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CULTURAL RESOURCE ASSESSMENT SURVEY
SR 70 over Kissimmee River Bridge (8HG01236/8OB00336)

Florida Department of Transportation

District One

State Road 70 PD&E Study

Limits of Project: CR 721 South to CR 599/128th Avenue

Okeechobee and Highlands Counties, Florida

Financial Management Number: 450334-1-22-01

ETDM Number: 14491

Date: June 2024

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

**CULTURAL RESOURCE ASSESSMENT SURVEY
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
STATE ROAD (SR) 70 FROM COUNTY ROAD (CR) 721 SOUTH TO
CR 599/128TH AVENUE
HIGHLANDS and OKEECHOBEE COUNTIES, FLORIDA**

SR 70 OVER KISSIMMEE RIVER BRIDGE (8HG01236/8OB00336)

**Financial Project Identification No.: 450334-1-22-01
ETDM No.: 14491**

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June 2024

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study along State Road (SR) 70 from County Road (CR) 721 South to CR 599/128th Avenue in Highlands County and Okeechobee County, Florida. The purpose of this project is to address safety conditions on SR 70 from CR 721 S to CR 599/128th Avenue. Other goals of the project are to maintain important east-west connectivity within the regional transportation network and accommodate freight activity within the area (Efficient Transportation Decision Making [ETDM] 2022). The study is approximately 8.6-miles long and proposed improvements include the widening of a two-lane facility up to a four-lane, divided facility, and/or the inclusion of operational improvements along the corridor. Travel lane widths may be widened from 10 feet (ft) to 12 ft as part of the project and multimodal facilities will also be considered along the corridor where appropriate. Additional right-of-way (ROW) is expected to accommodate the proposed improvements. The project was evaluated through FDOT's ETDM process as project No. 14491. This is a federally funded project.

In addition, all project alternatives for the SR 70 improvements will involve the replacement of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) which has been determined eligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). In order to meet the established schedule for the PD&E deliverables, a discussion was held on July 25, 2023 with representatives from ACI, Scalar, and FDOT District One to develop an approach for cultural resource compliance on the SR 70 PD&E Cultural Resource Assessment Survey (CRAS). The approach would enable the Section 106 process to move forward with consultation to resolve the adverse effect on the NRHP-eligible SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) prior to completing the CRAS for the rest of the project (mainline road realignment, ponds, etc.). The intention is to get consultation to a point where a draft Memorandum of Agreement (MOA) is acceptable to all parties involved but will remain in a draft state until completion of the mainline/ponds CRAS. The draft MOA will be updated as necessary following the mainline CRAS. In August 2023 a Cultural Resource Coordinator for District One coordinated with the Office of Environmental Management (OEM) and subsequently, with the SHPO regarding this approach and in November 2023 all parties were in agreement. As such, this CRAS is limited to the bridge replacement portion of the PD&E and a full archaeological and historic resources survey of the corridor will be conducted following the identification of corridor alternatives and will be an addendum to this CRAS.

The purpose of this CRAS was to locate and identify any historic resources within the project area of potential effect (APE) at the bridge location and to assess their significance in terms of eligibility for listing in the NRHP. As defined in *36 Code of Federal Regulations [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.” For the purpose of this survey, the historical/architectural APE was limited to the footprint of construction of the SR 70 over Kissimmee River Bridge replacement. The fieldwork was conducted in January 2024.

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) 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.

Historic background research, including a review of the Florida Master Site File (FMSF) and the NRHP databases, indicated that one historic bridge (8HG01236/8OB00336) was previously recorded within the APE. Due to its location on the Okeechobee-Highlands County line, the SR 70 over Kissimmee River Bridge (FDOT Bridge No. 910001) has been assigned a Highlands County FMSF number (8HG01236) and an Okeechobee County FMSF number (8OB00336). The SR 70 over Kissimmee River Bridge (FDOT Bridge No. 910001) is a seven span, concrete beam and girder bridge constructed in 1966 in order to carry SR 70 over the newly channelized Kissimmee River (C-38). The peak of the bridge is equipped with a steel, removable span which accommodates the passing of larger vessels while being more cost effective than a manned, operable span. The bridge (8OB00336/8HG01236) was determined eligible for listing in the NRHP by the SHPO in 2014 under Criterion C in the area of Engineering as an example of a removable span bridge. A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Highlands County and Okeechobee County property appraiser's website data revealed the potential for one new historic resource 46 years of age or older (constructed in 1978 or earlier) within the APE (McIntyre 2024, Bandi 2024).

Historical/architectural field survey resulted in the identification of two historic resources (8HG01236/8OB00336 and 8HG01650/8OB00489) within the APE. These include the previously recorded concrete beam and girder SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) and the newly identified Kissimmee River (C-38 Canal) (8HG01650/8OB00489), constructed in 1966. The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* and was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C. Although the channelization of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Okeechobee or Highland Counties. As such, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, there is insufficient information to evaluate the 102 ft segment of the Kissimmee River (C-38 Canal) that is contained within the APE (FDHR 2022). Due to the presence of an NRHP-eligible resource (8HG01236/8OB00336) and a newly identified linear resource that has insufficient information for making an eligibility determination, the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project.

The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since it was determined eligible for listing in the NRHP by the SHPO and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge. Based on the scope of work, the undertaking will result in the physical destruction, damage, or alteration of all or part of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336). Therefore, it is the opinion of ACI that the proposed undertaking will have an **adverse effect** on the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336).

In addition, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) within the APE has been evaluated as having insufficient information for making an eligibility determination. Based on the scope of work, the undertaking will include the demolition of the existing SR 70 over Kissimmee River bridge and the construction of a westbound and eastbound bridge with two travel lanes each. The westbound bridge

will replace the existing bridge, while the eastbound bridge will be constructed to the south. Although this will result in the expansion of the existing bridge footprint and alteration to the earthen banking along the linear resource, these alterations are in keeping with the existing conditions of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) within the APE. Therefore, it is the opinion of ACI that the proposed undertaking will have *no adverse effect* on the Kissimmee River (C-38 Canal) (8HG01650/8OB00489).

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study along State Road (SR) 70 from County Road (CR) 721 South to CR 599/128th Avenue in Highlands County and Okeechobee County, Florida (**Figure 1.1**). The purpose of this project is to address safety conditions on SR 70 from CR 721 S to CR 599/128th Avenue. Other goals of the project are to maintain important east-west connectivity within the regional transportation network and accommodate freight activity within the area (Efficient Transportation Decision Making [ETDM 2022]). The project was evaluated through FDOT's ETDM process as project No. 14491. This is a federally funded project.

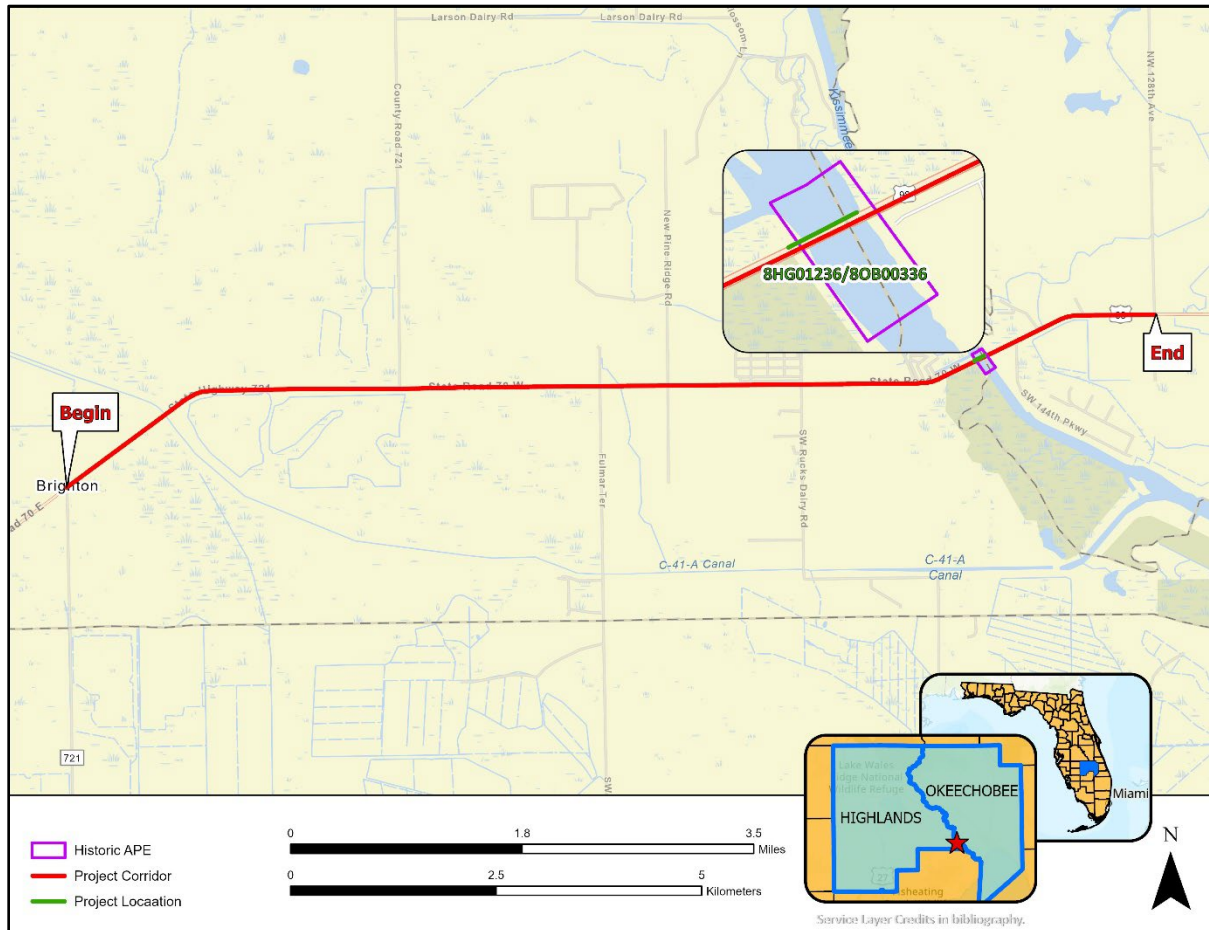


Figure 1.1. Location of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) within the SR 70 from CR 721 S to CR 599/128th Avenue Corridor in Highlands County and Okeechobee County, Florida.

1.1 Project Description

The study is approximately 8.6-miles long and proposed improvements include the widening of a two-lane facility up to a four-lane, divided facility, and/or the inclusion of operational improvements along the corridor. Travel lane widths may be widened from 10 feet (ft) to 12 ft as part of the project and multimodal facilities will also be considered along the corridor where appropriate. Additional right-of-way (ROW) is expected to accommodate the proposed improvements. All project alternatives for the SR 70 improvements will involve the replacement of the SR 70 over Kissimmee

River Bridge (8HG01236/8OB00336) which has been determined eligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO).

1.2 Purpose & Need

The primary needs for this project are to improve Traffic Safety Conditions, Emergency Evacuation, and Incident Response Times. According to the FDOT State Safety Office Geographic Information System (SSOGIS) database, a total of 110 crashes were reported along the SR 70 project corridor during the 2015 to 2019 five-year period. Of the 110 crashes along the project corridor, 27 (25%) were front to rear crashes, 22 (20%) were other crashes, and 16 (15%) were angle crashes. The crash rate for this section of SR 70 is 1.56, which is notably higher than the Highlands County crash rate of 0.898 and Okeechobee County crash rate of 0.717 for similar facilities. In addition, the project segment of SR 70 experienced two fatal crashes during the five-year period. Both of these fatal crashes were front to front crashes, one of which involved improper passing and the other involved driving on the wrong side of the roadway.

The project section of SR 70 presently features 10 ft travel lanes and 8 ft shoulders, with 4 ft paved. Guardrails, roadside swales, and fence posts are also in close proximity to the roadway. With a context classification of C2-Rural, the existing typical section does not meet 2022 FDOT Design Manual standards. The substandard lane and shoulder widths and proximity of guardrails, roadside swales, and fence posts restrict the ability of drivers to avoid hazards within each directional travel lane without veering off the roadway causing direct impacts. According to "Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes" referenced on the Federal Highway Administration (FHWA) Crash Modification Factors (CMF) Clearinghouse, widening a rural two-lane roadway to a four-lane divided roadway can help decrease fatal and injury crashes by 45 percent. In addition, due to the roadway's current configuration, there is limited space for an emergency service vehicle to pass to respond to a situation during periods of congestion or to accommodate a disabled vehicle to prevent it from obstructing traffic flow. According to the Highlands County Sheriff's Office, one of the two travel lanes (if not both) is often blocked during traffic incidents within the Highlands County portion of the project corridor.

