERIAL MAP**



**USGS Matlacha**  
**Township 43 South, Range 23 East, Sections 29 & 30**



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02871**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #2 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / unnamed drainage ditch  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 29, 30 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396617 Northing 2954234  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete pipe culvert w/ two cylindrical barrels and straight wing walls; roadway lined w/ metal guardrails

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

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



## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 2 Total Length(ft) 20Main Spans: Number 2 Length(ft) 10 Width(ft) 42 Roadway width(ft) 25Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 pipe culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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 Matlacha**  
**Township 43 South, Range 23 East, Sections 29 & 30**



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02872**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #3 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / unnamed drainage ditch  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 17, 18 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396617 Northing 2954234  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete pipe culvert w/ four cylindrical barrels and straight wing walls

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

Wing walls reconstructed w/ concrete bags (west side)

#### 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

KEEPER – Determined eligible:

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2)

Date \_\_\_\_\_ Init. \_\_\_\_\_

Date \_\_\_\_\_

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 4 Total Length(ft) 23Main Spans: Number 4 Length(ft) 5 Width(ft) 41 Roadway width(ft) 25Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 pipe culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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.





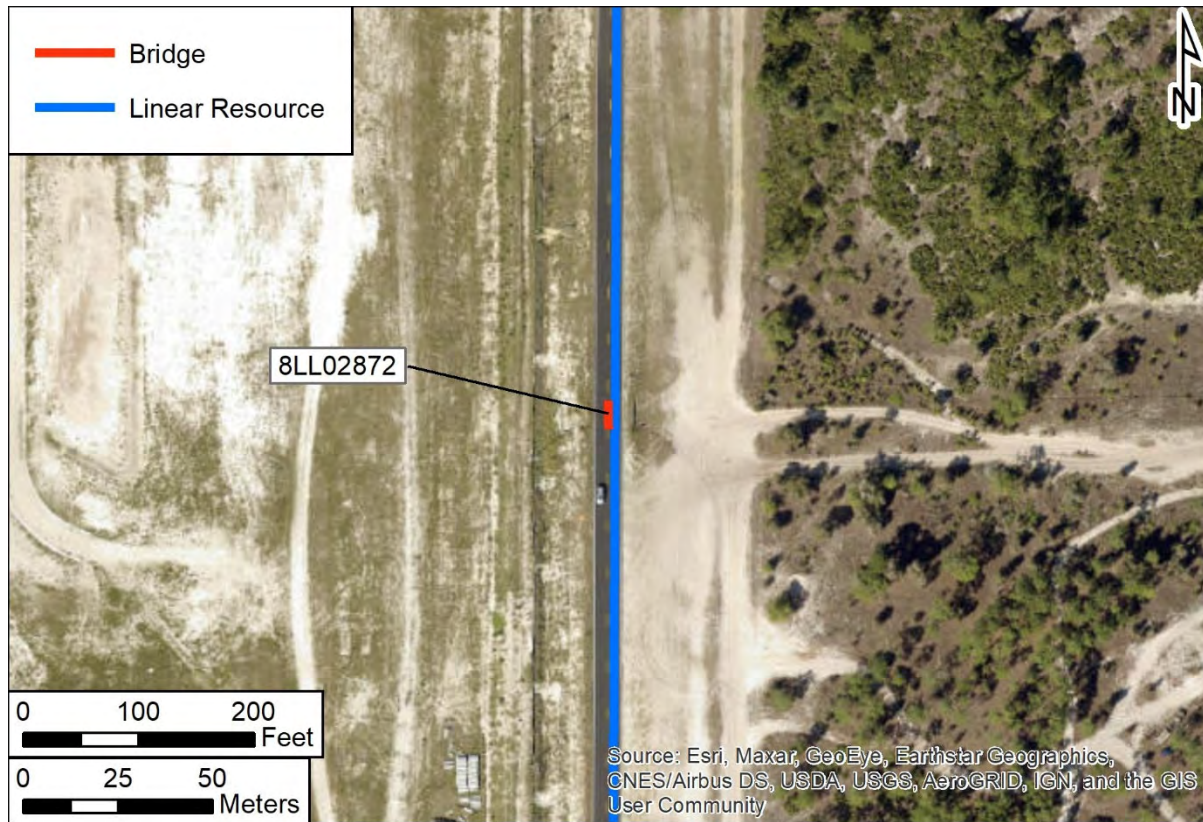
**PHOTOGRAPHS**





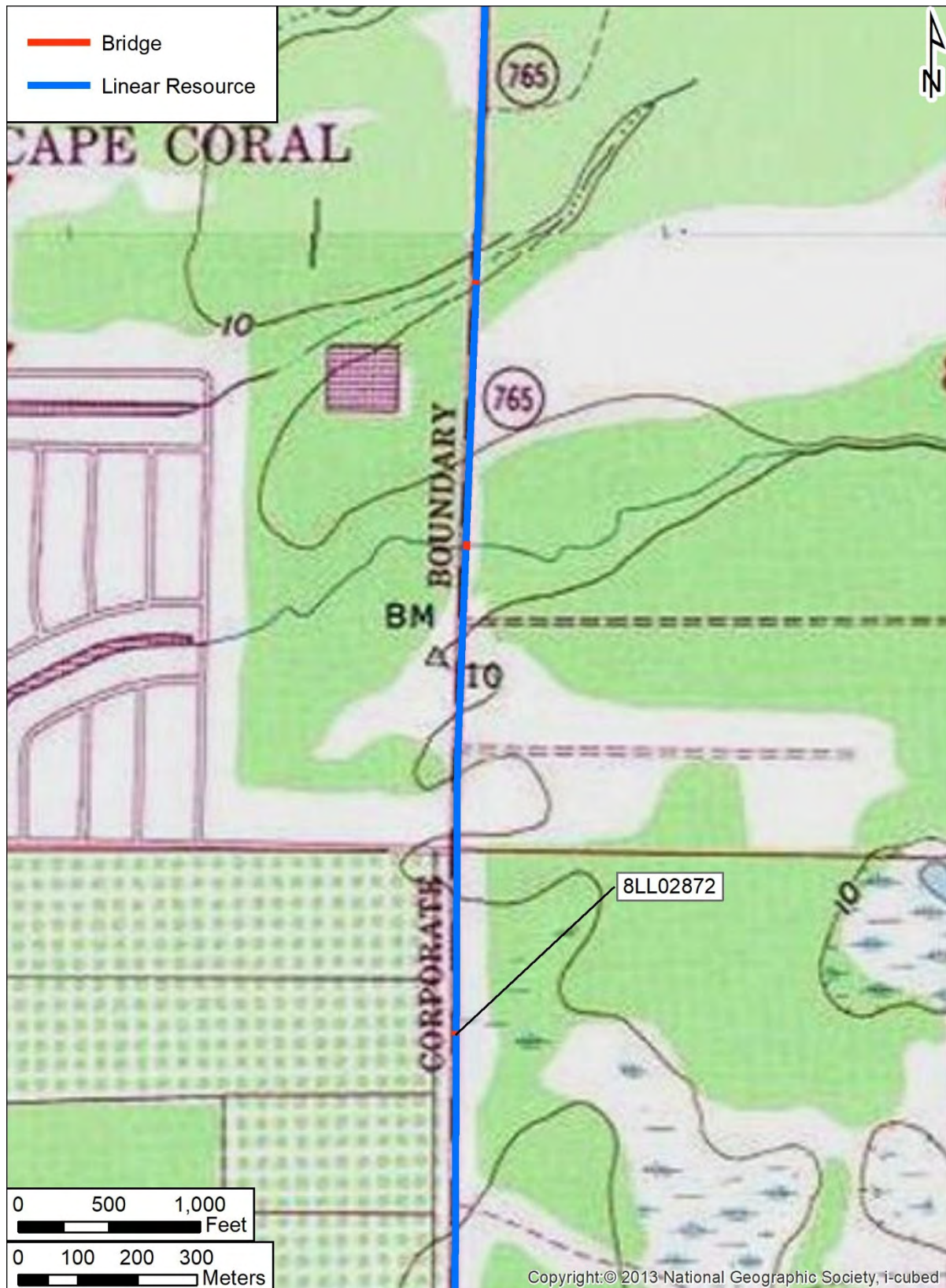


**AERIAL MAP**





USGS Matlacha  
Township 43 South, Range 23 East, Sections 17 & 18





☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02873**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #4 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / unnamed drainage ditch  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 7, 8 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396686 Northing 2958673  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete pipe culvert w/ four cylindrical barrels and straight wing walls

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

Water depth marker post and barrel partially blocked w/ metal plate (east side)

#### 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

KEEPER – Determined eligible:

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2)

Date \_\_\_\_\_ Init. \_\_\_\_\_

Date \_\_\_\_\_

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 4 Total Length(ft) 40Main Spans: Number 4 Length(ft) 10 Width(ft) 88 Roadway width(ft) 25Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 pipe culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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**

