

**CULTURAL RESOURCE ASSESSMENT SURVEY OF
US 17/92 FROM COUNTY ROAD 54 TO WEST OF POINCIANA BOULEVARD,
OSCEOLA AND POLK COUNTIES, FLORIDA**

**FINANCIAL MANAGEMENT No. 437200-1-22-01
SEARCH PROJECT No. T21052**

PREPARED FOR

**E SCIENCES AND
PROTEAN DESIGN GROUP**

**FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DELAND, FLORIDA**

BY

SEARCH

OCTOBER 2021

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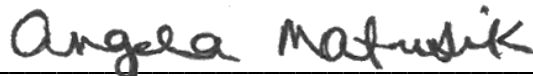
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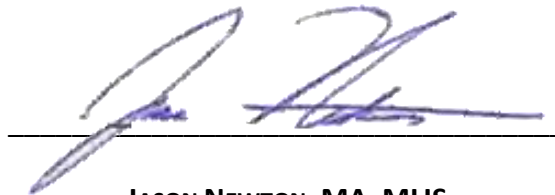
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OCTOBER 2021

EXECUTIVE SUMMARY

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of improvements along approximately 5.3 miles (8.5 kilometers) of US 17/92 (US 441/State Road [SR] 600/County Road [CR] 532/Orange Blossom Trail [OBT]) in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet (579.1 meters) west of Poinciana Boulevard. The project also includes 11 potential pond locations. Proposed improvements will occur within the maximum proposed right-of-way and pond footprints. Acquisition of additional right-of-way is anticipated. The South Florida Water Management District (SFWMD) manages areas of land within the current project limits. On October 22, 2020, the SFWMD provided a right-of-entry (ROE) permit that enabled SEARCH to conduct fieldwork on these lands. A section of the right-of-way at the western end of the project limits was removed from the proposed improvements after the completion of fieldwork. The current CRAS considers the original project limits to ensure the State Historic Preservation Officer (SHPO) reviews all work performed.

SEARCH previously conducted two reviews pertaining to the current study for the FDOT, District 5. In February 2020, the FDOT, District 5, considered transferring ownership of three parcels in Osceola County to the Florida Department of Environmental Protection (FDEP) (SEARCH 2020c). The three parcels are adjacent to and within the current project limits. [REDACTED]

[REDACTED] SEARCH performed a property review, provided a research summary, and conducted a site visit. The review noted that transferring these parcels to another state agency subjects that agency to the requirements set forth by state regulations. Furthermore, project plans that involve ground-disturbing activities in the vicinity of the NRHP-eligible portion of the site would necessitate consultation with the Florida Division of Historical Resources (FDHR)/SHPO to determine the appropriate mitigation measures.

In March 2020, SEARCH (2020c) completed a desktop analysis for a Project Development and Environment (PD&E) Study for US 17/92 from Kinney Harmon Road to South Poinciana Boulevard in Osceola and Polk Counties. The review identified cultural resource potential and previously recorded historic properties that are listed, or may be eligible for listing, in the NRHP within the US 17/92 Study Area. The document also details the results of the site visit conducted in February 2020. SEARCH recommended a CRAS be conducted for the proposed roadway and pond improvements, with the resulting report submitted to the SHPO for review and comment. SEARCH also noted that proposed ground-disturbing activities in the vicinity of [REDACTED] [REDACTED] would require consultation with the SHPO to determine any mitigation efforts.

To encompass all potential improvements, the area of potential effects (APE) was defined to include the maximum proposed right-of-way. This was extended to the back or side property

lines of parcels adjacent to the right-of-way, or a distance of no more than 100 meters (328 feet). Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30.5-meter) buffer. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the overall US 17/92 APE (i.e., the US 17/92 APE and the proposed pond footprints with buffer).

The archaeological survey resulted in the excavation of 121 shovel tests and documentation of existing conditions at 64 unexcavated shovel test locations within the US 17/92 Right-of-Way and US 17/92 Pond Footprint. No additional excavation was completed within the [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] The FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan also was distributed to the five Federally recognized Native American Tribes affiliated with Florida. Project background and status information also was provided. The Seminole Tribe of Florida Tribal Historic Preservation Officer (THPO) requested additional plan details, provided approval, and requested inclusion in future consultation. The Muscogee [Creek] Nation asked to be included in future inadvertent discoveries consultation. The Miccosukee Tribe of Indians of Florida, Seminole Nation of Oklahoma, and Poarch Band of Creek Indians did not respond, which is considered a “no objection.”

[REDACTED]

[REDACTED]

[REDACTED] Three additional positive shovel tests were recorded as archaeological occurrences

¹ The additional red ochre fragment was reburied after the SEARCH lab confirmed the material.

(AOs) within the remainder of the US 17/92 Right-of-Way. No archaeological sites, features, or occurrences were encountered within the US 17/92 Pond Footprint.

Pedestrian survey conducted throughout the US 17/92 Right-of-Way and the US 17/92 Pond Footprint identified no aboveground features or surface scatters. Buried utilities and other disturbances prevented subsurface testing at various locations throughout the project limits, including within five previously recorded ineligible archaeological sites. As no testing was possible at the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), the Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, existing conditions were documented at these previously recorded sites. These disturbances likely indicate that little to no remaining intact cultural deposits are within the US 17/92 Right-of-Way; therefore, the proposed improvements will have no effect on these sites.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] Therefore, all identified archaeological resources are considered ineligible for listing in the NRHP. Based on the limits of the maximum right-of-way and pond footprints, no additional archaeological work is currently recommended; however, the FDOT and the OEM should continue consultation with the SHPO, the BAR, and the consulting Tribal parties pursuant to the requirements of the NHPA concerning the proposed improvements in the vicinity of [REDACTED]
[REDACTED]

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

The SHPO determined one previously recorded linear resource, the South Florida Railroad (8OS02540), to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, the SHPO determined 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) to be ineligible for listing in the NRHP. The SHPO has not evaluated 8OS01747-8OS01749. Two resources (8OS02567 and 8OS02796) have not been previously recorded within the US 17/92 APE, but have been recorded elsewhere in Osceola County.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, 8OS03182

(South Orange Blossom Trail Bridges), is recommended eligible for listing in the NRHP for significance under Criterion C as a distinct collection of three New Deal-era 1930s unadorned concrete bridges. Three previously recorded bridges (8OS01747-8OS01749) are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.3-mile (0.48-kilometer) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for listing in the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of SEARCH that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. Currently, no further archaeological work is recommended. However, [REDACTED]

[REDACTED] SEARCH recommends that interagency consultation concerning proposed improvements [REDACTED]

[REDACTED] continue. [REDACTED]

[REDACTED]

[REDACTED]

Based upon the SHPO's concurrence with the eligibility recommendations for historic resources presented in this CRAS, a separate Section 106 case study will be prepared to evaluate any project-related effects. The resolution of project-related effects, if any, will be the subject of further agency consultation.