SR 70 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) as well as the network established by Highlands and Okeechobee Counties. This roadway is critical in facilitating traffic during emergency evacuation periods as it connects to other arterials and highways of the state evacuation route network [such as US 27 (on the west) and CR 721 (on the east)] and serves as one of very few major east-west facilities that traverses Highlands and Okeechobee Counties. Under various FDEM evacuation scenarios for different storm events, FDEM noted that SR 70 has some of the longest lasting vehicle queues in the Central Florida region, contributing to prolonged clearance times. Clearance time, comprised of time required for mobilization of the evacuating population, travel time, and the delay time caused by traffic congestion, is one input used by County emergency managers to determine when to recommend an evacuation order and is a key factor pertaining to public safety during an evacuation event. The project is anticipated to address deficiencies of the roadway which may reduce crashes (including fatalities) and lead to enhanced emergency evacuation capabilities and incident response times.

The secondary need for this project is to maintain Important East-West Connectivity within the Regional Transportation Network. SR 70 is one of four corridors connecting Central and South Florida's west and east coasts as it spans from US 41 in Manatee County (west coast) to US 1 in St. Lucie County (east coast). It also connects to several major north-south transportation facilities of the state, including US 41, Interstate 75 (I-75), US 17, US 27, US 441, Florida's Turnpike, I-95, and US 1. With the nearest available parallel east-west facilities being located nearly 10 miles or more to the north and south, SR

70 is integral to facilitating east-west travel within the regional transportation network of Florida's heartland.

The project is intended to complement other SR 70 corridor safety and traffic operational improvements identified in the 2029 - 2045 Strategic Intermodal System (SIS) Long Range Cost Feasible Plan from CR 675 in Manatee County to US 98 in Okeechobee County. In turn, the improvements are anticipated to maintain the corridor's function as a designated SIS highway corridor and important east-west connection for freight and commuters across the Central Florida region and state.

Furthermore, the purpose and need of this project is to accommodate Freight Activity. As part of Florida's SIS highway network, SR 70 connects regionally important routes (such as I-75, US 27, Florida's Turnpike, and I-95) as well as serves as a regional through route for long-haul truck volumes and provides access to agricultural/ranching operations, industrial/commercial areas, and other intensive freight activity centers within Central Florida. According to the FDOT District 1 Freight Mobility and Trade Study: Technical Memorandum 5 - Freight Improvements Prioritization, improvements to SR 70 are the #1 long-term priority in Highlands County and the #2 long-term priority of Okeechobee County to facilitate the future growth of freight traffic in the region. Additionally, the Heartland Regional Transportation Planning Organization's (TPO), its committees, and community stakeholders have identified SR 70 as the highest priority transportation facility in the region in need of improvements due to concerns pertaining to safety, freight mobility, and economic growth. The project improvements are aligned with the goals of these plans and SIS objectives of promoting interregional transportation linked to economic development.

1.3 Report Purpose

In order to meet the established schedule for the PD&E deliverables, a discussion was held on July 25, 2023 with representatives from ACI, Scalar, and FDOT District One to develop an approach for cultural resource compliance on the SR 70 PD&E Cultural Resource Assessment Survey (CRAS). The approach would enable the Section 106 process to move forward with consultation to resolve the adverse effect on the NRHP-eligible SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) prior to completing the CRAS for the rest of the project (mainline road realignment, ponds, etc.). The intention is to get consultation to a point where a draft Memorandum of Agreement (MOA) is acceptable to all parties involved but will remain in a draft state until completion of the mainline/ponds CRAS. The draft MOA will be updated as necessary following the mainline CRAS. In August 2023 a Cultural Resource Coordinator for District One coordinated with the Office of Environmental Management (OEM) and subsequently, with the SHPO regarding this approach and in November 2023 all parties were in agreement. As such, this CRAS is limited to the bridge replacement portion of the PD&E and a full archaeological and historic resources survey of the corridor will be conducted following the identification of corridor alternatives and will be an addendum to this CRAS.

The purpose of this CRAS was to locate and identify any historic resources within the project area of potential effect (APE) at the bridge location and to assess their significance in terms of eligibility for listing in the 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 Florida Division of Historical Resources' (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2003), as well as with the provisions contained in the Chapter 1A-46, *Florida Administrative Code (FAC)*. Principal Investigators

meet the *Secretary of the Interior's Historic Preservation Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

1.4 Area of Potential Effects

As defined in *36 Code of Federal Regulations [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 historical/architectural APE includes the footprint of construction of the SR 70 over Kissimmee River Bridge replacement. The fieldwork was conducted in January 2024. This CRAS is limited to the bridge replacement portion of the PD&E and a full archaeological and historic resources survey of the corridor will be conducted following the identification of corridor alternatives.

2.0 ENVIRONMENTAL SETTING

The purpose of this CRAS was to identify historic resources within the APE at the bridge location; therefore, an archaeological field survey and analysis was not performed as part of this report. A full archaeological and historic resources survey of the corridor will be conducted following the identification of corridor alternatives. At that time, a more detailed Environmental Setting will be prepared that will include the factors such as geology, topography, relative elevation, soils, vegetation, and water are important in determining where archaeological sites are likely located.

2.1 Location and Setting

The SR 70 APE for this CRAS is limited to the footprint of construction for the replacement of the SR 70 over Kissimmee River bridge (8HG01236/8OB00336) which is in Section 25 of Township 37 South, Range 33 East (United States Geological Survey [USGS] Okeechobee NW 1952) (**Figure 2.1**). Extensive disturbance within the project area largely consists of large-scale dredging operations along the Kissimmee River. The segment of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) within the APE was channelized in circa (ca.) 1966 and is approximately 102 ft long and 375 ft wide with shallow earthen banking covered in vegetation. In addition, a long bridge known as the Harding Memorial Bridge crossed the Kissimmee River until it was later replaced by the existing SR 70 over Kissimmee River Bridge FDOT Bridge No. 910001 in 1966.

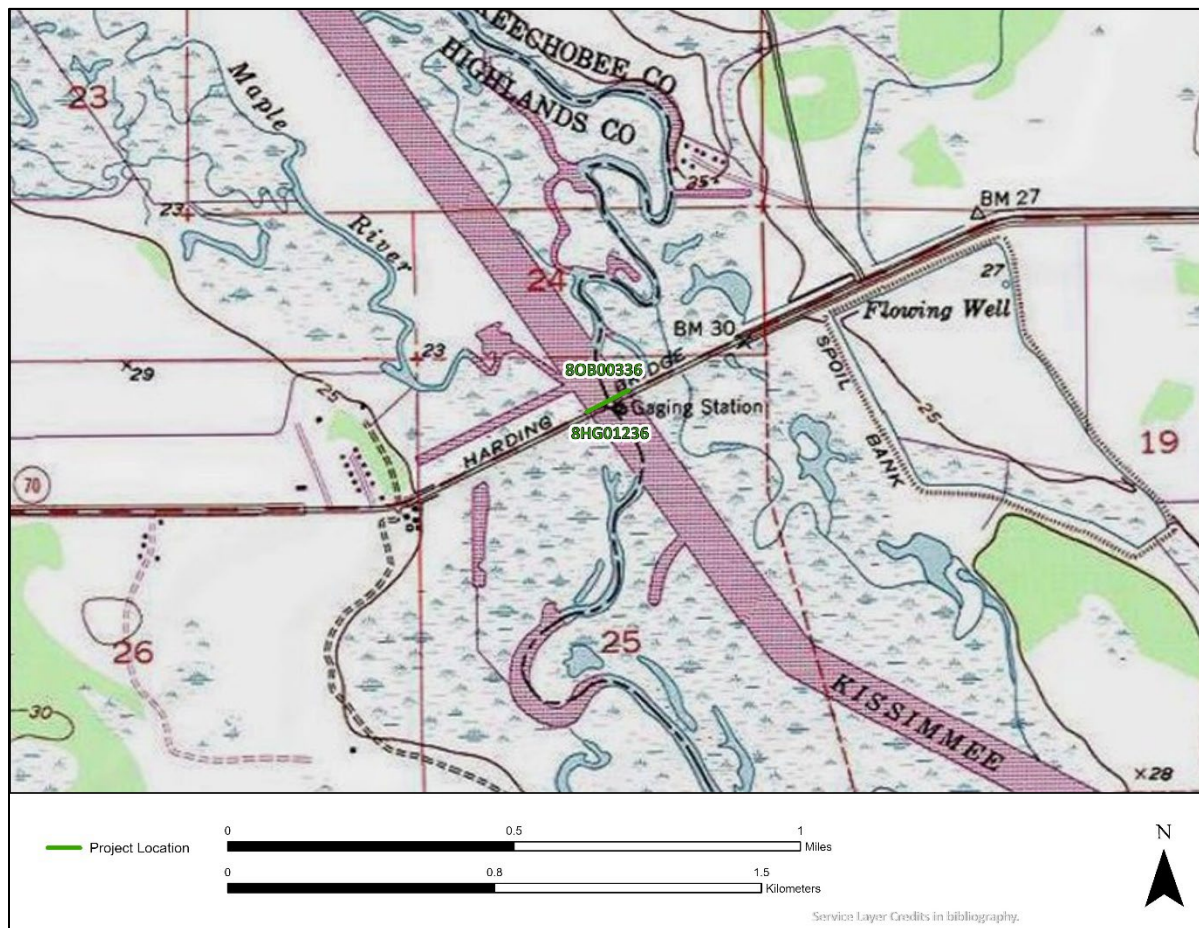


Figure 2.1. Environmental setting of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336).

3.0 CULTURAL HISTORY

The local history of the region is divided into four broad periods based initially upon the major governmental powers. The first period, Colonialism, occurred during the exploration and control of Florida by the Spanish and British from around 1513 until 1821. At that time, Florida became a territory of the United States and 21 years later became a State (Territorial and Statehood). The Civil War and Aftermath (1861-1899) period deals with the Civil War, the period of Reconstruction following the war, and the late 1800s, when the transportation systems were dramatically increased and development throughout the state expanded. The Twentieth Century includes sub-periods 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 site distribution across the land.

3.1 Territorial and Statehood

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

In exchange for occupancy of an approximately four-million-acre reservation south of Ocala and north of Charlotte Harbor, the Seminoles relinquished their claim to the remainder of the peninsula (Covington 1958; Mahon 1985). The inadequacy of the reservation, the desperate situation of the Seminoles, and the mounting demand of the Americans for their removal, spawned the Indian Removal Act of 1830, and soon produced another conflict. By 1835, the Second Seminole War was underway.

During the war, the U.S. Army dispatched troops to explore and establish forts throughout the Peace and Kissimmee River valleys. Colonel Zachary Taylor led an expedition down the Kissimmee River during the winter of 1837-38 that led to the creation of Forts Gardiner and Basinger. Taylor laid out the stockade on the west side of the Kissimmee River in a small hammock. Captain Monroe and his company were left to finish construction of the fort. A military road extended from Fort Fraser, near present-day Winter Haven, skirted around the Sebring area, and continued on to Fort Center on the western shore of Lake Okeechobee (Sprague 1848). The war lasted until 1842 when the federal government decided to end the conflict by withdrawing troops from Florida. By that time, Fort Basinger had been abandoned, partially fallen, and burned. Some of the battle-weary Seminoles were persuaded to migrate west where the federal government had set aside land for Native American habitation. However, those who were adamant about remaining were allowed to do so with the Peace River serving as the new western boundary of a Seminole reservation (Olausen 1993; Tebeau 1980).

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

period the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961:48).

In 1845, the Union admitted Florida, with Tallahassee as the state capital. Ten years later, Brevard County, which included Okeechobee County, was carved from Mosquito County and the State initiated surveys in the area.

Settlement of this part of the state was hindered by the presence of the Seminole Indians and the settlers asked for additional forts to be built as a means of protection from the Indian. By 1849, there were 12 new or proposed outposts established across the state from Manatee to Fort Capron (Ft. Pierce). These included Fort Arbuckle, on the east side of Lake Arbuckle, Fort Kissimmee, and Fort Drum (Covington 1982; Van Landingham 1978). The latter two forts were constructed under General David E. Twiggs, and the simple road that linked the entire chain of forts was known as Twiggs Trail (Newman et al. 2002).

In December of 1855, the Third Seminole War, or the Billy Bowlegs War erupted as a result of pressure placed on Native Americans remaining in Florida to migrate west (Covington 1982). The war started when Seminole 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 Bowlegs. This hostile action renewed state and federal interest in the final elimination of the Seminoles from Florida. The Third Seminole War degenerated into a series of skirmishes, raids, and ambushes in 1857 and 1858. Military action was not decisive during the war. Therefore, in 1858, the U.S. government resorted to monetary persuasion to induce the remaining Seminoles to emigrate west. A total of 165 Seminoles migrated west, and, on May 8, 1858, the Third Seminole War was officially declared at an end.

The exterior boundaries of Township 37 South, Range 33 East was initially surveyed in 1855 by W.J. Reyes and in 1860 by J. Jackson (State of Florida 1855, 1860). There were no historic features denoted within or adjacent to the APE on the 1870 plat (State of Florida 1870) (**Figure 3.1**). The area around section 25 was described as 2nd rate timber pine (Stanbury 1870). A river crossing was located miles away at this time and as such, it was impossible to cross the Kissimmee River at this location to access sections east of the river.