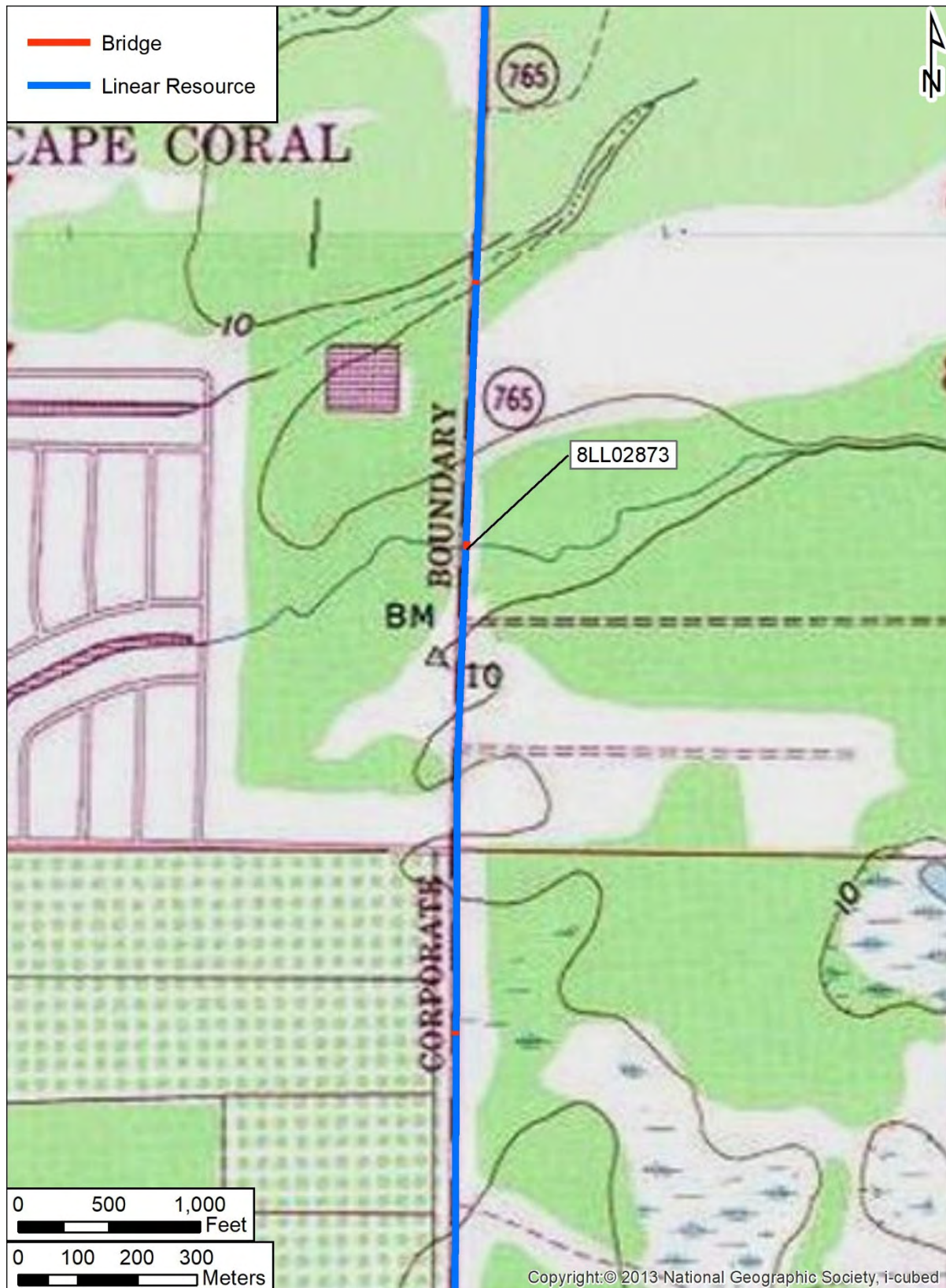




**AERIAL MAP**



USGS Matlacha  
Township 43 South, Range 23 East, Sections 7 & 8



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02874**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #5 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / unnamed drainage ditch  
 USGS 7.5 Map Name MATLACHA USGS Date 1958 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 7, 8 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396705 Northing 2959116  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete pipe culvert w/ two cylindrical barrels and straight wing walls

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

Rubble riprap added along west side

#### 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

KEEPER – Determined eligible:

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2)

Date \_\_\_\_\_ Init. \_\_\_\_\_

Date \_\_\_\_\_



## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 2 Total Length(ft) 20Main Spans: Number 2 Length(ft) 10 Width(ft) 43 Roadway width(ft) 24Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## RESEARCH METHODS (check all that apply)

☐ FDOT database search☐ Fla. Archives / photo collection☐ newspaper files☐ informal archaeological inspection☐ HABS/HAER record search☐ property appraiser / tax records☐ city directory☐ formal archaeological survey☒ FMSF record search (sites/surveys)☐ library research☐ Public Lands Survey (DEP)☐ cultural resource survey☒ Other methods (specify) USDA historic aerial photographs (PALMM)

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 information

Potentially 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 pipe culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P200472) Document type \_\_\_\_\_ Maintaining organization \_\_\_\_\_  
Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

## RECORDER INFORMATION

Recorder Name Savannah Young Affiliation Archaeological Consultants IncRecorder 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

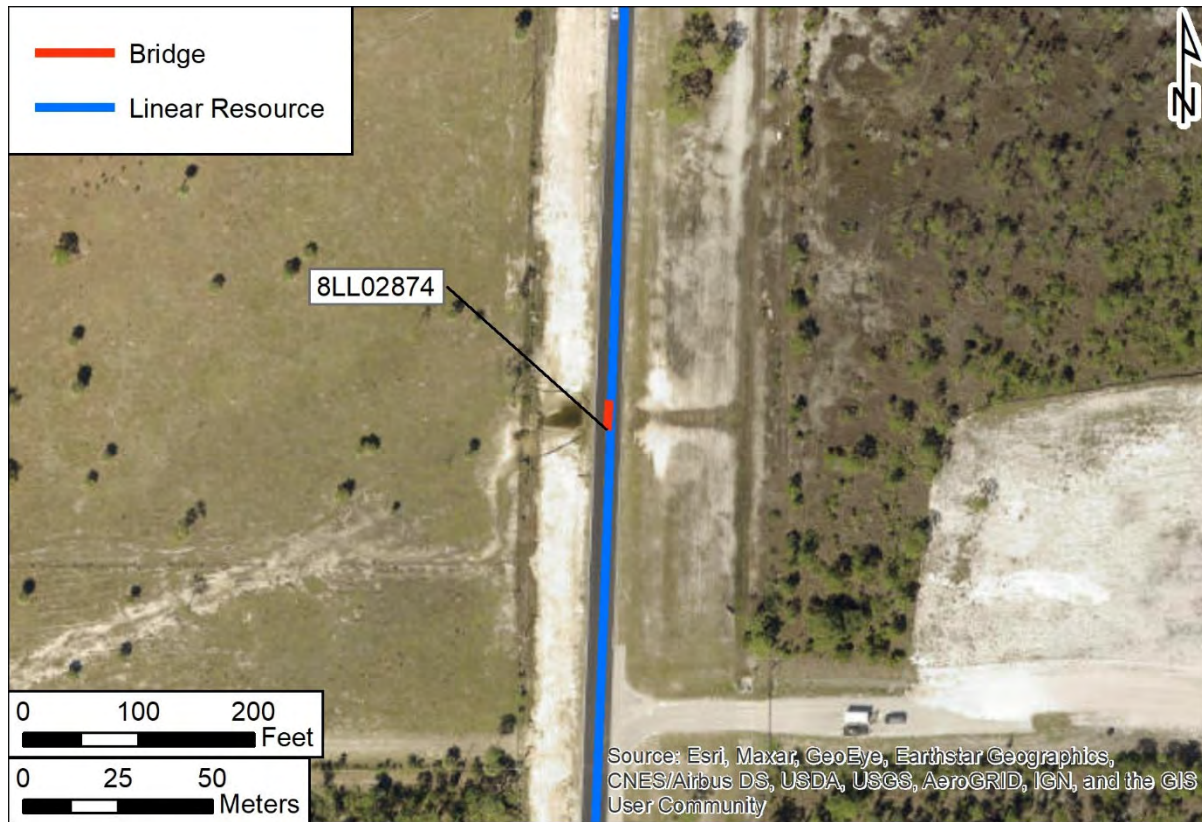
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).  
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