LIST OF ACRONYMS

ACI	Archaeological Consultants, Inc.
ACL	Atlantic Coast Line Railroad
AD	anno Domini
amsl	above mean sea level
AO	archaeological occurrence
APE	area of potential effects
BAR	Bureau of Archaeological Research
BC	before Christ
BP	before present
ca.	circa
CCC	Civilian Conservation Corps
CFR	Code of Federal Regulations
CLG	Certified Local Government
cmbs	centimeters below surface
CR	county road
CRAS	cultural resource assessment survey
ESI	Environmental Services, Inc.
FAC	Florida Administrative Code
FAS	Florida Archaeological Services
FDEP	Florida Department of Environmental Protection
FDHR	Florida Division of Historical Resources
FDOT	Florida Department of Transportation
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
FMSF	Florida Master Site File
FR	Federal Register
FSRD	Florida State Road Department
GIS	Geographic Information System
GLO	General Land Office
GPS	Global Positioning System
KMZ	Keyhole Markup language Zipped
LS	Lab Specimen
MOA	Memorandum of Agreement
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OBT	Orange Blossom Trail
OEM	Office of Environmental Management
PCI	Panamerican Consultants, Inc.
PD&E	Project Development and Environment
PHMC	Pennsylvania Historical and Museum Commission

PP/K	projectile point/knife
RHR	Redeposited Human Remains
ROE	right-of-entry
ROW	right-of-way
SCL	Seaboard Coast Line Railroad
SFWMD	South Florida Water Management District
SHPO	State Historic Preservation Officer
SR	state road
ST	shovel test
THPO	Tribal Historic Preservation Officer
US	United States
U.S.C.	US Code
USDA	US Department of Agriculture
USF	University of South Florida
USGS	US Geological Survey
WAAS	Wide Area Augmentation System
WPA	Works Progress Administration
ZAP	Zone of Archaeological Probability

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INTRODUCTION

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of improvements along approximately 5.3 miles (8.5 kilometers) of US 17/92 (US 441/State Road [SR] 600/County Road [CR] 532/Orange Blossom Trail [OBT]) in Osceola and Polk Counties, Florida (**Figure 1**). The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet (579.1 meters) west of Poinciana Boulevard. The project also includes 11 potential pond locations. Proposed improvements will occur within the maximum proposed right-of-way and pond footprints. Acquisition of additional right-of-way is anticipated. The South Florida Water Management District (SFWMD) manages areas of land within the current project limits. On October 22, 2020, the SFWMD provided a right-of-entry (ROE) permit that enabled SEARCH to conduct fieldwork on these lands. A section of the right-of-way at the western end of the project limits was removed from the proposed improvements after the completion of fieldwork. The current CRAS considers the original project limits to ensure the State Historic Preservation Officer (SHPO) reviews all work performed.

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[REDACTED] eligible for listing in the National Register of Historic Places (NRHP) on June 22, 2000. SEARCH performed a property review, provided a research summary, and conducted a site visit. The review noted that transferring these parcels to another state agency subjects that agency to the requirements set forth by state regulations. Furthermore, any future project plans that involve ground-disturbing activities in the vicinity of the NRHP-eligible portion of the site would necessitate consultation with the Florida Division of Historical Resources (FDHR)/SHPO to determine the appropriate mitigation measures.

In March 2020, SEARCH (2020c) completed a desktop analysis for a Project Development and Environment (PD&E) Study for US 17/92 from Kinney Harmon Road to South Poinciana Boulevard in Osceola and Polk Counties. The review identified cultural resource potential and previously recorded historic properties that are listed, or may be eligible for listing, in the NRHP within the US 17/92 Study Area. The document also details the results of the site visit conducted in February 2020. SEARCH recommended a CRAS be conducted for the proposed roadway and pond improvements, with the resulting report submitted to the SHPO for review and comment. [REDACTED]

To encompass all potential improvements, the area of potential effects (APE) was defined to include the maximum proposed right-of-way. This was extended to the back or side property