Cattle ranching served as one of the first important economic activities reported in the region. Mavericks left by early Spanish explorers such as DeSoto and Narvaez provided the source 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 either sold or left to roam, settlers captured or bought the cattle and branded them for their own. By the late 1850s, the cattle industry of southwestern Florida was developing on a significant scale. By 1860, Fort Brooke (Tampa) and Punta Rassa (south of Ft. Myers) were the major cattle shipping points for southwest Florida (Covington 1957). The expansive prairies of the Peace and Kissimmee River Valleys served as the seat of this developing cattle industry (Akerman 1976; Dacy 1940).



Figure 3.1. 1870 plat showing the location of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) (State of Florida 1870).

3.2 Civil War and Aftermath

In 1861, Florida followed South Carolina's lead and seceded from the Union as a prelude to the Civil War. One of the major contributions of the state to the war effort was in the supplying of beef to the Confederacy. The Confederate Government estimated that three-fourths of the cattle that Florida supplied originated from Brevard and Manatee Counties (Shofner 1995:72). The lack of railway transport to other states, the federal embargo, the Union supporters, and the Union troops holding key areas such as Jacksonville and Ft. Myers prevented an influx of finished materials preventing widespread settlement of Florida. The Civil War ended in 1865.

The historic settlements developed along the rivers and creeks, where transportation was easiest. In general, these pioneers were cattlemen who, attracted by the vast grazing lands, settled their families at Basinger and Fort Drum. Among the first cowboys on the prairies in the 1860s were those employed by Jacob Summerlin. Cattle drives, begun in St. Augustine, went around the northwest side of Lake Okeechobee to Fort Thompson, in route to Punta Rassa (Tebeau 1980). Settlement, however, was impeded by the lack of inland transportation.

In 1850, the federal government had turned over to the states for drainage and reclamation all "swamp and overflow land." In 1855, the legislature had established a trust fund, the Florida Internal Improvement Fund, in which state lands were to be held. The Fund had become mired in debt after the

Civil War and, under state law, no land could be sold until the debt was cleared. The Trustees of the fund searched for someone to buy enough state land to pay off the Fund's debt to permit sale of the remaining acreage that it held. In 1881, Hamilton Disston, a prominent Pennsylvania entrepreneur and friend of then Governor William Bloxham, entered into an agreement with the State to purchase four million acres of swamp and overflowed land for one million dollars. In exchange for this, he promised to drain and improve the land. This transaction, which became known as the Disston Purchase, enabled the distribution of large land subsidies to railroad companies, which induced them to begin extensive construction programs for new lines throughout the state. Disston and the railroad companies in turn sold smaller parcels of land to developers and private investors.

In the 1880s, the first railroad lines extended south through central Florida because of the sale of state lands and the Disston Purchase. One of Disston's proposed undertakings was the dredging of a canal that would connect the Caloosahatchee with Lake Okeechobee. He also proposed to lower the level of the lake in an attempt to drain the surrounding land. By 1885, the Atlantic and Gulf Coast Canal and Okeechobee Land Company was permitted to buy the drained land at 25 cents per acre, and in 1894 owned all the land around Lake Okeechobee. Disston died in 1896 and the Disston Land Company was liquidated by court order in order to pay taxes and other debts (Covington 1957:172).

The Florida Southern Railroad extended south from Bartow to Arcadia in early 1886. The railroad bypassed the county seat, Pine Level, opting instead to travel through Arcadia. This led to the relocation of the county seat to Arcadia in November of 1888. With the railroad as a catalyst, the 1880s through the 1910s witnessed a sudden surge of land buying. As the forests were felled, the opened landscape provided rich agricultural land for the cattle and citrus industries. The latter was encouraged by a series of freezes in north Florida in the winter of 1884/1895 that destroyed groves. In 1886, the land proximate to the APE was deeded to the Plant Investment Co. (State of Florida n.d.). During this time, areas were opened for homesteading, and tracts were deeded to early settlers (Olausen 1993). The first permanent residents in present Okeechobee City were Peter Raulerson and his wife Louisiana Chandler Raulerson. They moved from Basinger to Okeechobee in 1896 and built a home there in 1899 (Okeechobee Historical Society n.d.:3). Okeechobee City was originally called Bend and was later called Tantie; in 1911, it received its current name. The city was incorporated in 1915, and was at that time, located within St. Lucie County (Van Landingham 1978).

3.3 Twentieth Century

Prior to 1900, settlement around Lake Okeechobee was scattered. In 1902, Henry H. Hancock settled near the Raulersons and planted an orange grove. Other early settlers to the area included Dr. S. L. Hubbard from Connecticut, who functioned as teacher and doctor for the small settlement, and Peter Raulerson's son, Lewis, who was the first merchant and banker in Okeechobee. In 1905, Raulerson's store was on the edge of Taylor Creek, with his house nearby (Will 1964:127). Fishing, in general, and catfish fishing in particular, has always been one of the major subsistence activities of the Lake Okeechobee area. This enterprise became commercially viable after 1881, when the steam dredges opened the lake to steamboat travel, and ice, which prevented the fish from spoiling, became available. The anglers lived in small fish camps along the lake, generally on the north and east perimeter and along the smaller creeks and sloughs that feed into the lake. The high point of commercial fishing occurred between 1900 and 1910, but by 1917, most of the major fishing outfits and fish houses had moved out of the area due to over-harvesting of fish and declining prices. By 1928, the fishing had returned to its pre-commercial levels, with small fish camps and individuals finding enough fish to maintain themselves and their families (Will 1964:120-126).

After the arrival of steamboats in the 1880s, the second big transportation boom came to the area with the arrival of the railroad in 1915. The Florida East Coast (FEC) Railroad built a branch line from New Smyrna to Tantie, the first train arriving on January 15, 1915. The Model Land Company, land agent for the Florida East Coast Railroad and Flagler's considerable interests, bought a large tract of land from the Consolidated Land Company. The City of Okeechobee was then platted on the site of vacant prairies and filed for record on February 24, 1914 in the St. Lucie County Office of the Clerk of the Circuit Court. This was done under the auspices of the Okeechobee Company, with J. E. Ingraham as President. It was formed by the Model Land Company to facilitate this particular venture. The Okeechobee subdivision was laid out in a grid pattern, with broad avenues interspersed throughout. The company also donated plots of land to several religious denominations.

Okeechobee County was established on August 7, 1917 from parts of St. Lucie, Osceola, and Palm Beach counties. Soon after, the Florida East Coast Railroad linked Okeechobee with Fort Pierce and in 1926 with Belle Glade. This route also made the transport of winter vegetables to eastern markets more feasible. The railroad became an important route for the growing tourist industry, as visitors wanted to enjoy fishing on the lake or hunting in the nearby pine forests. Beginning in 1917, William J. "Fingy" Conners of Buffalo, New York, purchased about 4,000 acres six miles east of Canal Point. Eventually, he acquired the town site of Okeechobee and land around it; in all, he purchased roughly 12,000 acres. To provide access to his land he obtained state authority to construct a toll road. The road which ran from Okeechobee to West Palm Beach opened in 1924, and for the first time connected the county to both coasts of Florida (Valentine and Williamson 1993:73). It continued as a toll road until 1929, when it was turned over to the state (Tebeau 1980:350). It is now known as US 98.

The great Florida Land Boom of the 1920s saw widespread development of towns and highways. Several reasons prompted the boom, including the mild winters, the growing number of tourists, the larger use of the automobile, the completion of roads, the promise by the Florida Legislature never to pass state income or inheritance taxes, and the aggressive advertising campaigns of real estate companies. The growth spurred the division of Desoto County into Highlands, Glades, Charlotte, Hardee, and Desoto Counties in April 1921. Florida State Road 8 – now known as SR 70 – had been constructed through the APE by ca. 1926 and spanned from Haines City through Sebring to Ft. Pierce (FDOT 1926).

In August 1925, the Florida East Coast railway placed an embargo on all freight shipments to South Florida as rail lines and ports in Miami and West Palm Beach became inundated with incoming shipments. Throughout the fall, national newspapers suggested fraud in land sales, and business people throughout the nation complained about the amount of money being transferred to Florida. As 1926 dawned and spring arrived, economic concerns continued to be expressed, and advertisements to sell properties declined in the local newspapers (HPA 1987; Olausen 1993).

By 1927, the economic growth of the early 1920s was halted. To make the situation even worse, two hurricanes hit South Florida in 1926 and 1928. In September 1926, a devastating hurricane swept through South Florida killing hundreds in the Moore Haven area. Refugees again fled north when another hurricane swept through South Florida in September 1928. The 1928 hurricane winds created a tidal wave of water over Lake Okeechobee's shores, killing hundreds. The hurricane not only created a flood of refugees, but also cut utility lines and destroyed citrus crops (Sebring Historical Society 1987). The following year, the Mediterranean fruit fly invaded and paralyzed the citrus industry creating quarantines and inspections that further slowed an already sluggish industry. The stock market crash in October furthered the economic distress.

Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The

Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (New South Associates, Inc. 2010).

In 1947, the worst storm since the 1928 hurricane hit the lake and in October of that year, the citizens of Okeechobee formed a committee to seek federal flood control. Between 1948 and 1971 various projects were formulated and implemented for flood control (Will 1990). In 1948, the U.S. Congress authorized the USACE to construct the Central and South Florida Flood Control (C&SF) Project, which led to engineering changes to deepen, straighten, and widen the Kissimmee River waterway. The Kissimmee River was channelized by cutting and dredging a 30-foot deep straightway through the river's meanders (Florida Center for Environmental Studies 2018; Grunwald 2006; McCally 1999; SFWMD n.d.[b]). The 1952 Okeechobee NW quad map shows the naturally occurring segment of the Kissimmee River prior to channelization (USGS 1952) (**Figure 3.2**).

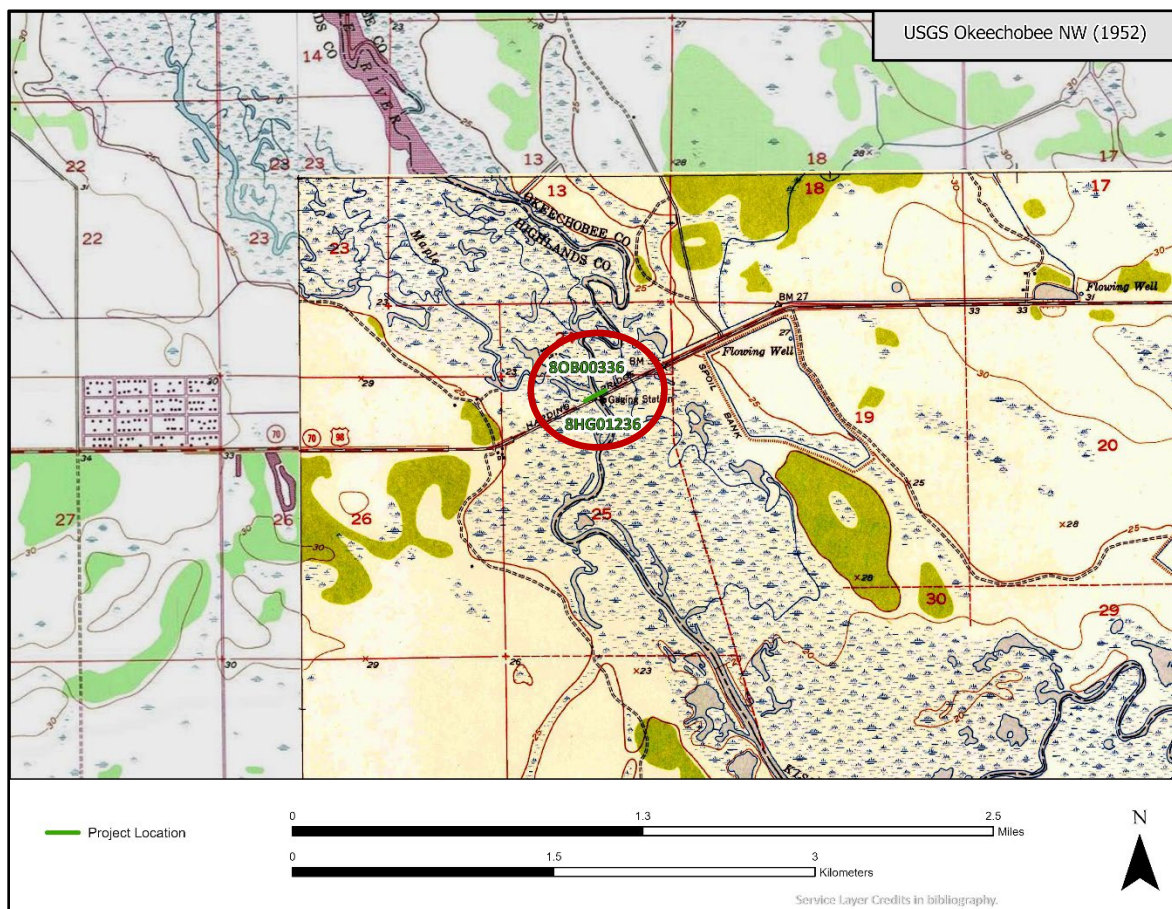


Figure 3.2. 1952 Okeechobee NW quad map showing the location of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) and Kissimmee River (USGS 1952).