**PHOTOGRAPHS**



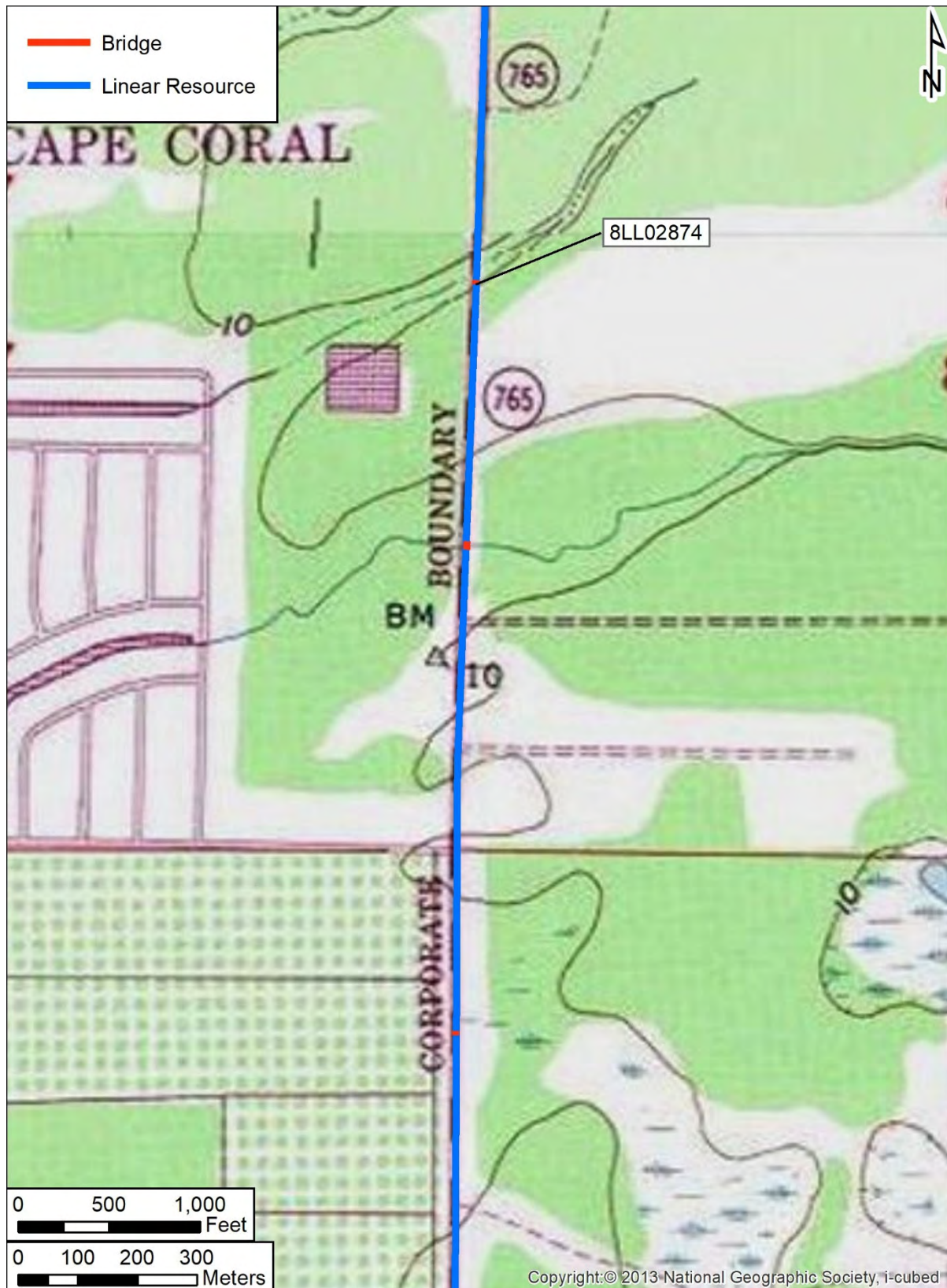


**AERIAL MAP**





**USGS Matlacha**  
**Township 43 South, Range 23 East, Sections 7 & 8**



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 LL02875  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # 120024

Bridge Name(s) Burnt Store Road over Yucca Pen Creek Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765) / Yucca Pen Creek  
 USGS 7.5 Map Name PUNTA GORDA SE USGS Date 1956 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 5, 6 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396740 Northing 2960052  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☐ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over Yucca Pen Creek (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over Yucca Pen Creek.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete box culvert w/ two barrels, angled concrete wing walls, and rubble riprap; roadway lined w/ metal guardrails

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

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

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 2 Total Length(ft) 20Main Spans: Number 2 Length(ft) 11 Width(ft) 41 Roadway width(ft) 25Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 box culvert and is not a rare example of its type. Background research did not reveal significant historical associations. Bridge No. 120024 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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.