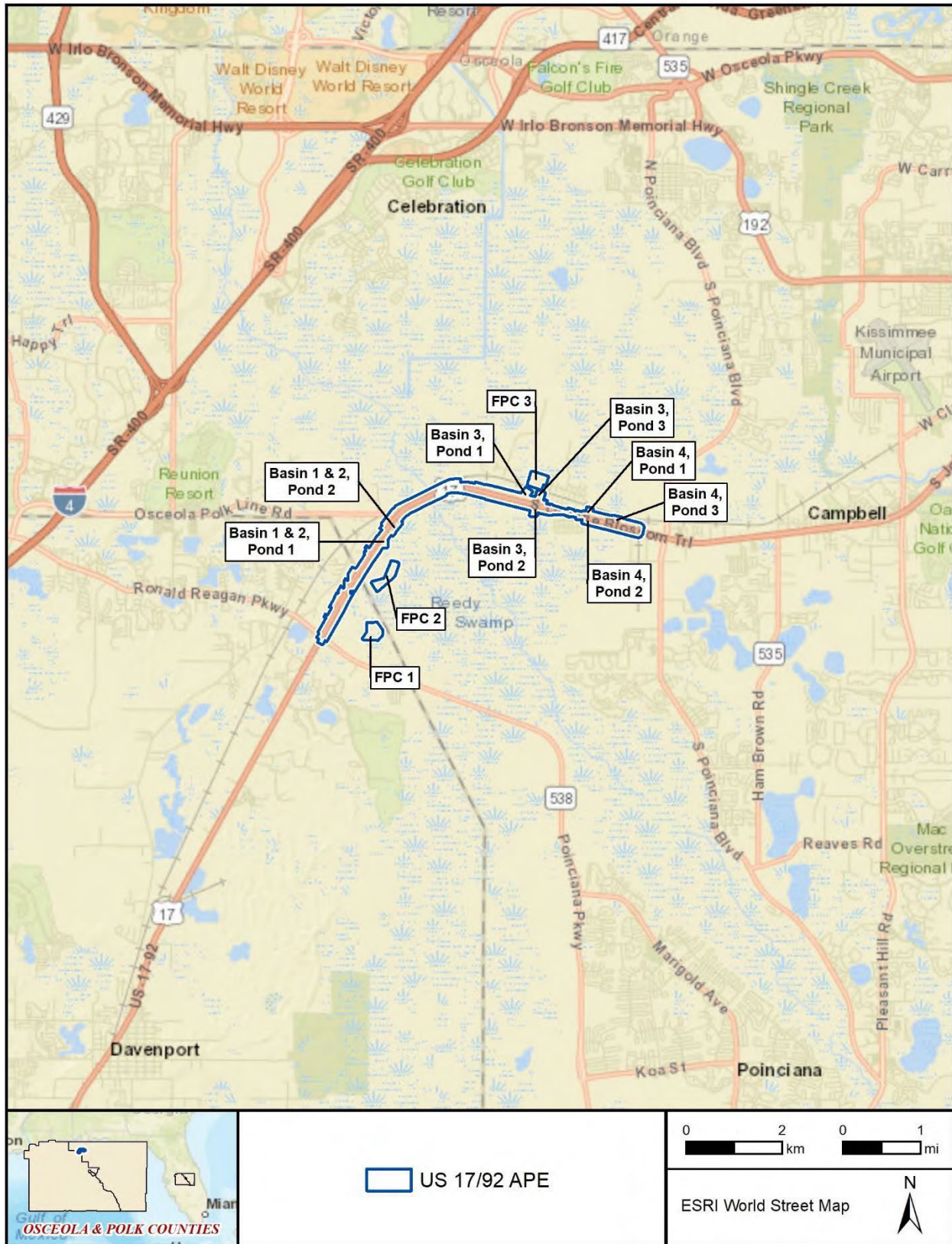


Figure 1. The US 17/92 project location in Osceola and Polk Counties, Florida.

lines of parcels adjacent to the right-of-way, or a distance of no more than 100 meters (328 feet). Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30.5-meter) buffer (**Figure 2**). The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the overall US 17/92 APE (i.e., the US 17/92 APE and the proposed pond footprints with buffer).

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the NRHP. This study was conducted to comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's Project Development & Environment (PD&E) Manual (revised July 2020), as well as the FDHR's recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended. The study also complies with the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*).

Angela Matusik, MA, served as the Principal Investigator for Archaeology, and Jason Newton, MA, MLIS, served as Principal Investigator for Architectural History. The report was written by Sarah Bennett, MA, RPA, Mikel Travisano, MS, Mr. Newton, Kelly Guerrieri, MA, Anna Downing, MA, Katie Fitzpatrick, MPS, and Ashley Parham, DPhil. Ms. Bennett, Catherine Gould, MA, RPA, and Robin Gallagher, MA, conducted the archaeological fieldwork. Mr. Newton and Mr. Travisano conducted the architectural fieldwork. Ms. Downing and Ms. Fitzpatrick completed the Florida Master Site File (FMSF) forms for architectural resources. Angelica Costa, MA, generated the field, correspondence, and report figures. Melissa Dye, MA, RPA, Elizabeth Chambless, MA, RPA, Mr. Travisano, and Bryan Herling, MA, MDS, conducted the quality-control review. Rasha Slepov, BS, edited and produced the document.

PROJECT LOCATION AND ENVIRONMENT

LOCATION AND MODERN CONDITIONS

The original project limits include an approximately 5.3-mile (8.5-kilometer) roadway corridor and 11 proposed ponds located in northwest Osceola County and northeast Polk County, Florida.²

² As noted above, the western end of the project limits was shortened to begin northeast of Church Road after the field survey was completed, and the original full survey is presented here.

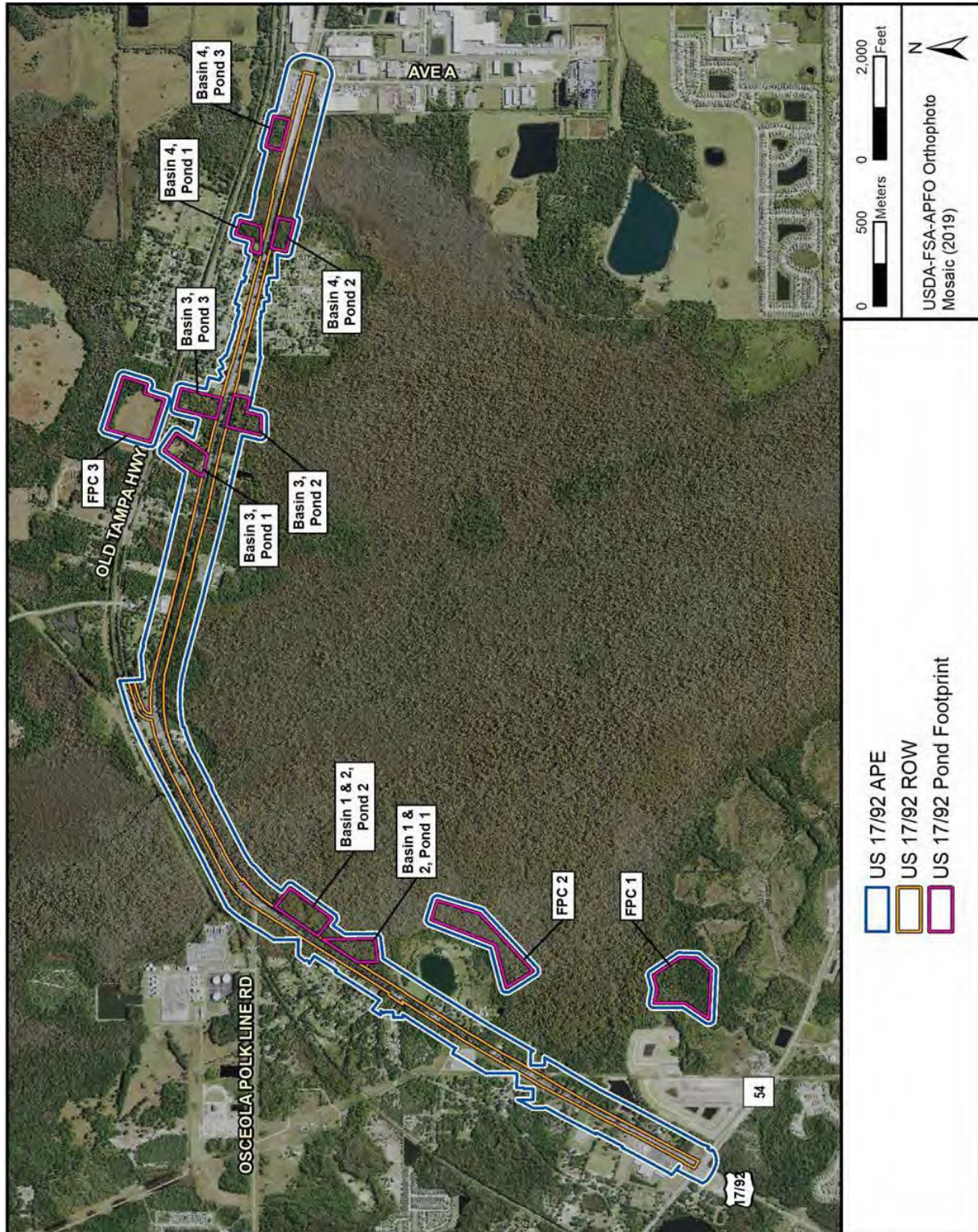


Figure 2. The US 17/92 APE and the US 17/92 Pond Footprint, Osceola and Polk Counties, Florida.