The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to the further improvements and modifications to the Herbert Hoover Dike throughout the 1950s and 1960s (New South 2010). By the late-1960s the Herbert Hoover Dike was completed following the multiple

expansions and enhancements. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of interceptor canals and water control structures to achieve flood control in the Upper and Lower Kissimmee Basin. Between 1966 and 1971, the Kissimmee River became canal 38 (C-38) after it was further widened and deepened and received multiple water control structures (SFWMD 2010). The C&SF eventually became the SFWMD. The channelization of the Kissimmee River did help with flood control but had a devastating effect on the local ecological system. The Kissimmee River Restoration Project began in 1999 with the backfilling of eight miles of the C-38 canal. Continuous water flow has been established to 24 miles of the meandering river and seasonal rains and flows now inundate the floodplain in the restored areas (SFWMD n.d.[b]). The plan calls for the return flow to 44 miles of the river's historic channel and restoration of about 40 square miles of river/floodplain ecosystem.

From 1960 to the present, dairy farms, beef production, and agriculture pursuits have dominated the county. Okeechobee County, which has 678 farms covering 441,824 acres, is ranked number one in the production of cattle and calves as well as in milk production (USDA 2012). In addition, the Lykes Ranch, located in Glades and Highlands Counties, maintains one of the largest cow-calf operations in the United States (Lykesranch.com n.d.). According to the U.S. Census Bureau (USCB), the population of Okeechobee County in 2020 was 39,644 – a decrease in population of about 300 residents since 2010 (USCB 2023a). Similarly, Highlands County remains sparsely settled and agriculturally based. However, as development continues, the population has gradually increased. Highlands County's population increased from 98,786 in 2010 to 101,235 in 2020 (USCB 2023b).

3.4 Project Area Specifics

A review of historic aerial photographs reveals that the Kissimmee River was a large, naturally occurring river in ca. 1949 (USDA 1949) (**Figure 3.3**). At this time, SR 70 was carried over the waterway by a long bridge known as the Harding Memorial Bridge and the main channel of the river was traversed by a movable truss span. In ca. 1962, the bridge remained largely unchanged; however, evidence of large-scale dredging operations was visible along the Kissimmee River (USDA 1962). By ca. 1974, the channelized Kissimmee River (C-38) and the ca. 1966 SR 70 over Kissimmee River Bridge had been constructed and are visible (USDA 1974) (**Figure 3.3**). No significant changes have occurred within the APE since this time.

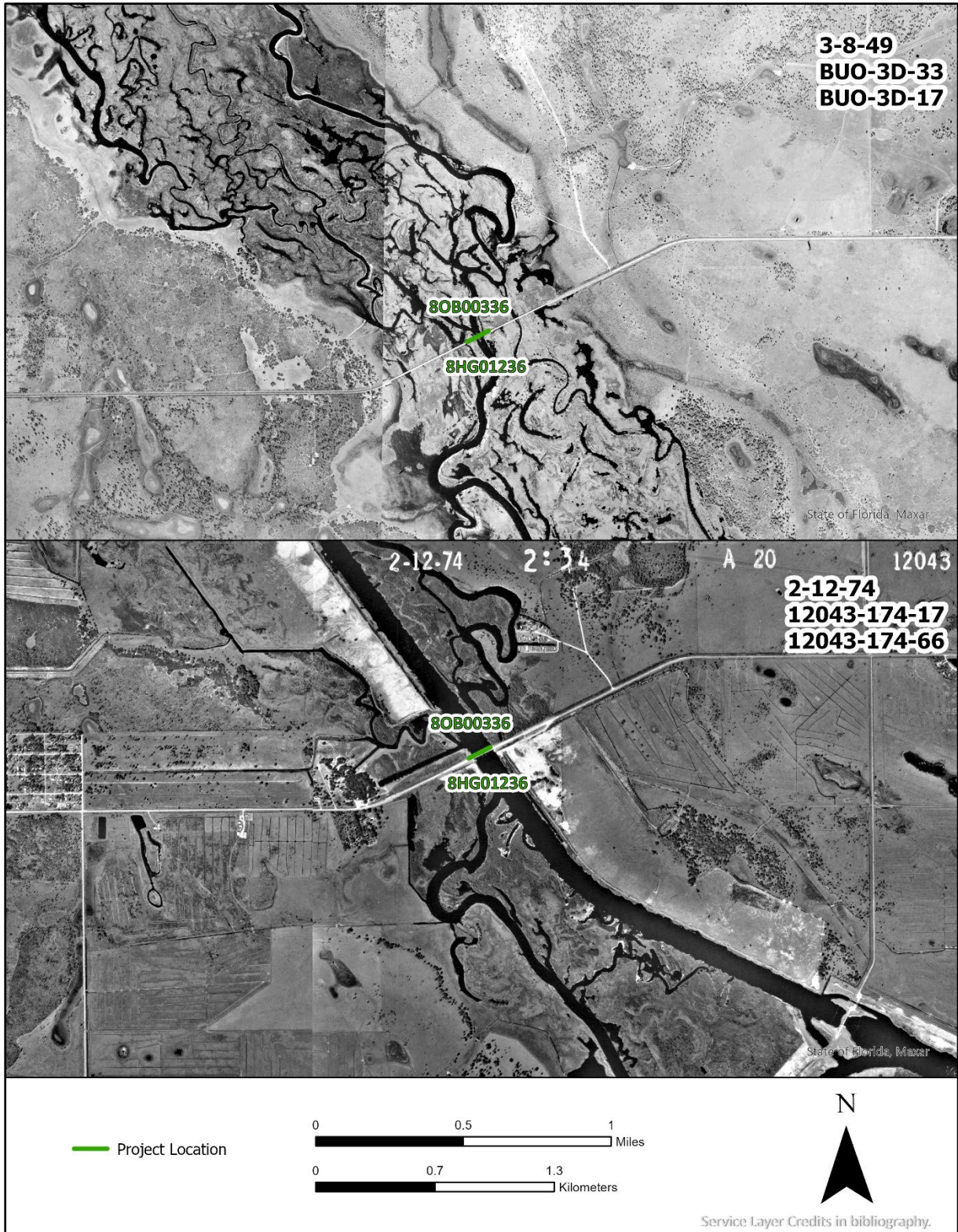


Figure 3.3. 1949 and 1974 aerial photographs of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) (USDA 1949, 1974).

4.0 RESEARCH CONSIDERATIONS AND METHODOLOGY

4.1 Background Research and Literature Review

A review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project area and vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of cultural resources listed in the NRHP, the Florida Master Site File (FMSF), CRAS reports, published books and articles, unpublished manuscripts, and maps. There have been 14 CRAS projects conducted within one mile of the project limits; these are listed in **Table 4.1**. The FMSF digital data used in this report was reviewed in December 2023. According to FMSF staff, input may be a month or more behind receipt of reports and site files and the GIS data are updated quarterly. Thus, the findings of the background research phase of investigation may not be current with actual work performed in the area.

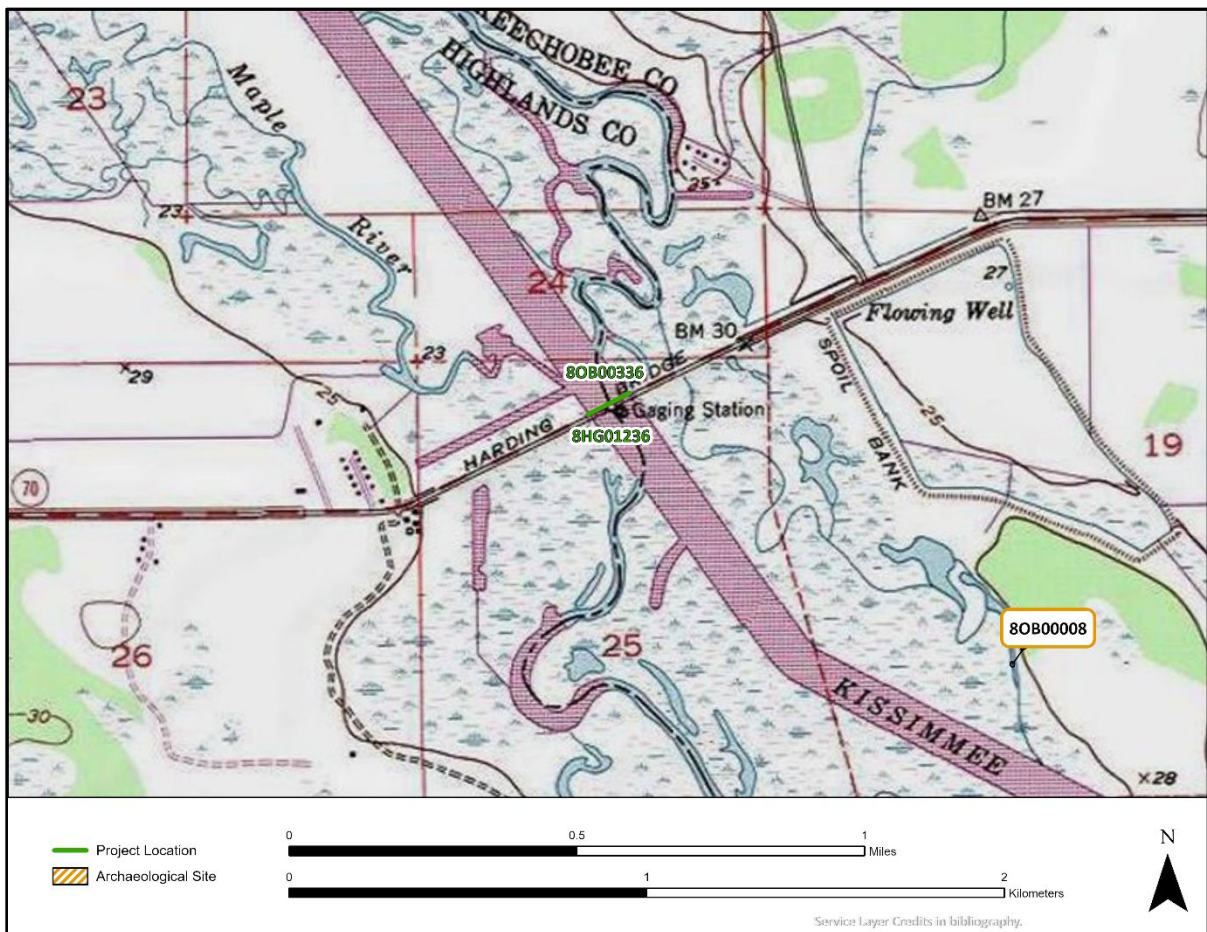


Figure 4.1. Previously recorded cultural resources within one mile of the project limits.

Table 4.1. CRAS surveys proximate to the project limits.

Survey No.	Title	Reference
4543	Cultural Resource Assessment Survey for Bridge Numbers 090024, 090920, and 090013 along State Road 70 Highway & Bridge Design Project, Highlands County, Florida	Janus Research 1996
17494	An Archaeological Survey of the Brighton Sugarcane Project, Glades and Highlands Counties, Florida	Carr et al. 1997
16476	Cultural Resource Assessment Survey of the Florida Gas Transmission Company Phase VIII Expansion Loop 10 and Extension: Station 27 to Arcadia Greenfield 3: Arcadia to Station 29	Janus Research 2008
16501	A Phase I Cultural Resource Assessment Survey of the Proposed Florida Gas Transmission Company Phase VIII Expansion Project, Station 29 to FPL Martin, Pipeline Corridor, Okeechobee and Martin Counties, Florida	Mueller 2008
16532	Florida Gas Transmission Phase VIII First Addendum Report Related to Report Nos. 2008-07035 and 2008-07036	Coughlin et al. 2009
16938	Florida Gas Transmission Phase VIII Second Addendum Report Related to Report Nos. 2008-07035 and 2008-07036	Coughlin et al. 2010
17003	A Cultural Resource Assessment Reconnaissance Survey of the Highlands Ethanol Site, Highlands County, Florida	Hunter and Schenker 2009a
20419	A Cultural Resource Reconnaissance Survey of the Highlands Ethanol Site, Highlands County, Florida	Hunter and Schenker 2009b
19605	Final Report of Cultural Resource Reconnaissance Survey Kissimmee Oxbow Property, Okeechobee County, Florida	Dale 2009
17547	Cultural Resource Investigations Conducted for the Greenfield 3 (Station 29 to FPL Martin) Kissimmee Variance at M.P. 291.84 in Highlands County, Florida, and Associated with the Planned Florida Gas Transmission Phase VIII Expansion Project. Florida Gas	R. Christopher Goodwin and Associates and Janus Research 2010
18388	Phase I Archaeological Survey of Selected Locations, Feedstock Farm, Highlands Ethanol Project, Highlands County, Florida	Bradley et al. 2011
19607	Trip Report: NRCS Kissimmee WRPs Okeechobee County Cultural Resources Reconnaissance Survey	Dunn 2012
23981	Federal Communication Commission R.S. Webb & Associates No. 12-MAC-438 New 280-Foot Self Supporting Lattice Cellular Tower, County Road 721, Brighton, Highlands County, Florida	Bowen et al. 2012
23055	Cultural Resource Survey, Brighton Valley Water Management Project, Highlands County, Florida	Ambrosino 2015

4.2 Historical/Architectural Considerations

A review of the FMSF and NRHP databases revealed that one historic resource was previously recorded within the APE (8HG01236/8OB00336) (**Figure 4.1**). The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* conducted by ACI for FDOT and published in 2012 (FDOT 2012; Survey No. 20057). Due to its location on the Okeechobee-Highlands County line, the bridge has been assigned a Highlands County FMSF number (8HG01236) and an Okeechobee County FMSF number (8OB00336). Following the aforementioned survey, the resource (8OB00336/8HG01236) was determined eligible for listing in the NRHP by the SHPO in 2014. A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Highlands County and Okeechobee County property appraiser's website data revealed the potential for one new historic resource 46 years of age or older (constructed in 1978 or earlier) within the APE (McIntyre 2024, Bandi 2024). Additionally, a review of the Veteran's Grave

Registration compiled in 1940-1941, did not record any graves or cemeteries in the section where the APE is located (Work Progress Administration [WPA] 1941).