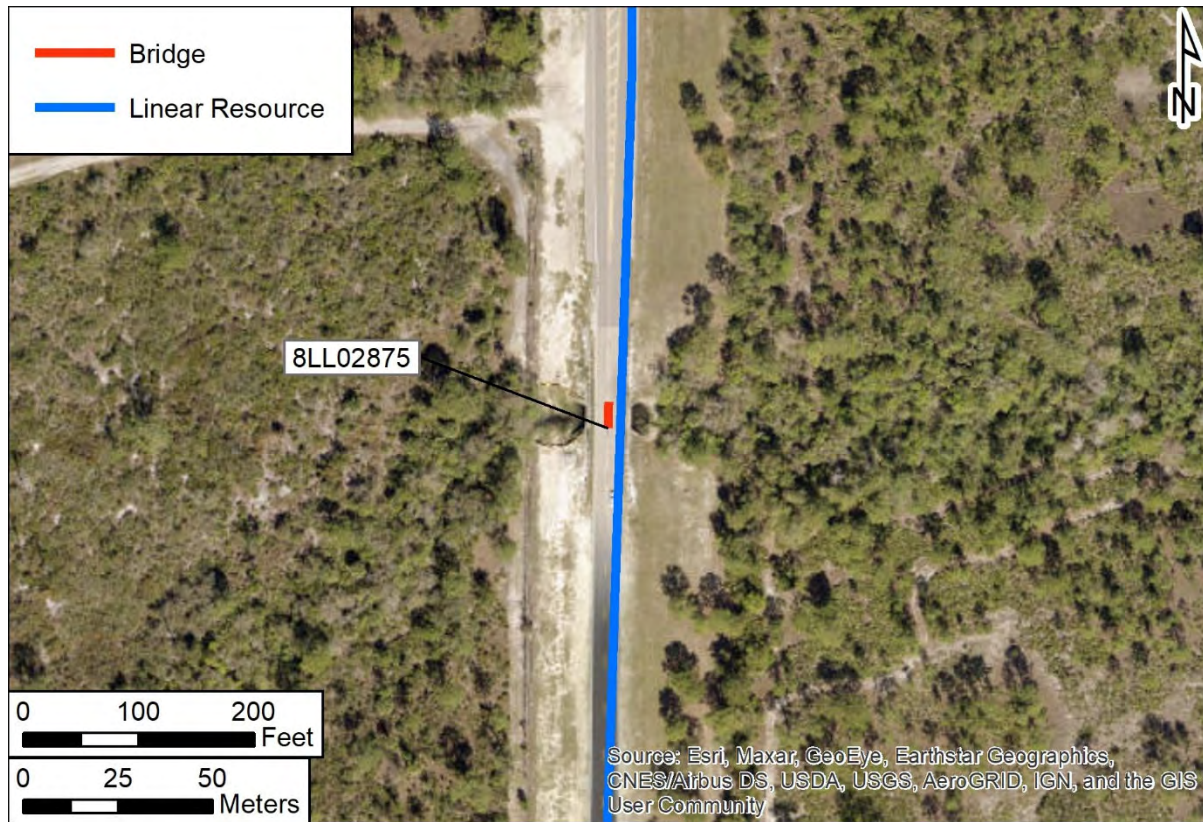
**PHOTOGRAPHS**







**AERIAL MAP**





USGS Punta Gorda SE  
Township 43 South, Range 23 East, Sections 5 & 6





☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

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

Site #8 **LL02876**  
 Field Date 6-4-2021  
 Form Date 8-10-2021  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Burnt Store Road Culvert #6 Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, 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 Burnt Store Rd (CR 765)/unnamed drainage ditch  
 USGS 7.5 Map Name PUNTA GORDA SE USGS Date 1956 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Cape Coral In City Limits? ☐ yes ☐ no ☐ unknown County Lee  
 Township 43S Range 23E Section 5,6 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 396783 Northing 2961388  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1965 ☐ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Original/Current: carries Burnt Store Rd over drainage ditch (Auto)

#### Ownership history

County Highway Agency

Designers/Engineers \_\_\_\_\_

Builders/Contractors \_\_\_\_\_

#### Text of Plaque or Inscription

N/A

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

The culvert was constructed in ca. 1965 in order to carry Burnt Store Road over the adjacent unnamed drainage ditch.

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Culvert 2. \_\_\_\_\_

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

#### Style and Decorative Details

Common post-1945 concrete box culvert w/ one barrel, straight concrete wing walls, and rubble riprap; roadway lined w/ metal guardrails

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

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

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 1 Total Length(ft) 35Main Spans: Number 1 Length(ft) 10 Width(ft) 42 Roadway width(ft) 25Main Span Design CulvertMain 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. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

## 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 box culvert and is not a rare example of its type and background research did not reveal significant historical associations; as a result the resource 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 &amp; 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, document File or accession #'s P20047
- 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

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ 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 Punta Gorda SE  
Township 43 South, Range 23 East, Sections 5 & 6





# RESOURCE GROUP FORM

## FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site # LL02877  
 Field Date 6-4-2021  
 Form Date 8-11-2021  
 Recorder# \_\_\_\_\_

☒ Original  
☐ Update

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

**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 Burnt Store Road (CR 765) Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name CRAS Burnt Store Road, Lee County FMSF Survey # \_\_\_\_\_  
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☒ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction  
 City/Town (within 3 miles) Cape Coral In Current City Limits? ☐ yes ☐ no ☒ unknown  
 County or Counties (do not abbreviate) Lee  
 Name of Public Tract (e.g., park) \_\_\_\_\_  
 1) Township 43S Range 23E Section 17-20 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 2) Township 43S Range 23E Section 29-32 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 3) Township 43S Range 23E Section 5-8 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 USGS 7.5' Map(s) 1) Name MATLACHA USGS Date 1958  
 2) Name PUNTA GORDA SE USGS Date 1956  
 Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_  
 Landgrant \_\_\_\_\_  
 Verbal Description of Boundaries (description does not replace required map)

A segment approximately 5.7 miles long and 25 ft wide w/ two asphalt paved travel lanes that becomes a divided four-lane road south of Delilah Drive.