The US 17/92 APE and US 17/92 Pond Footprint are within Section 12 of Township 26 South, Range 27 East; Sections 31, 32, 33, and 34 of Township 25 South, Range 28 East; and Sections 3, 4, 6, and 7 of Township 26 South, Range 28 East. Commercial and residential development generally abuts the western terminus of the overall US 17/92 APE, while dense industrial development is present at the eastern terminus of the overall US 17/92 APE. Clusters of residential development, including structures comprising Intercession City, are intermittently present within and adjacent to the overall US 17/92 APE. Seasonal wetland, some of which the SFWMD manages, primarily borders the overall US 17/92 APE. Although the proposed ponds are exclusively situated in seasonal wetland, select areas have been cleared and/or contain residential structures. Reedy Creek intersects the approximate center of the overall US 17/92 APE. An approximately 0.7-mile (1.2-kilometer) long abandoned segment of US 17/92 is within the current US 17/92 APE. This roadway segment begins near the intersection of US 17/92 and Osceola Polk Line Road and terminates near the intersection of US 17/92 and Old Tampa Highway.

In undeveloped areas, the US 17/92 APE is generally comprised of low-lying, flat wetland with elevations ranging from 71 to 75 feet (21.6 to 22.9 meters) above mean sea level (amsl). Two areas within the overall US 17/92 APE contain markedly higher elevations: a previously recorded archaeological site and the southern terminus of the overall US 17/92 APE. [REDACTED]

[REDACTED] The elevations within the approximate southern 0.75 miles (1.2 kilometers) of the overall US 17/92 APE range from 80 to 95 feet (24.4 to 29 meters) amsl. The higher elevations within this segment of the overall US 17/92 APE correlate with a transition from the Eastern Flatwoods to the Central Lake district, as defined by Brooks (1981).

Geologically, the overall US 17/92 APE is predominantly in the Kissimmee Valley physiographic province, which is a component of the larger Eastern Flatwoods District. This district, which consists of barrier islands and lagoons spanning north to south from Jacksonville to West Palm Beach and from Florida's east coast toward Sanford, developed during the Plio-Pleistocene and the modern era. The Kissimmee Valley province is a lagoonal deposit that contains seasonally flooded swamp and prairie complex with elevations typically higher than 50 feet (15.2 meters) amsl. The remaining portion of the overall APE falls within the Lake Wales Ridge province, a component of the larger Central Lake District. Xeric sand hills facilitate internal drainage and recharge the Florida aquifer within this district. Additionally, active sinkholes and solution basins are present. The Lake Wales Ridge province, the topographic crest of central Florida, originated in the Pliocene and Early Pleistocene and contains residual sand hills, beach ridges, and paleo sand dune fields. Occasional large hills and numerous solution basins also are present.

Soils within the US 17/92 Right-of-Way are predominantly poorly and very poorly drained (**Table 1; Figure 3**). Very poorly drained soils are primarily situated adjacent to Reedy Creek and within the surrounding seasonal wetland. Moderately well drained and somewhat poorly drained soils are associated with higher elevations within the southwestern section of the US 17/92 Right-of-Way. [REDACTED]

■ Poorly and very poorly drained soils comprise the US 17/92 Pond Footprint (**Table 2**; see **Figure 3**).

Table 1. Soil Classification and Drainage within the US 17/92 Right-of-Way.

Soil Classification	Soil Drainage	Acreage	Percent
Candler Sand, 0 to 5 percent slopes	Excessively drained	6.8	6.04%
Duette Fine Sand	Moderately well drained	1.1	0.98%
Tavares Fine Sand, 0 to 5 percent slopes	Moderately well drained	0.1	0.09%
Satellite Sand, 0 to 2 percent slopes	Somewhat poorly drained	5.2	4.62%
Immokalee Sand	Poorly drained	0.6	0.53%
Immokalee Fine Sand, 0 to 2 percent slopes	Poorly drained	9.5	8.44%
Myakka Fine Sand, 0 to 2 percent slopes	Poorly drained	0.9	0.80%
Myakka-Urban Land Complex	Poorly drained	7.7	6.84%
Parkwood Loamy Fine Sand, occasionally flooded	Poorly drained	3.0	2.67%
Pompano Fine Sand	Poorly drained	8.1	7.20%
Pompano Fine Sand, 0 to 2 percent slopes	Poorly drained	0.1	0.09%
Riviera Fine Sand, 0 to 2 percent slopes	Poorly drained	17.0	15.11%
Wabasso Fine Sand, 0 to 2 percent slopes	Poorly drained	6.3	5.60%
Floridana Fine Sand, frequently ponded, 0 to 1 percent slopes	Very poorly drained	1.8	1.60%
Nittaw Muck	Very poorly drained	13.2	11.73%
Placid and Myakka Fine Sands, depressional	Very poorly drained	1.8	1.60%
Pompano Fine Sand, frequently ponded, 0 to 1 percent slopes	Very poorly drained	12.3	10.93%
Riviera Fine Sand, frequently ponded, 0 to 1 percent slopes	Very poorly drained	14.4	12.80%
Samsula Muck, frequently ponded, 0 to 1 percent slopes	Very poorly drained	1.4	1.24%
Pits		1.2	1.07%
TOTAL		112.5	100.00%

Table 2. Soil Classification and Drainage within the US 17/92 Pond Footprint.