4.3 Field Methodology

Historical/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources (i.e. bridges, roads, cemeteries) that are 46 years of age or older (constructed in 1978 or earlier), and to establish if any such resources could be determined eligible for listing in the NRHP. The field survey focused on the assessment of existing conditions for all previously recorded historic resources located within the project APE, and the presence of unrecorded historic resources within the project area. For each property, photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility. Also, informant interviews would have been conducted, if possible, with knowledgeable persons to obtain site-specific building construction dates and/or possible associations with individuals or events significant to local or regional history.

5.0 RESULTS AND CONCLUSION

5.1 Historical/Architectural Results

Background research revealed that one historic resource was previously recorded within the APE (8HG01236/8OB00336). As a result of the historic/architectural field survey, two historic resources (8HG01236/8OB00336 and 8HG01650/8OB00489) were identified within the APE (**Figure 5.1**). These include the previously recorded concrete beam and girder SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) and the newly identified Kissimmee River (C-38 Canal) (8HG01650/8OB00489), constructed in 1966. The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* and was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge. Although the channelization of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Okeechobee or Highland Counties. As such, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, there is insufficient information to evaluate the 102 ft segment of the Kissimmee River (C-38 Canal) that is contained within the APE (FDHR 2022). Descriptions and photographs of the newly identified and previously recorded resources follow, and copies of the FMSF forms are included in **Appendix A**. 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.



Photo 5.1. SR 70 over Kissimmee River Bridge (FDOT 910001) (8HG01236/8OB00336), looking northwest.



Photo 5.2. SR 70 over Kissimmee River Bridge (FDOT 910001) (8HG01236/8OB00336), looking east. Note the removable steel span.

8HG01236/8OB00336: The SR 70 over Kissimmee River Bridge (FDOT 910001) is a seven span, concrete beam and girder bridge constructed in 1966 in order to carry SR 70 over the newly channelized Kissimmee River (C-38) (**Photo 5.1**). The peak of the bridge is equipped with a steel, removable span which accommodates the passing of larger vessels while being more cost effective than a manned, operable span (**Photo 5.2**). The bridge is in Section 25 of Township 37 South, Range 33 East and crosses the county line between Okeechobee County and Highlands County (USGS 1952). The overall dimension of the bridge measures approximately 418 ft long with four approach spans that are

33 ft wide with a roadway width of approximately 24 ft, and three main spans that are 31 ft wide with a roadway width of approximately 22 ft. The approach spans are a concrete beam and girder style superstructure with a concrete deck that has been paved with asphalt, while the main span is a removable steel span. The substructure has solid, sloped abutments comprised of concrete bags. The superstructure is supported by six bents, each comprised of squared concrete headers with two squared concrete piers and footers with a horizontal strut between the piers. Decorative details include concrete post and lintel style parapets with “KISSIMMEE RIVER” stamped onto the northeast corner and “1966” stamped onto the southeast corner of the parapets. Metal guardrails affixed to wooden posts have been installed along the roadway approaching the bridge. In addition, an upright metal sign has been installed adjacent to the northeast corner of the bridge which reads, “BILLY BOWLEGS III BRIDGE / DESIGNATED BY 1969 LEGISLATURE OF FLORIDA.”

Removable span bridges include a span that can be completely removed by machinery that is not included as part of the bridge, such as a crane, or can be hinged in an upright position (FDOT 2012). These types of bridges are beneficial at water crossings where large vessels rarely navigate as they do not require staffing and other operational fees that an operable span would require. The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) was constructed in 1966 to accommodate the newly channelized Kissimmee River (C-38). Prior to the channelization, SR 70 was carried over the naturally occurring Kissimmee River by the ca. 1924 Warren G. Harding Memorial Bridge (Orlando Sentinel 1924). Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures (New South Associates, Inc. 2010). In 1948, the U.S. Congress authorized the USACE to construct the C&SF Project, which led to engineering changes to deepen, straighten, and widen the Kissimmee River waterway. The Kissimmee River was channelized by cutting and dredging a 30 ft deep straightway through the river’s meanders (Florida Center for Environmental Studies 2018; Grunwald 2006; McCally 1999; South Florida Water Management District [SFWMD] n.d. [b]). Between 1962 and 1971, the Kissimmee River became the C-38 Canal (C-38) after it was further widened and deepened and received multiple water control structures (SFWMD 2010.). The C&SF eventually became the SFWMD.

The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* conducted by Archaeological Consultants, Inc. (ACI) for the FDOT and published in 2012 (FDOT 2012; Survey No. 20057). Due to its location on the Okeechobee-Highlands County line, the bridge has been assigned a Highlands County FMSF number (8HG01236) and an Okeechobee County FMSF number (8OB00336). Following the aforementioned survey, the resource (8OB00336/8HG01236) was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge.



Photo 5.3. Kissimmee River (C-38 Canal) (8HG01650/8OB00489), looking northwest.

8HG01650/8OB00489: The segment of the Kissimmee River (C-38 Canal) within the APE was channelized in ca. 1966 and is approximately 102 ft long and 375 ft wide with shallow earthen banking covered in vegetation (**Photo 5.3**). This segment is located in Section 25 of Township 37 South, Range 33 East and flows beneath the ca. 1966 SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) which is equipped with wooden channel markers (USGS 1952). Prior to channelization, the Kissimmee River traveled approximately 103 miles throughout Central Florida; however, today the Kissimmee River (C-38 Canal) spans only 69 miles from Lake Kissimmee in the north to Lake Okeechobee in the south (SFWMD 2010). The boundary of Highlands County and Okeechobee County runs along the center of the Kissimmee River in this location, and as such, the resource has been assigned FMSF numbers in both Highlands County (8HG01650) and Okeechobee County (8OB00489).

Between 1930 and 1938, the USACE started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (New South Associates, Inc. 2010).

In 1948, the U.S. Congress authorized the USACE to construct the C&SF Project. This was prompted following the 1947 hurricane, the worst storm since 1928, to hit the Lake Okeechobee area. Between 1948 and 1971 various projects were formulated and implemented for flood control (Will 1990). The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to further improvements and modifications to the Lake Okeechobee drainage control system. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of interceptor canals and water control structures to achieve flood control in the Upper and

Lower Kissimmee Basin. Between 1962 and 1971, the Kissimmee River was excavated to create the C-38 Canal (C-38) through widening, a deepened channel, and the construction of multiple water control structures (SFWMD 2010.). The C&SF eventually became the SFWMD.

The channelization of the Kissimmee River did help with flood control but had a devastating effect on the local ecological system. The channelization of the Kissimmee River severely altered the natural environment, resulting in “drainage or obliteration of almost 35,000 acres of floodplain wetlands, elimination of instream and overbank flow, and isolation of the river from its floodplain...[resulting in] changes [to the] physical, chemical, and biological aspects of the ecosystem, reduced diversity, and diminished biotic integrity (SFWMD 2010). The Kissimmee River Restoration Project began in 1999 with the backfilling of eight miles of the C-38 canal. Continuous water flow has been established to 24 miles of the meandering river and seasonal rains and flows now inundate the floodplain in the restored areas (SFWMD n.d.[b]). The plan calls for the return flow to 44 miles of the river’s historic channel and restoration of about 40 square miles of river/floodplain ecosystem.

Although the channelization of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Okeechobee or Highland Counties. As such, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, there is insufficient information to evaluate the 102-ft segment of the Kissimmee River (C-38 Canal) that is contained within the APE (FDHR 2022).

5.2 Conclusions

As a result of the historical/architectural field survey, one previously recorded resource was identified and re-evaluated (8HG01236/8OB00336) and one linear resource was newly identified and recorded (8HG01650/8OB00489). These include the previously recorded concrete beam and girder SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) and the newly identified Kissimmee River (C-38 Canal) (8HG01650/8OB00489), constructed in 1966. The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* and was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge. Although the channelization of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Okeechobee or Highland Counties. As such, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, there is insufficient information to evaluate the 102-ft segment of the Kissimmee River (C-38 Canal) that is contained within the APE (FDHR 2022). Due to the presence of an NRHP-eligible resource (8HG01236/8OB00336) and a resource that has been evaluated as having insufficient information for making an eligibility determination, the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project.

The SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) has not been significantly altered since it was determined eligible for listing in the NRHP by the SHPO and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example

of a removable span bridge. Based on the scope of work, the undertaking will result in the physical destruction, damage, or alteration of all or part of the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336). Therefore, it is the opinion of ACI that the proposed undertaking will have an ***adverse effect*** on the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336).

In addition, following the guidance of the *Historic Linear Resource Guide* provided by the FDHR, the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) within the APE has been evaluated as having insufficient information for making an eligibility determination. Based on the scope of work, the undertaking will include the demolition of the existing SR 70 over Kissimmee River bridge and the construction of a westbound and eastbound bridge with two travel lanes each. The westbound bridge will replace the existing bridge, while the eastbound bridge will be constructed to the south. Although this will result in the expansion of the existing bridge footprint and alteration to the earthen banking along the linear resource, these alterations are in keeping with the existing conditions of the Kissimmee River (C-38 Canal) (8HG01650/8OB00489) within the APE. Therefore, it is the opinion of ACI that the proposed undertaking will have ***no adverse effect*** on the Kissimmee River (C-38 Canal) (8HG01650/8OB00489).

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APPENDIX A

Florida Master Site File Forms

☐ 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 # HG01236
 Field Date 1-11-2024
 Form Date 1-15-2024
 Recorder # _____
 FDOT Bridge # 910001

Bridge Name(s) SR 70 over Kissimmee River Bridge Multiple Listing (DHR only) _____
 Project Name CRAS SR 70/Kissimmee River Bridge Replacement 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 SR 70 / Kissimmee River
 USGS 7.5 Map Name OKEECHOBEE NW USGS Date 1952 Plat or Other Map _____
 City/Town (within 3 miles) Okeechobee In City Limits? ☐ yes ☐ no ☒ unknown County Highlands
 Township 37S Range 33E Section 25 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 501741 Northing 3012899
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1966 ☐ 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

Harding Memorial Bridge (pre-Kissimmee River channelization)

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
 Original & Current: carries SR 70 over Kissimmee River (Auto)

Ownership history

State Highway Agency

Designers/Engineers _____

Builders/Contractors _____

Text of Plaque or Inscription

"BILLY BOWLEGS III BRIDGE / DESIGNATED BY 1969 LEGISLATURE OF FLORIDA" -- metal upright sign adjacent to NE corner of bridge

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

The SR 70 over Kissimmee River bridge was constructed in 1966 to carry SR 70 over the newly channelized Kissimmee River (C-38). A removable span was included in case of larger vessels as it is considered more cost effective than a manned, operable span.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Beam & Girder 2. _____

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

Style and Decorative Details

Concrete post and lintel style parapet, "Kissimmee River" stamp (NE corner), "1966" stamp (SE corner), metal guardrails affixed to wooden posts

Tender Station Description

Alterations: Dates and Descriptions

None since last recording

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 Date _____ Init. _____ 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</i> 15, p. 2)	Date _____ Date _____
--	---	--------------------------

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Total Number 7 Total Length(ft) 418Main Spans: Number 3 Length(ft) 40 Width(ft) 31 Roadway width(ft) 22Main Span Design OtherMain Span Materials 1. Steel 2. _____Approach Spans: Number 4 Length(ft) 60 Width(ft) 33 Roadway width(ft) 24Approach Span Design Beam & GirderApproach Span Materials 1. Concrete 2. _____Deck Materials 1. Concrete 2. Steel

SUBSTRUCTURE

Abutment Materials 1. Concrete 2. _____Abutment Description Solid, sloped concrete bag abutments w/ concrete capsPier Materials 1. Concrete 2. _____Pier Description Concrete bents w/ two piers w/ footers, concrete cap, & horiz. strut

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 information

Potentially eligible as contributor to a National Register district?

☐ yes ☒ no ☐ insufficient information

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

See continuation sheet.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
 Document description Files, photos, research, documents File or accession #'s P23089
- 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. FinchAffiliation Archaeological Consultants IncRecorder 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.