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

**HISTORY & DESCRIPTION**Construction Year: 1965 ☒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. Modern (Post 1950)

3. \_\_\_\_\_

2. \_\_\_\_\_ 4. \_\_\_\_\_

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

This segment was constructed in ca. 1965 to complete a direct route from Pine Island Road to the original segment of Burnt Store Road to the north in Charlotte County (News-Press 1958). In ca. 2017 a portion was reconstructed as a divided 4-lane roadway.

**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)

PALMM, accessible online at: <http://palmm.fcla.edu/>; News-Press "County Arranges Borrow Pits for Burnt Store Road Project." News-Press, September 4, 1958. Accessed August 10, 2021.  
<http://www.newspapers.com>.

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

The resource group is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations. The road was significantly altered in ca. 2017 to become a four-lane divided roadway.

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 locationMaintaining organization Archaeological Consultants IncDocument description Files, photos, research, document File or accession #'s P20047

2) Document type \_\_\_\_\_

Maintaining organization \_\_\_\_\_

Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

**RECORDER INFORMATION**Recorder Name Savannah YoungAffiliation Archaeological Consultants IncRecorder 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.





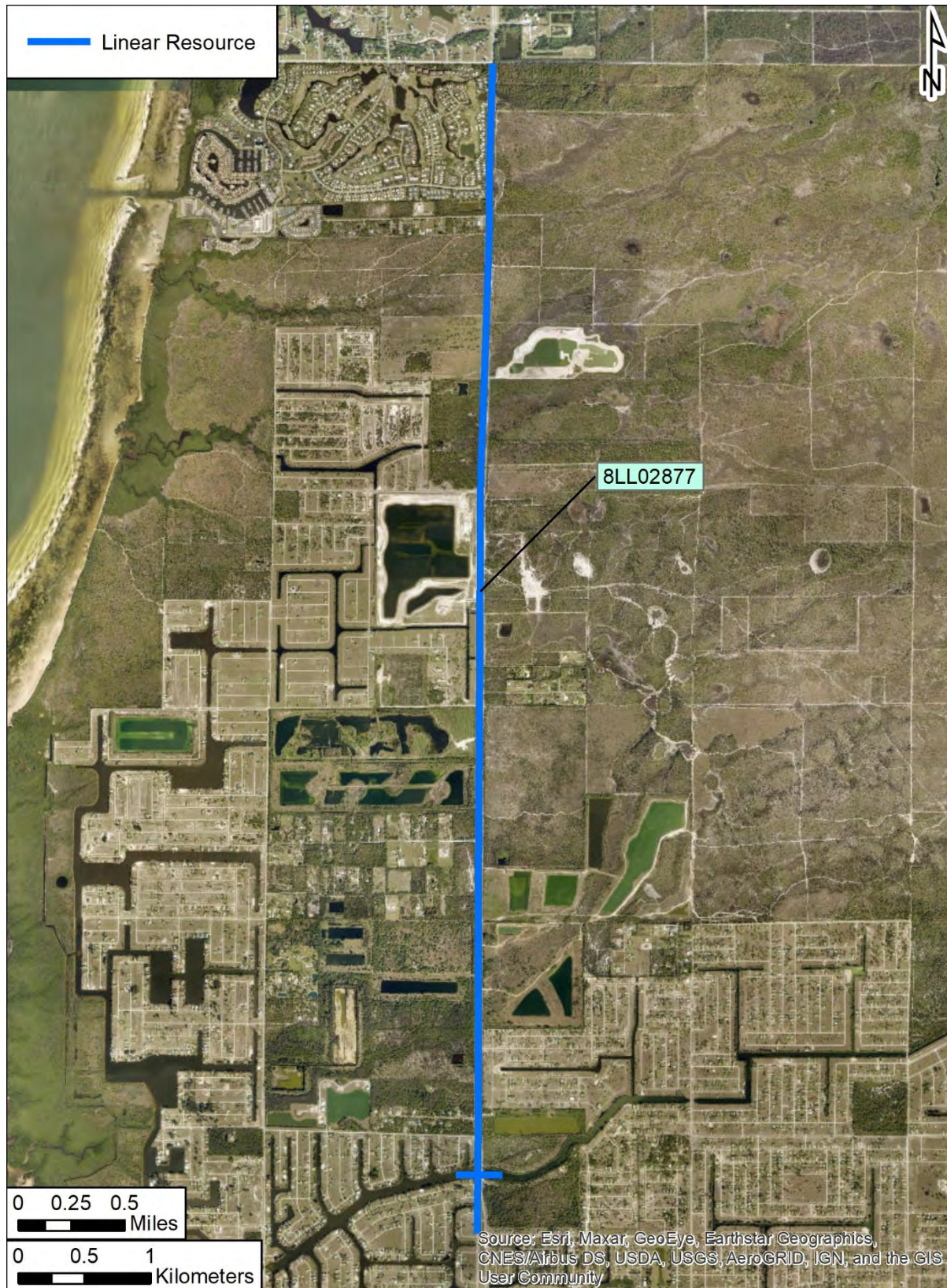
**PHOTOGRAPHS**







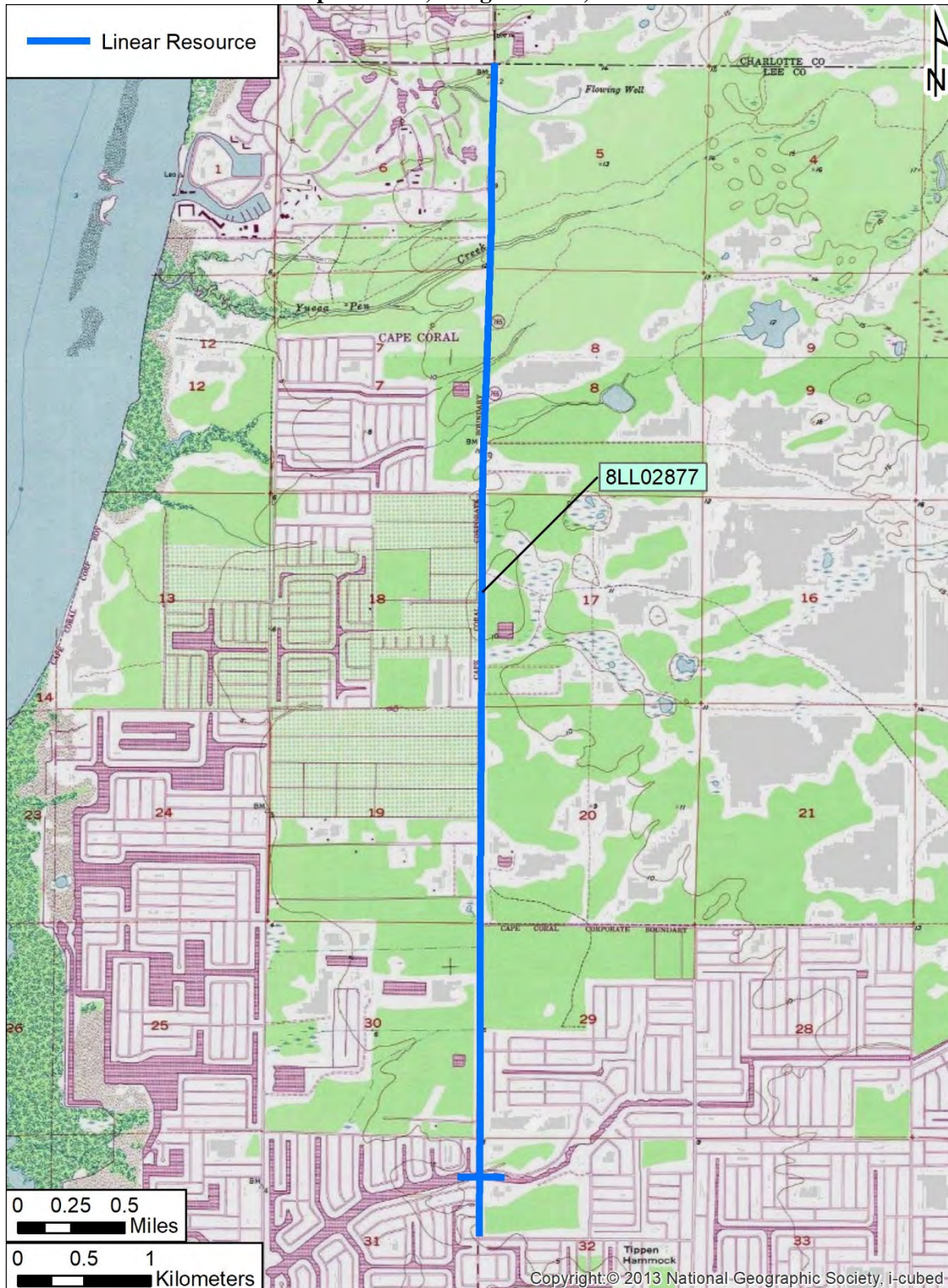
**AERIAL MAP**







USGS Matlacha  