Soil Classification	Soil Drainage	Acreage	Percent
Felda Fine Sand	Poorly drained	20.0	18.2
Immokalee Fine Sand, 0 to 2 percent slopes	Poorly drained	12.9	11.8
Myakka Fine Sand, 0 to 2 percent slopes	Poorly drained	10.0	9.1
Myakka-Urban Land Complex	Poorly drained	0.0	0.0
Ona Fine Sand, 0 to 2 percent slopes	Poorly drained	18.9	17.2
Parkwood Loamy Fine Sand, occasionally flooded	Poorly drained	0.3	0.3
Riviera Fine Sand, 0 to 2 percent slopes	Poorly drained	10.5	9.6
Hontoon Muck, frequently ponded, 0 to 1 percent slopes	Very poorly drained	0.0	0.0
Nittaw Muck	Very poorly drained	17.0	15.5
Pompano Fine Sand, frequently ponded, 0 to 1 percent slopes	Very poorly drained	18.0	16.5
Riviera Fine Sand, frequently ponded, 0 to 1 percent slopes	Very poorly drained	2.0	1.8
TOTAL		109.6	100.0%

PALEOENVIRONMENT

Between 18,000 to 12,000 years before present (BP), Florida was considerably cooler and drier. Melting continental ice sheets led to a major global rise in sea level (Rohling et al. 1998,

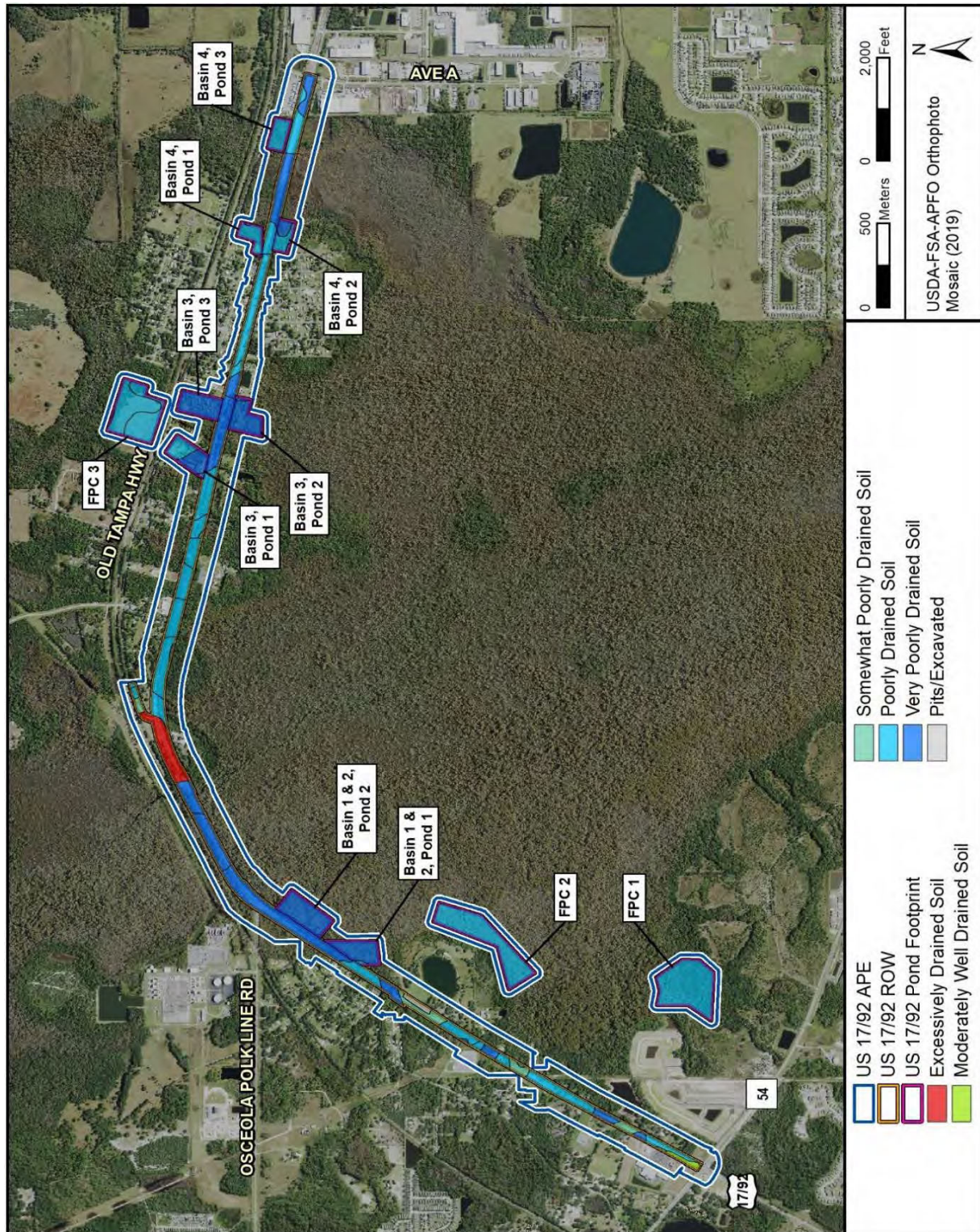


Figure 3. Soil drainage within the US 17/92 APE.

summarize long time scales). Sea level started from a low stand of -120 meters at 18,000 BP. The rise was slow while glacial conditions prevailed at high latitudes but became very rapid in the latest Pleistocene and earliest Holocene. Florida's climate became warmer and wetter rapidly during the next three millennia. By approximately 9000 BP, a warmer and drier climate prevailed. These changes were more drastic in northern Florida and southern Georgia than in southern Florida, where the "peninsular effect" and a more tropically influenced climate tempered the effects of the continental glaciers that were melting far to the north (Watts 1969, 1971, 1975, 1980). Sea levels, though higher, were still much lower than at the present. Surface water was limited, and extensive grasslands probably existed, which may have attracted mammoth, bison, and other large grazing mammals. By 6000–5000 BP, the climate had changed to one of increased precipitation and surface water flow. By the late Holocene, ca. 4000 BP, the climate, water levels, and plant communities of Florida attained essentially modern climatic conditions. Conditions have remained relatively stable with only minor fluctuations during the past 4,000 years.

HISTORIC OVERVIEW

NATIVE AMERICAN CULTURE HISTORY

The following overview consists of a four-part chronology that discusses pre-contact history in central Florida. Each period is based on distinct cultural and technological characteristics recognized by archaeologists. From oldest to most recent, the four temporal periods are: Paleoindian, Archaic, Woodland, and Mississippian. These periods, and the associated regional subperiods, are presented in **Table 3**. Although each period is briefly discussed below, Milanich (1994) provides a more comprehensive treatment of the pre-contact history in Florida.