CONTINUATION SHEET

8HG01236: The SR 70 over Kissimmee River Bridge (FDOT 910001) is a seven span, concrete beam and girder bridge constructed in 1966 in order to carry SR 70 over the newly channelized Kissimmee River (C-38). The peak of the bridge is equipped with a steel, removable span which accommodates the passing of larger vessels while being more cost effective than a manned, operable span. The bridge is in Section 25 of Township 37 South, Range 33 East and crosses the county line between Okeechobee County and Highlands County (United States Geological Survey [USGS] 1952). The overall dimension of the bridge measures approximately 418-feet (ft) long with four approach spans that are 33-ft wide with a roadway width of approximately 24-ft, and three main spans that are 31-ft wide with a roadway width of approximately 22-ft. The approach spans are a concrete beam and girder style superstructure with a concrete deck that has been paved with asphalt, while the main span is a removable steel span. The substructure has solid, sloped abutments comprised of concrete bags. The superstructure is supported by six bents, each comprised of squared concrete headers with two squared concrete piers and footers with a horizontal strut between the piers. Decorative details include concrete post and lintel style parapets with "KISSIMMEE RIVER" stamped onto the northeast corner and "1966" stamped onto the southeast corner of the parapets. Metal guardrails affixed to wooden posts have been installed along the roadway approaching the bridge. In addition, an upright metal sign has been installed adjacent to the northeast corner of the bridge which reads, "BILLY BOWLEGS III BRIDGE / DESIGNATED BY 1969 LEGISLATURE OF FLORIDA."

Removable span bridges include a span that can be completely removed by machinery that is not included as part of the bridge, such as a crane, or can be hinged in an upright position (FDOT 2012). These types of bridges are beneficial at water crossings where large vessels rarely navigate as they do not require staffing and other operational fees that an operable span would require. The SR 70 over Kissimmee River Bridge (8OB00336) was constructed in 1966 to accommodate the newly channelized Kissimmee River (C-38). Prior to the channelization, SR 70 was carried over the naturally occurring Kissimmee River by the ca. 1924 Warren G. Harding Memorial Bridge (Orlando Sentinel 1924). Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures (New South Associates, Inc. 2010). In 1948, the U.S. Congress authorized the USACE to construct the Central and South Florida Flood Control (C&SF) Project, which led to engineering changes to deepen, straighten, and widen the Kissimmee River waterway. The Kissimmee River was channelized by cutting and dredging a 30-foot deep straightway through the river's meanders (Florida Center for Environmental Studies 2018; Grunwald 2006; McCally 1999; SFWMD n.d.). Between 1966 and 1971, the Kissimmee River became canal 38 (C-38) after it was further widened and deepened and received multiple water control structures (SFWMD 2010.). The C&SF eventually became the South Florida Water Management District (SFWMD).

The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* conducted by Archaeological Consultants, Inc. (ACI) for the Florida Department of Transportation (FDOT) and published in 2012 (FDOT 2012; Survey No. 20057). In addition to Florida Master Site File (FMSF) number 8HG01236, the resource was also assigned a FMSF number for Okeechobee County (8OB00336) due to its location on the Okeechobee-Highlands County line. Following this survey, the resource (8OB00336/8HG01236) was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8HG01236) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge.

CONTINUATION SHEET

REFERENCES

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McCally, David

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1952 Okeechobee NW, Fla. *Photorevised 1972*.



PHOTOGRAPHS







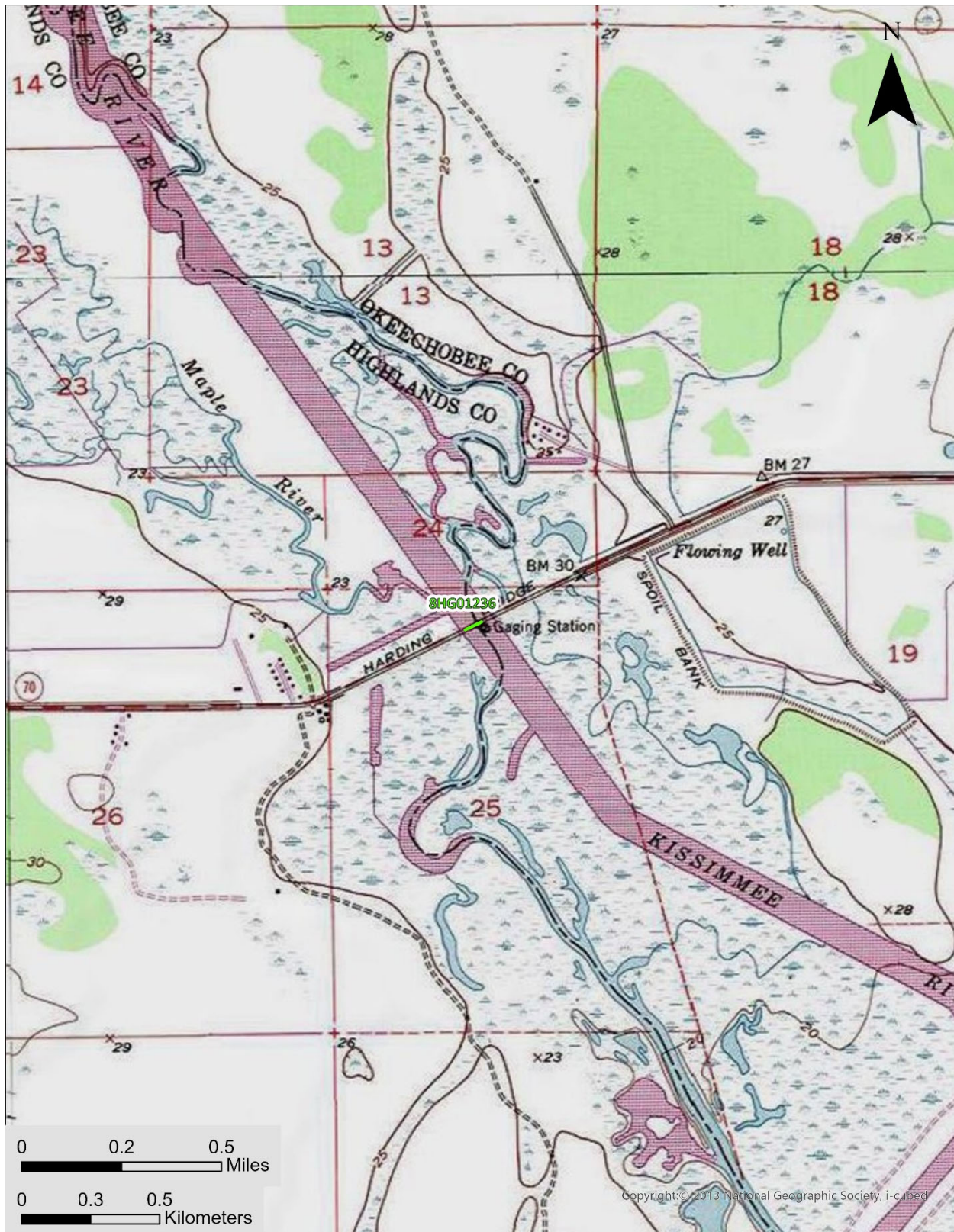


AERIAL MAP





USGS Okeechobee NW
Township 37 South, Range 33 East, Section 25





RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site #8 **HG01650**
 Field Date 1-11-2024
 Form Date 1-31-2024
 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 Kissimmee River (C-38) Multiple Listing [DHR only] _____
 Project Name CRAS SR 70/Kissimmee River Bridge Replacement 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) Okeechobee In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Highlands
 Name of Public Tract (e.g., park) _____
 1) Township 37S Range 33E Section 25 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 OKEECHOBEE NW USGS Date 1952
 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 102 ft long and 375 ft wide, flowing beneath the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336)

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

HISTORY & DESCRIPTIONConstruction Year: 1966 ☒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)

See continuation sheet.

RESEARCH METHODS (check all that apply)☒FMSF record search (sites/surveys)☐library research☐building permits☐Sanborn maps☐FL State Archives/photo collection☐city directory☐occupant/owner interview☐plat maps☒property appraiser / tax records☐newspaper files☐neighbor interview☐Public Lands Survey (DEP)☐cultural resource survey☐historic photos☐interior inspection☐HABS/HAER record search☒other methods (specify) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)

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

Potentially eligible individually for National Register of Historic Places?

☐yes☐no☒insufficient information

Potentially eligible as contributor to a National Register district?

☐yes☐no☒insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

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

1. _____

3. _____

5. _____

2. _____

4. _____

6. _____

DOCUMENTATION

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

Document type All materials at one locationMaintaining organization Archaeological Consultants Inc1) Document description Files, photos, research, documents File or accession #'s P23089

2) Document type _____

Maintaining organization _____

Document description _____ File or accession #'s _____

RECORDER INFORMATIONRecorder Name Savannah Y. FinchAffiliation 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.

CONTINUATION SHEET

The segment of the Kissimmee River (C-38 Canal) within the APE was channelized in ca. 1966 and is approximately 102-feet (ft) long and 375 ft wide with shallow earthen banking covered in vegetation. This segment is located in Section 25 of Township 37 South, Range 33 East and flows beneath the ca. 1966 SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) which is equipped with wooden channel markers (USGS 1952). Prior to channelization, the Kissimmee River traveled approximately 103 miles throughout Central Florida; however, today the Kissimmee River (C-38 Canal) spans only 69 miles from Lake Kissimmee in the north to Lake Okeechobee in the south (SFWMD 2010). The boundary of Highlands County and Okeechobee County runs along the center of the Kissimmee River in this location, and as such, the resource has also been assigned a Florida Master Site File (FMSF) number in Okeechobee County (8OB00489).

Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (New South Associates, Inc. 2010).

In 1948, the U.S. Congress authorized the U.S. Army Corps of Engineers (USACE) to construct the Central and South Florida Flood Control (C&SF) Project. This was prompted following the 1947 hurricane, the worst storm since 1928, to hit the Lake Okeechobee area. Between 1948 and 1971 various projects were formulated and implemented for flood control (Will 1990). The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to further improvements and modifications to the Lake Okeechobee drainage control system. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of interceptor canals and water control structures to achieve flood control in the Upper and Lower Kissimmee Basin. Between 1962 and 1971, the Kissimmee River was excavated to create the C-38 Canal (C-38) through widening, a deepened channel, and the construction of multiple water control structures (SFWMD 2010.). The C&SF eventually became the South Florida Water Management District (SFWMD).

The channelization of the Kissimmee River did help with flood control but had a devastating effect on the local ecological system. The channelization of the Kissimmee River severely altered the natural environment, resulting in “drainage or obliteration of almost 35,000 acres of floodplain wetlands, elimination of instream and overbank flow, and isolation of the river from its floodplain...[resulting in] changes [to the] physical, chemical, and biological aspects of the ecosystem, reduced diversity, and diminished biotic integrity (SFWMD 2010). The Kissimmee River Restoration Project began in 1999 with the backfilling of eight miles of the C-38 canal. Continuous water flow has been established to 24 miles of the meandering river and seasonal rains and flows now inundate the floodplain in the restored areas (SFWMD n.d.). The plan calls for the return flow to 44 miles of the river’s historic channel and restoration of about 40 square miles of river/floodplain ecosystem.

Although the channelization of the Kissimmee River (C-38 Canal) (8HG01650) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Highlands County. As such, following the guidance of the *Historic Linear Resource Guide* provided by the Florida Division of Historical Resources (FDHR), there is insufficient information to evaluate the 102-ft segment of the linear resource that is contained within the APE (FDHR 2022).

CONTINUATION SHEET

REFERENCES

Florida Division of Historical Resources (FDHR)

2022 Historic Linear Resource Guide – Guidance for addressing historic linear resources associated with projects processed under the Programmatic Agreement. FDHR, Tallahassee.

New South Associates, Inc. (NSA)

2010 Herbert Hoover Dike Documentation and Assessment, Lake Okeechobee, Hendry, Glades, Okeechobee, Martin, and Palm Beach Counties, Florida. New South Associates, Stone Mountain. Survey No. 20620.

South Florida Water Management District (SFWMD)

n.d. *Kissimmee River*. South Florida Water Management District, West Palm Beach. <https://www.sfwmd.gov/our-work/kissimmee-river>.

2010 Canals in South Florida: A Technical Support Document, Appendices A-C. South Florida Water Management District.

United States Army Corps of Engineers (USACE)

1996 Central and Southern Florida Project for Flood Control and Other Purposes, Master Water Control Manual, Lake Okeechobee and Everglades Agricultural Area, Volume 3. US Army Corps of Engineers, Jacksonville District.

United States Geological Survey (USGS)

1952 Okeechobee NW, Fla. *Photorevised 1972*.

Will, Lawrence

1990 *Okeechobee Hurricane and the Hoover Dike*. The Great Outdoors Publishing Co., The Glades Historical Society, Belle Glade. 3rd.