Township 43 South, Range 23 East, Sections 17 – 20, 29 – 32  
USGS Punta Gorda SE  
Township 43 South, Range 23 East, Sections 5 – 8





**APPENDIX B:**  
**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 Burnt Store Road PD&E Study From Van Buren Parkway to Charlotte County Line, Lee County Phase I

### Report Title (exactly as on title page)

Cultural Resource Assessment Survey Burnt Store Road PD&E Study From Van Buren Parkway to Charlotte County Line, Lee County FPID 436928-1-22-01

### Report Authors (as on title page)

1. ACI 3. \_\_\_\_\_  
2. \_\_\_\_\_ 4. \_\_\_\_\_

Publication Year 2022

Number of Pages in Report (do not include site forms) 58

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

P20047; ACI Florida, Sarasota

### Supervisors of Fieldwork (even if same as author) Names

Almy, Marion

### Affiliation of Fieldworkers: Organization

Archaeological Consultants Inc

City Sarasota

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

1. Burnt Store Road 3. \_\_\_\_\_ 5. \_\_\_\_\_ 7. \_\_\_\_\_  
2. Gator Slough Canal 4. \_\_\_\_\_ 6. \_\_\_\_\_ 8. \_\_\_\_\_

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

Name \_\_\_\_\_ Organization Florida Dept of Transportation - District 1

Address/Phone/E-mail 801 North Broadway Avenue, Bartow, Florida 33830

### Recorder of Log Sheet

Lee Hutchinson

Date Log Sheet Completed 6-22-2022

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 MATLACHA Year 1958 4. Name \_\_\_\_\_ Year \_\_\_\_\_  
2. Name PUNTA GORDA SE Year 1956 5. Name \_\_\_\_\_ Year \_\_\_\_\_  
3. Name \_\_\_\_\_ Year \_\_\_\_\_ 6. Name \_\_\_\_\_ Year \_\_\_\_\_