Paleoindian Period (10,000–8000 BP)

The most widely accepted model for the peopling of the Americas argues that populations originating in Asia crossed the Beringia land bridge, which linked Siberia to Alaska, and entered the North American continent approximately 12,000 years ago (Smith 1986). Mounting data, however, support human migration prior to 12,000 years ago (Adovasio et al. 1990; Dillehay et al. 2008). Alternative pre-12,000 BP migration routes include populations traveling along the Pacific and Atlantic coasts using boats or following an exposed shoreline (Anderson and Gillam 2000; Bradley and Stanford 2004; Dixon 1993; Faught 2008; Fladmark 1979). Many early occupation sites would now be inundated as a result of rising sea levels. Recent evidence from the Page-Ladson site (8JE00591) provides the earliest evidence of human occupation of Florida,

Table 3. Prehistory of Central Florida.

Name	Time Period
Paleoindian Period	10,000+–8000 BC
Archaic Period	8000–500 BC
Early	8000–5000 BC
Middle	5000–3000 BC
Late	3000–500 BC
Preceramic	3000–2000 BC
Orange	2000–500 BC
Woodland Period	500 BC–AD 750
St. Johns I	500 BC–AD 100
St. Johns Ia	AD 100–500
St. Johns Ib	AD 500–750
Mississippian Period	AD 750–1565
St. Johns IIa	AD 750–1050
St. Johns IIb	AD 1050–1513
St. Johns IIc	AD 1513–1565

roughly 14,500 years ago (Halligan et al. 2016). Butchered mammoth remains and lithic debitage, as well as a single biface, were recovered from intact deposits in an underwater sinkhole at the Aucilla River. This site correlates with an increasing acceptance of a moderately rapid pre-Clovis peopling of the Americas.

Conventionally, the Paleoindian existence in Florida has considered populations to be nomadic hunters and gatherers who entered an environment quite different than that of today. Excavations at the Harney Flats (8HI00507) site in Hillsborough County altered this view, and many archaeologists believe that Paleoindian people lived part of the year in habitation sites that were located near critical resources such as fresh water. The climate during the Paleoindian period was cooler and the land drier than at present, with coastal sea levels and the inland water table much lower than at present (Carbone 1983; Watts and Hansen 1988). The paucity of potable water sources likely played a crucial role in the distribution of Paleoindian bands across the landscape. Archaeologists hypothesize that these populations frequented sinkholes and springs to collect water and exploit the flora and fauna that also were attracted to these locations (Dunbar 1991; Milanich 1994; Webb et al. 1984). Numerous freshwater sources were located in areas of exposed Tertiary-age limestone that had become silicified, providing the Paleoindians with raw material source (chert) for tool manufacture. Thus, it is thought that permanent freshwater sources (i.e., sinkholes and springs), along with locations of high-quality chert, were primary factors influencing Paleoindian settlement patterns in Florida.

Archaic Period (8000–500 BC)

Around 8000 BC, climatic amelioration prompted pronounced environmental and physiological changes in Florida. These interconnected changes included a gradual warming trend, a rise in sea levels, a reduction in the width of peninsular Florida, and the spread of oak-dominated forests and hammocks throughout much of Florida (Milanich 1994; Smith 1986). Alterations in native subsistence strategies, which became more diverse due to the emergence of new plant, animal, and aquatic species, were concomitant with these environmental changes. A significant increase in population numbers and density, with native groups developing regional habitat-specific adaptations and material assemblages, also occurred (Milanich 1994; Smith 1986:10). Wetter conditions increasingly encouraged coastal, riparian, and lacustrine adaptations.

Within the East and Central Lakes District, evidence of the earliest Archaic period occupations usually consists of lithic scatters containing chert debitage and, occasionally, projectile points (Milanich and Fairbanks 1980) (**Figure 4**). While Early Archaic Bolen projectile points have been recovered at sites in central Florida, Middle Archaic points, such as Hardee, Sumter, Alachua, Putnam, and Newnan, are typically more common (Smith and Bond 1984:53-55). As life became more settled during the Archaic period, an array of site types evolved, including residential bases, short-term settlements, specialized procurement camps, and cemeteries (Milanich 1994:75-85). These sites comprised the regional settlement-subsistence system.

The trend toward increased sedentism and more circumscribed territories continued into the Late Archaic period, as environmental and climatic conditions approached those of today. The

emergence of ceramic traditions and the inception of limited horticulture characterizes this period (Sassaman 1993). In north-central Florida, the development of pottery occurred around 2000 BC. Referred to as Orange pottery, this early ceramic ware contained vegetal fibers, such as thin strands of palmetto or Spanish moss, as temper (Bullen 1972; Griffin 1945). During a span of approximately 1,500 years, plain, incised, and punctated types were produced; however, decorated variants underwent periods of stylistic popularity. Early vessel forms were hand molded and generally thick walled, whereas some of the later vessels were thinner and were formed by coiling. Orange pottery is found sparingly in Florida and is primarily recovered in eastern and central portions of the state.



Figure 4. Florida archaeological regions with the US 17/92 project location illustrated in red (Milanich and Fairbanks 1980).

Orange fiber-tempered ceramics were first described by James Griffin (1945:219) and are considered among the earliest pottery types in North America. Norwood, the next recognized early fiber-tempered ceramic culture, extended from the Gulf Coast to the Orange series on the. Fiber-tempered ceramics with sand temper or inclusions characterize these early ceramic periods. The fiber-tempered Norwood pottery is usually undecorated or stick impressed. A variety of Deptford simple-stamped ceramic ware found on the Gulf Coast is stick impressed and seems to be derived from earlier Norwood ceramic assemblage (Milanich and Fairbanks 1980).

A third fiber-tempered ceramic variant, known as Tick Island Incised, was produced concomitantly with the Orange series ware and occurs in the Upper St. Johns River drainage area. The curvilinear designs incised onto the exterior of Tick Island ware incorporate small dashes or punctations. A typical design uses concentric circles and dashes between the lines of the circle. This type is somewhat localized and is not typical at sites outside of the Upper St. Johns area.

Over time, increasing amounts of sand was added as a tempering agent to the clay used to make pottery. This technique eventually replaced the practice of using plant fibers as temper. The Deptford culture produced early sand- and grit-tempered pottery in north Florida. St. Johns ware, the other dominant pottery type that followed the fiber-tempered tradition, was produced in northeast Florida. St. Johns pottery temper contains microscopic sponge spicules, or exoskeletons. Although some sand was added to this pottery, St. Johns ware lacks the fiber, sand,

and grit temper that is typical of pre-contact pottery in many parts of the southeastern United States. Deptford and St. Johns were produced at the same time and are often recovered in association with each other.