PHOTOGRAPHS





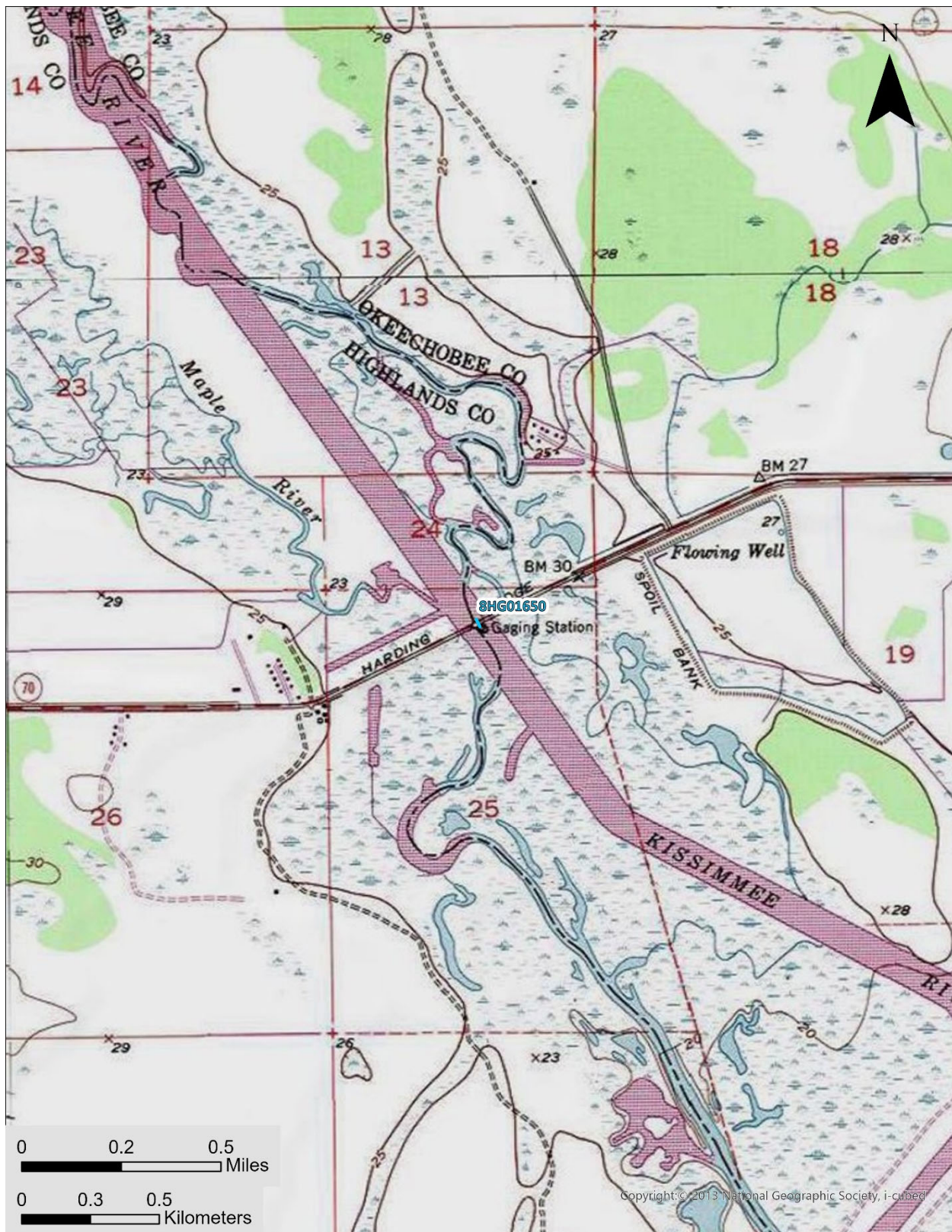


AERIAL MAP





USGS Okeechobee NW
Township 37 South, Range 33 East, Section 25



☐ 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 # OB00336
 Field Date 1-11-2024
 Form Date 1-15-2024
 Recorder # _____
 FDOT Bridge # 910001

Bridge Name(s) SR 70 over Kissimmee River Bridge Multiple Listing (DHR only) _____
 Project Name CRAS SR 70/Kissimmee River Bridge Replacement 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 SR 70 / Kissimmee River
 USGS 7.5 Map Name OKEECHOBEE NW USGS Date 1952 Plat or Other Map _____
 City/Town (within 3 miles) Okeechobee In City Limits? ☐ yes ☐ no ☒ unknown County Okeechobee
 Township 37S Range 33E Section 25 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 501741 Northing 3012899
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1966 ☐ 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

Harding Memorial Bridge (pre-Kissimmee River channelization)

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
 Original & Current: carries SR 70 over Kissimmee River (Auto)

Ownership history

State Highway Agency

Designers/Engineers _____

Builders/Contractors _____

Text of Plaque or Inscription

"BILLY BOWLEGS III BRIDGE / DESIGNATED BY 1969 LEGISLATURE OF FLORIDA" -- metal upright sign adjacent to NE corner of bridge

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

The SR 70 over Kissimmee River bridge was constructed in 1966 to carry SR 70 over the newly channelized Kissimmee River (C-38). A removable span was included in case of larger vessels as it is considered more cost effective than a manned, operable span.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Beam & Girder 2. _____

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

Style and Decorative Details

Concrete post and lintel style parapet, "Kissimmee River" stamp (NE corner), "1966" stamp (SE corner), metal guardrails affixed to wooden posts

Tender Station Description

Alterations: Dates and Descriptions

None since last recording

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 Date _____ Init. _____ 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 National Register Bulletin 15, p. 2)
--	--

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Total Number 7 Total Length(ft) 418Main Spans: Number 3 Length(ft) 40 Width(ft) 31 Roadway width(ft) 22Main Span Design OtherMain Span Materials 1. Steel 2. _____Approach Spans: Number 4 Length(ft) 60 Width(ft) 33 Roadway width(ft) 24Approach Span Design Beam & GirderApproach Span Materials 1. Concrete 2. _____Deck Materials 1. Concrete 2. Steel

SUBSTRUCTURE

Abutment Materials 1. Concrete 2. _____Abutment Description Solid, sloped concrete bag abutments w/ concrete capsPier Materials 1. Concrete 2. _____Pier Description Concrete bents w/ two piers w/ footers, concrete cap, & horiz. strut

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)

See continuation sheet.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
 Document description Files, photos, research, documents File or accession #'s P23089
- 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. FinchAffiliation 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.

CONTINUATION SHEET

8OB00336: The SR 70 over Kissimmee River Bridge (FDOT 910001) is a seven span, concrete beam and girder bridge constructed in 1966 in order to carry SR 70 over the newly channelized Kissimmee River (C-38). The peak of the bridge is equipped with a steel, removable span which accommodates the passing of larger vessels while being more cost effective than a manned, operable span. The bridge is in Section 25 of Township 37 South, Range 33 East and crosses the county line between Okeechobee County and Highlands County (United States Geological Survey [USGS] 1952). The overall dimension of the bridge measures approximately 418-feet (ft) long with four approach spans that are 33-ft wide with a roadway width of approximately 24-ft, and three main spans that are 31-ft wide with a roadway width of approximately 22-ft. The approach spans are a concrete beam and girder style superstructure with a concrete deck that has been paved with asphalt, while the main span is a removable steel span. The substructure has solid, sloped abutments comprised of concrete bags. The superstructure is supported by six bents, each comprised of squared concrete headers with two squared concrete piers and footers with a horizontal strut between the piers. Decorative details include concrete post and lintel style parapets with "KISSIMMEE RIVER" stamped onto the northeast corner and "1966" stamped onto the southeast corner of the parapets. Metal guardrails affixed to wooden posts have been installed along the roadway approaching the bridge. In addition, an upright metal sign has been installed adjacent to the northeast corner of the bridge which reads, "BILLY BOWLEGS III BRIDGE / DESIGNATED BY 1969 LEGISLATURE OF FLORIDA."

Removable span bridges include a span that can be completely removed by machinery that is not included as part of the bridge, such as a crane, or can be hinged in an upright position (FDOT 2012). These types of bridges are beneficial at water crossings where large vessels rarely navigate as they do not require staffing and other operational fees that an operable span would require. The SR 70 over Kissimmee River Bridge (8OB00336) was constructed in 1966 to accommodate the newly channelized Kissimmee River (C-38). Prior to the channelization, SR 70 was carried over the naturally occurring Kissimmee River by the ca. 1924 Warren G. Harding Memorial Bridge (Orlando Sentinel 1924). Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures (New South Associates, Inc. 2010). In 1948, the U.S. Congress authorized the USACE to construct the Central and South Florida Flood Control (C&SF) Project, which led to engineering changes to deepen, straighten, and widen the Kissimmee River waterway. The Kissimmee River was channelized by cutting and dredging a 30-foot deep straightway through the river's meanders (Florida Center for Environmental Studies 2018; Grunwald 2006; McCally 1999; SFWMD n.d.). Between 1962 and 1971, the Kissimmee River became canal 38 (C-38) after it was further widened and deepened and received multiple water control structures (SFWMD 2010.). The C&SF eventually became the South Florida Water Management District (SFWMD).

The SR 70 over Kissimmee River Bridge was first recorded during the 2010 update of *The Historic Highway Bridges of Florida* conducted by Archaeological Consultants, Inc. (ACI) for the Florida Department of Transportation (FDOT) and published in 2012 (FDOT 2012; Survey No. 20057). In addition to Florida Master Site File (FMSF) number 8OB00336, the resource was also assigned a FMSF number for Highlands County (8HG01236) due to its location on the Okeechobee-Highlands County line. Following this survey, the resource (8OB00336/8HG01236) was determined eligible for listing in the NRHP by the SHPO in 2014. The SR 70 over Kissimmee River Bridge (8OB00336) has not been significantly altered since this determination and appears to remain eligible for individual listing in the NRHP under Criterion C in the area of Engineering as an example of a removable span bridge.

CONTINUATION SHEET

REFERENCES

Florida Center for Environmental Studies

2018 The Kissimmee River Restoration History. Florida Atlantic University, Boca Raton.
<http://www.ces.fau.edu/riverwoods/kissimmee.php>.

Florida Department of Transportation (FDOT)

2012 The Historic Highway Bridges of Florida – 2010 Update. ACI, Sarasota. Survey No. 20057.

Grunwald, Michael

2006 *The Swamp: The Everglades, Florida, and the Politics of Paradise*. Simon & Schuster, New York.

McCally, David

1999 *The Everglades: An Environmental History*. University Press of Florida, Gainesville.

New South Associates, Inc.

2010 Herbert Hoover Dike Documentation and Assessment, Lake Okeechobee, Hendry, Glades, Okeechobee, Martin, and Palm Beach Counties, Florida. New South Associates, Stone Mountain. Survey No. 20620.

The Orlando Sentinel

1924 “Cars Cross Harding Bridge.” *The Orlando Sentinel*, December 14, 1924. Accessed January 16, 2024. <https://www.newspapers.com>.

South Florida Water Management District (SFWMD)

n.d. Kissimmee River. South Florida Water Management District, West Palm Beach.
<https://www.sfwmd.gov/our-work/kissimmee-river>.

2010 Canals in South Florida: A Technical Support Document, Appendices A-C. South Florida Water Management District.

U.S. Army Corps of Engineers (USACE)

1996 Central and Southern Florida Project for Flood Control and Other Purposes, Master Water Control Manual, Lake Okeechobee and Everglades Agricultural Area, Volume 3. US Army Corps of Engineers, Jacksonville District.