## Field Dates and Project Area Description

Fieldwork Dates: Start 6-1-2021 End 6-4-2021 Total Area Surveyed (fill in one) \_\_\_\_\_ hectares 201.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: \_\_\_\_\_ meters 180 feet Length: \_\_\_\_\_ kilometers 5.70 miles

## 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

Background research, surface reconnaissance, subsurface testing systematically and judgmentally within APE; 114 shovel tests at 25 m, 50, and 100 m intervals; 50 cm diameter, 1 m deep, 6.4 mm mesh screen; 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* ☒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): \_\_\_\_\_

## 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  
☒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): \_\_\_\_\_

## 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): \_\_\_\_\_

## Survey Results

Resource Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Resources 2 Count of Newly Recorded Resources 9

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

LL01589, LL02469

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

LL02869, LL02870, LL02871, LL02872, LL02873, LL02874, LL02875, LL02876, LL02877

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

## REQUIRED: Attach Map of Survey or Project Area Boundary

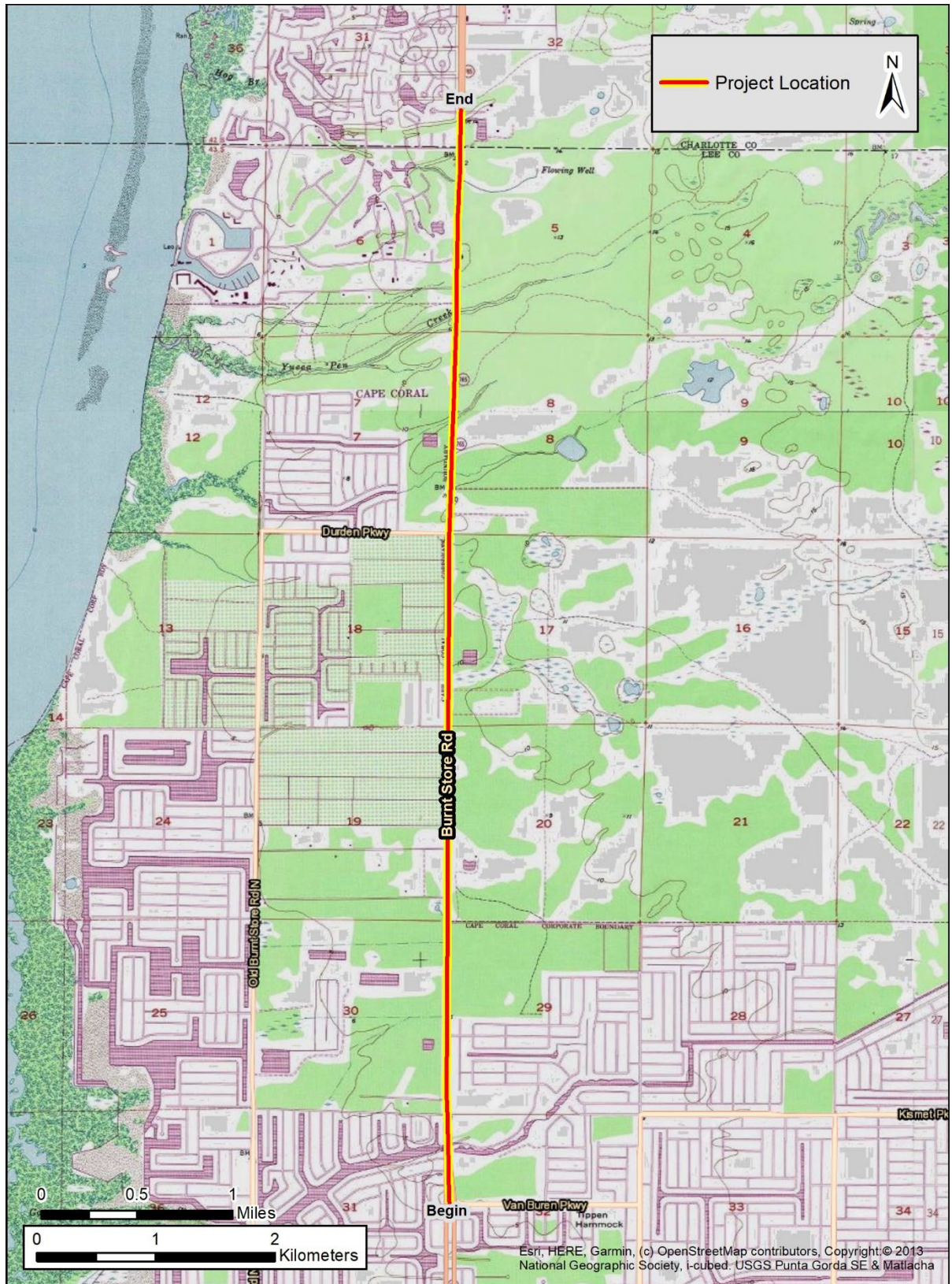
## SHPO USE ONLY

## 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: \_\_\_\_\_





**Cultural Resource Assessment Survey**  
 Township 43 S, Range 23 E, Sections 5-8, 17-20;  
 Township 42 S, Range 23 E, Sections 31 and 32  
 USGS Matlacha 1958; Punta Gorda SE, 1956

**Burnt Store Road PD&E Study**  
**From Van Buren Parkway to**  
**Charlotte County Line**  
 Lee County  
 FPID No: 436928-1-22-01