St. Johns Tradition (500 BC–AD 1565)

Although the East and Central Lakes District is not well studied archaeologically, research suggests that St. Johns is the dominant ceramic type in the region. Chalky pottery produced between 500 BC and AD 1565, increased population and settlement numbers, construction of sand burial mounds, continued economic dependence on aquatic resources, and greater emphasis on plant cultivation characterize the St. Johns culture (Goggin 1952:40; Milanich 1994:243–274). While St. Johns ceramics are found across the peninsula, the St. Johns River drainage in central and northeastern Florida was the core area of the St. Johns culture. In eastern and central Florida, the St. Johns culture grew directly out of the Orange culture as evidenced by the carryover of late Orange period designs to early St. Johns period pottery. Within the St. Johns period, there are two major subdivisions (I and II).

In addition to St. Johns wares, sites in the Central Lakes District typically contain Glades and Belle Glade ceramics, which originate in the Lake Okeechobee region. These are more common in the south-central portion of this district, whereas homogeneous St. Johns assemblages are found in the northern portion of the region (Sears 1959). Freshwater shell and black earth middens often characterize sites located along the banks of inland rivers and lakes in this area (Austin and Hansen 1988; Hardin et al. 1984).

St. Johns I

The St. Johns I period is divided into three subperiods (I, Ia, and Ib) based on observable changes in material culture, particularly ceramics (Goggin 1952:40; Milanich 1994:247). People of the St. Johns I culture (500 BC–AD 100) were foragers who relied primarily upon hunting, fishing, and wild plant collecting. During this time, resources found near freshwater wetlands, swamps, and the coastal zones were typically the most heavily exploited. St. Johns I sites are often shell middens in coastal zones that contain St. Johns Plain and St. Johns Incised pottery. Notably, the construction of sand burial mounds also occurred in the St. Johns I period. These mounds, described by Goggin (1952) as low rises or truncated cones, were present in east Florida prior to AD 100 (Milanich 1994:260).

At St. Johns Ia sites (AD 100–500), St. Johns Plain and Incised pottery continued to be produced, and a red-painted St. Johns variant, called Dunns Creek Red, also was made. Exotic Hopewellian artifacts also occur in burial mounds. Weeden Island pottery, primarily a Gulf Coast ware, has been recovered from late St. Johns Ia sites, probably as a product of trade. The St. Johns Ib period (AD 500–750) assemblages also included St. Johns Plain and Incised wares and Dunns Creek Red; however, Weeden Island pottery became more common. Everyday ceramics are typically plain. As the St. Johns culture progressed, sand mounds construction continued with the mounds becoming larger through time.

St. Johns II

St. Johns II period is further divided into three subperiods (IIa, IIb, and IIc). As populations grew, the number and size of mounds and villages increased. The emergence of check stamped ceramics marks the beginning of the St. Johns II period around AD 750. This ceramic type, along with plain pottery, dominates artifact assemblages throughout the period. During St. Johns IIa (AD 750–1050), incised and punctated wares, possibly a reflection of Gulf Coast influences, occur with some frequency in mounds and middens. Late Weeden Island pottery continued to be traded into the St. Johns region and is recovered in sand burial mounds.

The St. Johns II tradition reached its apex in terms of social, political, and ceremonial complexity during the St. Johns IIb period (AD 1050–1513). Evidence of classic Mississippian traits, such as the construction of large, truncated mounds and the presence of Southern Cult burial paraphernalia in association with perceived elite burials, indicates influence from northwest Florida (Milanich 1994; Smith 1986). Some sand burial mounds were quite large and ceremonially complex, including truncated pyramidal mounds with ramps or causeways leading up to their summits (Milanich 1994:269-270). The rise in the number of St. Johns village and mound sites implies greater cultural complexity compared to that of the earlier St. Johns I period (Milanich 1994:267-274; Miller 1991). Shell and bone ornaments, worked copper, and other exotic materials and artifacts occur with frequency in burial mounds (Goggin 1952; Milanich 1994).

In addition to the exploitation of aquatic resources for subsistence, archaeologists have suggested that native populations were more dependent on horticulture during St. Johns II times (Goggin 1952; Milanich 1994:263-264). In fact, sixteenth-century French and Spanish documents allege that the Timucua of northern Florida heavily cultivated beans, squash, and maize (Bennett 1964, 1968, 1975; Lawson 1992), although direct evidence of pre-contact horticulture is lacking for the St. Johns region.

The St. Johns IIc period (AD 1513–1565) represents the protohistoric period in northeastern Florida and is characterized by the introduction of European artifacts. Prior to the founding of St. Augustine by Pedro Menéndez de Avilés in 1565, the Spaniards made several forays into Florida, beginning with Juan Ponce de León in 1513. Apart from natives' intermittent exposure to European goods and diseases, the St. Johns IIc generally represents a continuation of the earlier St. Johns II period. Items such as glass beads, European pottery, hawk's bells, mirrors, metal hoes, axes, and chisels have been recovered in association with St. Johns IIc burials. Native artisans also acquired and reworked metals such as copper, silver, and gold.

POST-CONTACT HISTORY

This historic context presents an overview of Osceola and Polk Counties from the early period of Native American-European contact to recent times.

European Exploration and Early American Period

Europeans first entered the Florida peninsula in the early sixteenth century; however, dating their presence in present-day Osceola and Polk Counties is not currently well-defined. Scholars debate whether early Spanish explorers traveled through this area, though most contend that Pánfilo de Narváez's (1528) and the Hernando de Soto's (1539) expeditions began in Tampa Bay (Hillsborough County) and turned northward. Other researchers hypothesize that the Spanish entered Florida near Charlotte Harbor (Charlotte County) and journeyed northward through the Peace River region and Polk County. Indigenous populations of the region suffered from slave raiding and the introduction of deadly European diseases. By the mid-eighteenth century, indigenous populations throughout Florida and the Southeastern United States witnessed declining populations. Compared to other parts of Florida that European populations settled in the seventeenth and eighteenth centuries, the region that is now Osceola and Polk Counties was generally untouched by Europeans until the nineteenth century (Brown 2001).

The massive population decline of indigenous populations left much of the interior of Florida uninhabited. Beginning in the eighteenth century and continuing into the early nineteenth century, members of several Southeastern tribes relocated to Florida. At the time, colonial settlement was generally limited to northeastern Florida and parts of the panhandle, which caused little competition for land. The newly arrived indigenous groups, primarily Creeks, came to be known as the Seminole by the early nineteenth century. Hunting, fishing, agriculture, and trading were the mainstays of their livelihood (Covington 1993).