United States Geological Survey (USGS)

1952 Okeechobee NW, Fla. *Photorevised 1972*.



PHOTOGRAPHS







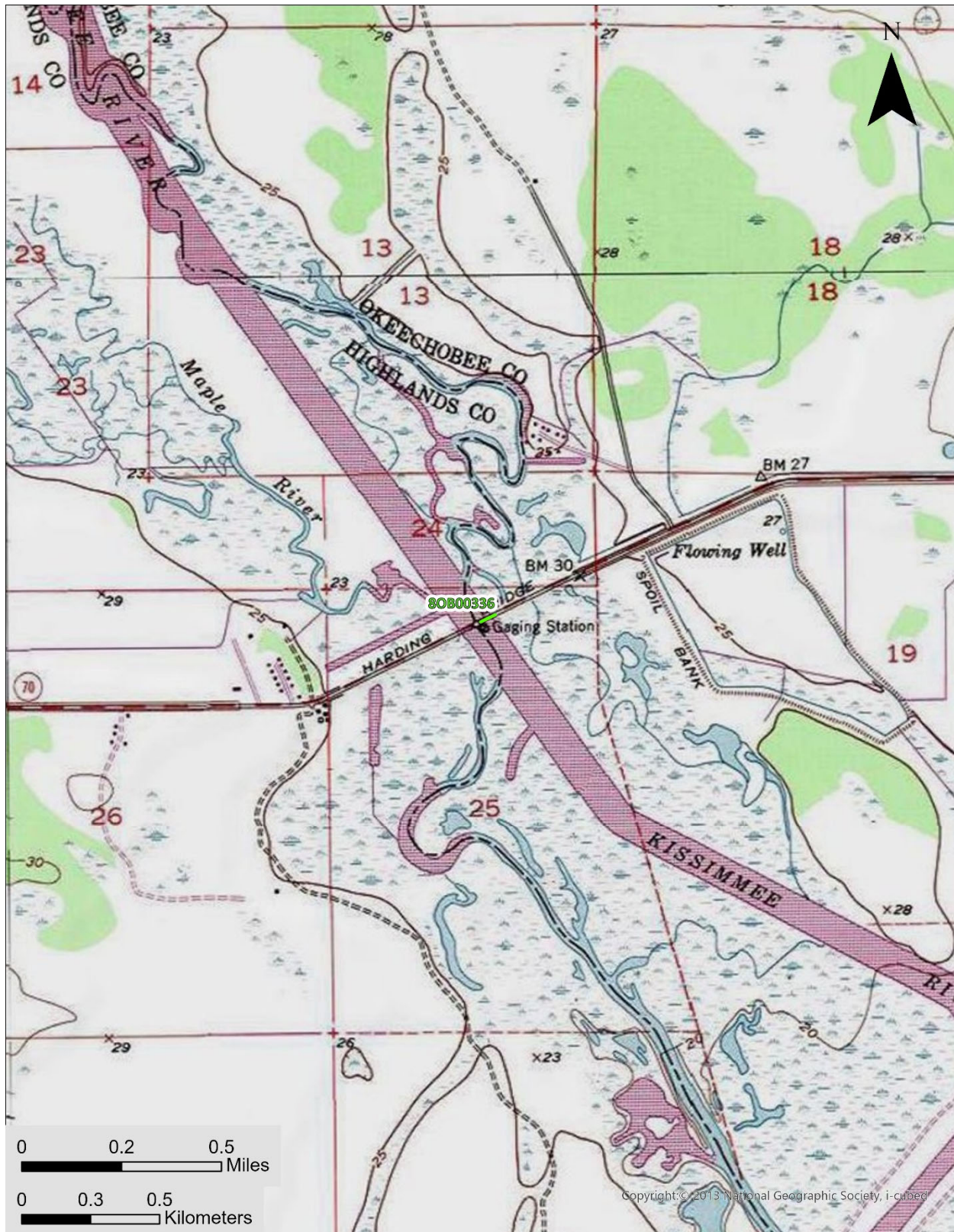


AERIAL MAP





USGS Okeechobee NW
Township 37 South, Range 33 East, Section 25





RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site #8 **OB00489**
 Field Date 1-11-2024
 Form Date 1-31-2024
 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 Kissimmee River (C-38) Multiple Listing [DHR only] _____
 Project Name CRAS SR 70/Kissimmee River Bridge Replacement 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) Okeechobee In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Okeechobee
 Name of Public Tract (e.g., park) _____
 1) Township 37S Range 33E Section 25 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 OKEECHOBEE NW USGS Date 1952
 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 102 ft long and 375 ft wide, flowing beneath the SR 70 over Kissimmee River Bridge (8HG01236/8OB00336)

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: 1966 ☒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)

See continuation sheet.

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF Manuscript # if relevant)

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

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places?

☐yes☐no☒insufficient information

Potentially eligible as contributor to a National Register district?

☐yes☐no☒insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

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

1. _____

3. _____

5. _____

2. _____

4. _____

6. _____

DOCUMENTATION

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

Document type All materials at one locationMaintaining organization Archaeological Consultants Inc1) Document description Files, photos, research, documents File or accession #'s P23089

2) Document type _____

Maintaining organization _____

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. FinchAffiliation 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.

CONTINUATION SHEET

The segment of the Kissimmee River (C-38 Canal) within the APE was channelized in ca. 1966 and is approximately 102-feet (ft) long and 375 ft wide with shallow earthen banking covered in vegetation. This segment is located in Section 25 of Township 37 South, Range 33 East and flows beneath the ca. 1966 SR 70 over Kissimmee River Bridge (8HG01236/8OB00336) which is equipped with wooden channel markers (USGS 1952). Prior to channelization, the Kissimmee River traveled approximately 103 miles throughout Central Florida; however, today the Kissimmee River (C-38 Canal) spans only 69 miles from Lake Kissimmee in the north to Lake Okeechobee in the south (SFWMD 2010). The boundary of Highlands County and Okeechobee County runs along the center of the Kissimmee River in this location, and as such, the resource has also been assigned a Florida Master Site File (FMSF) number in Highlands County (8HG01650).

Between 1930 and 1938, the U.S. Army Corps of Engineers (USACE) started construction of the Herbert Hoover Dike after authorization by the River and Harbor Act of 1930 (USACE 1996). The Herbert Hoover Dike represents the largest civil engineering project in South Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (New South Associates, Inc. 2010).

In 1948, the U.S. Congress authorized the U.S. Army Corps of Engineers (USACE) to construct the Central and South Florida Flood Control (C&SF) Project. This was prompted following the 1947 hurricane, the worst storm since 1928, to hit the Lake Okeechobee area. Between 1948 and 1971 various projects were formulated and implemented for flood control (Will 1990). The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to further improvements and modifications to the Lake Okeechobee drainage control system. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of interceptor canals and water control structures to achieve flood control in the Upper and Lower Kissimmee Basin. Between 1962 and 1971, the Kissimmee River was excavated to create the C-38 Canal (C-38) through widening, a deepened channel, and the construction of multiple water control structures (SFWMD 2010.). The C&SF eventually became the South Florida Water Management District (SFWMD).

The channelization of the Kissimmee River did help with flood control but had a devastating effect on the local ecological system. The channelization of the Kissimmee River severely altered the natural environment, resulting in “drainage or obliteration of almost 35,000 acres of floodplain wetlands, elimination of instream and overbank flow, and isolation of the river from its floodplain...[resulting in] changes [to the] physical, chemical, and biological aspects of the ecosystem, reduced diversity, and diminished biotic integrity (SFWMD 2010). The Kissimmee River Restoration Project began in 1999 with the backfilling of eight miles of the C-38 canal. Continuous water flow has been established to 24 miles of the meandering river and seasonal rains and flows now inundate the floodplain in the restored areas (SFWMD n.d.). The plan calls for the return flow to 44 miles of the river’s historic channel and restoration of about 40 square miles of river/floodplain ecosystem.

Although the channelization of the Kissimmee River (C-38 Canal) (8OB00489) is significant within the ecological and developmental history of south and central Florida, the majority of the linear resource is located outside of the APE, and a survey of the entire 69-mile-long channelized river is beyond the scope of this project. In addition, the linear resource has not been previously recorded elsewhere in Okeechobee County. As such, following the guidance of the *Historic Linear Resource Guide* provided by the Florida Division of Historical Resources (FDHR), there is insufficient information to evaluate the 102-ft segment of the linear resource that is contained within the APE (FDHR 2022).

CONTINUATION SHEET

REFERENCES

Florida Division of Historical Resources (FDHR)

2022 Historic Linear Resource Guide – Guidance for addressing historic linear resources associated with projects processed under the Programmatic Agreement. FDHR, Tallahassee.

New South Associates, Inc. (NSA)

2010 Herbert Hoover Dike Documentation and Assessment, Lake Okeechobee, Hendry, Glades, Okeechobee, Martin, and Palm Beach Counties, Florida. New South Associates, Stone Mountain. Survey No. 20620.

South Florida Water Management District (SFWMD)

n.d. *Kissimmee River*. South Florida Water Management District, West Palm Beach. <https://www.sfwmd.gov/our-work/kissimmee-river>.

2010 Canals in South Florida: A Technical Support Document, Appendices A-C. South Florida Water Management District.

United States Army Corps of Engineers (USACE)

1996 Central and Southern Florida Project for Flood Control and Other Purposes, Master Water Control Manual, Lake Okeechobee and Everglades Agricultural Area, Volume 3. US Army Corps of Engineers, Jacksonville District.

United States Geological Survey (USGS)

1952 Okeechobee NW, Fla. *Photorevised 1972*.

Will, Lawrence

1990 *Okeechobee Hurricane and the Hoover Dike*. The Great Outdoors Publishing Co., The Glades Historical Society, Belle Glade. 3rd.



PHOTOGRAPHS





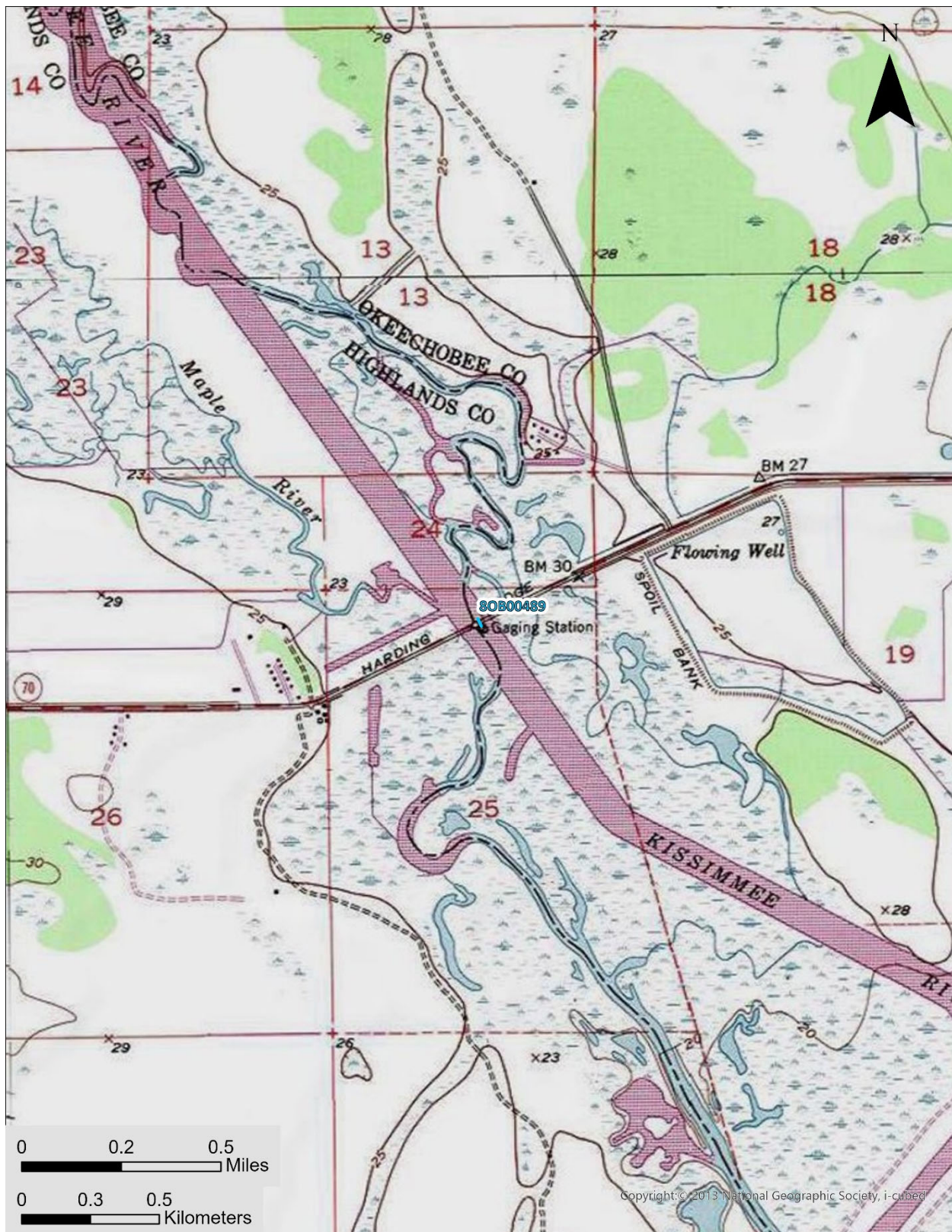


AERIAL MAP





USGS Okeechobee NW
Township 37 South, Range 33 East, Section 25



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)

Cultural Resource Assessment Survey SR 70 over Kissimmee River Bridge(8HG01236/8OB00336), Highlands and Okeechobee Counties, Florida

Report Title (exactly as on title page)

Cultural Resource Assessment Survey PD&E Study State Road (SR) 70 from County Road (CR) 721 South to CR 599/128th Avenue, Highlands and Okeechobee Counties, Florida, SR 70 over Kissimmee River Bridge; FPID No: 450334-1-22-01

Report Authors (as on title page)

1. ACI 3. _____
2. _____ 4. _____

Publication Year 2024

Number of Pages in Report (do not include site forms) 37

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

P23089; 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. State Road 70 3. CR 599 5. Kissimmee River 7. _____
2. CR 721 South 4. 128th Avenue 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 N Broadway Avenue, Bartow, Florida 33830-3809

Recorder of Log Sheet Savannah Y. Finch Date Log Sheet Completed 2-2-2024

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. Highlands 3. _____ 5. _____
2. Okeechobee 4. _____ 6. _____

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

1. Name OKEECHOBEE NW Year 1952 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 1-11-2024 End 1-11-2024 Total Area Surveyed (fill in one) _____ hectares _____ acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters 102 feet Length: _____ kilometers 0.07 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

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 2

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

HG01236, OB00336

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

HG01650, OB00489

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: _____