A series of conflicts in northern Florida—the Patriot War (1812–1813) and the First Seminole War (1817–1818)—caused Spain to cede Florida to the United States in 1821 (Cusick 2003). This transfer disrupted native settlements. Fleeing the hardships of war, the Seminole and their Red Stick Creek allies moved southward into present-day Osceola and Polk Counties. Talakchopco, near present-day Fort Meade in Polk County, became a refuge for hundreds of these individuals. Oponay, chief of the Red Stick Creek, founded another village that was located on the southwestern shore of Lake Hancock near modern-day Lakeland in Polk County. Chief Oponay established an impressive plantation on which corn, peaches, potatoes, and other crops were cultivated. A Black Seminole community allied to Chief Oponay's band resided adjacent to the village, which was later named Minatti. Following the Treaty of Moultrie Creek in 1823, the Seminole and their allies were confined to a reservation that included much of Osceola and Polk Counties. As they had in the past, runaway enslaved persons continued to find safe haven with the Seminole in the 1820s and early 1830s (Brown 2001).

Increasing tension between white settlers and indigenous populations over the issue of runaway enslaved persons, coupled with a national cry for Native American removal, resulted in the Second Seminole War (1835–1842). Osceola, who hailed from Talakchopco, and Harry, the Seminole leader at Minatti, stirred the Seminole to fight for their freedom. The US Army, targeting the villages of the two prominent leaders, burned Talakchopco and Minatti in April 1836. No other military engagements occurred in the area for the remainder of the war,

although blazing trails, constructing forts, as well as laying bridges and causeways facilitated future civilian settlement. Fort Davenport, one of the many forts constructed during the war, was in Osceola County. A road, blazed in 1839 and later known as the “Road from Lake Monroe to Tampa,” connected Fort Davenport to Fort Cummings near present-day Auburndale in Polk County (Brown 2001). By the conclusion of the war, hundreds of Seminole were removed from Florida. Those who remained in the territory were confined to a new reservation that included the southern reaches of Polk County (Brown 2001).

American Settlement and Expansion

The Armed Occupation Act of 1842 was crucial to white settlement of former Native American lands. Through the stipulations of the Act, an applicant could acquire title to 180 acres provided that the land was improved and defended. Numerous families, some bringing enslaved laborers with them, chose Orange County (which then included much of Osceola County) and Hillsborough County (which included Polk County) as their new homes (Brown 2001). Early pioneers in central Florida typically engaged in herding cattle and farming. In the 1840s, white settlers increasingly encroached upon lands reserved for the Seminole and a new period of tension between whites and Native Americans emerged. Though war nearly broke in 1849, settlers continued to pour into the region, and the cry for removal again resounded, resulting in the Third Seminole War (1855–1858) (Brown 2001).

After much objection from Hillsborough County, Polk County was established on February 8, 1861. President James K. Polk, the first president to hold office after Florida became a state, was its namesake (Brown 2001). The former “Road from Lake Monroe to Tampa” was soon after designated as a public road. Shortly before Polk County was established, the State of Florida seceded from the United States. Many Polk County residents sided with the South during the conflict; however, a visible element supported the Union. Polk County’s cattlemen were perhaps the most fortunate during the war, for the Confederate government exempted them from military service. Two skirmishes occurred in Polk County, one of which resulted in the burning of Polk County’s only town—Fort Meade (Brown 2001). Though Orange County (and, therefore, Osceola) sent men to join the Confederate Army as soldiers, no major battles were fought in and around the county (Bacon 1975).

The cattle industry dominated the postwar economy in Polk County; however, citrus became more prominent in the mid-1870s. Early white settlers in the region observed citrus trees that likely dated to Spanish times, though few were interested in commercial cultivation of the fruit. Hoping for a financial boon aided by the possibility of railroad expansion in Florida, many white residents decided to plant citrus groves (Brown 2001).

Settlement in much of Orange County, particularly the area that is now Osceola County, remained sparse in the post-Civil War years. A breakthrough came in 1881 that would lead the former trading post of Kissimmee—later the seat of Osceola County—to arise as a regional center for commerce and transportation. In that year, Hamilton Disston, a wealthy Philadelphia industrialist, purchased 4.0 million acres of Florida land for \$1 million. He planned extensive

drainage projects that spanned much of central Florida and extended southward into the Everglades. Disston established his headquarters, named Kissimmee City, on the northern shore of Lake Tohopekaliga, which is one of the region's largest lakes and connects with the Kissimmee River (Grunwald 2006). Disston's goal was to dredge the Kissimmee River southward to the Lake Okeechobee region. A simultaneous dredging project link the Caloosahatchee River out of Fort Myers in southwest Florida with Lake Okeechobee. Lands adjacent to the rivers would be drained for agricultural development and a continuous waterway from Kissimmee to Fort Myers and, ultimately, the Gulf of Mexico would be constructed. Suddenly, the once-quiet cattle country was busy with new activity. By 1883, four steamships operated out of Kissimmee City, which was linked with Lake Okeechobee, Fort Myers, and the Gulf of Mexico via Disston's canals (Dovell 1952; Gannon 1993; Reeves 1989).

Like many areas in Florida, the development of railroads in the nineteenth century brought increased migration and business to towns and settlements along the new lines of transportation. Henry B. Plant's railroad made its way to Osceola and Polk Counties by the 1880s. Plant, a railroad magnate, focused on establishing a connection between Sanford and Tampa, a small town that he hoped could serve as a premiere port of the Gulf Coast. Construction reached Osceola and Polk Counties by 1883; in January 1884, the line was connected to its terminus at Tampa (Pettengill 1952). Plant extended a connector route from the center of Polk County to the county seat at Bartow. In addition to aiding the growth of settlements like Kissimmee, the introduction of the railroad line led to the establishment of settlements along its corridor. Haines City, Winter Haven, Lakeland, Auburndale, Loughman, and others developed as centers for transporting local products and people in and out of Polk County. Railroad service was the most significant economic and social development since the end of the Civil War. Suddenly, opportunities abounded and residents were prospering. With the need for labor to construct and maintain the railroad, the Black population in Polk County experienced a dramatic increase in the 1880s, especially in Lakeland and Bartow (Brown 2001; Hetherington 1928).

The success of railroad and drainage projects raised the status and prosperity of Kissimmee and the surrounding areas, influencing a call among the population to break from Orange County. The State Legislature passed the act creating the Osceola County in 1887 (Morris 1995; Reeves 1989). Kissimmee was selected as the county seat. Osceola County, which included land that Brevard County contributed, was 850,942 acres in size (The Record Company 1935). Though he helped create massive growth in the area, Disston's sugar venture was destroyed by the Panic of 1893 and other financial crises during this era. Disston died in 1896, and the sugar mill was dismantled—shipped out of the area by the railroad spur built to connect it with the markets—by 1901 (Robinson and Fisk 2002; *Osceola News-Gazette* 2018).

Late Nineteenth and Twentieth Centuries

Misfortune also struck central Florida in the last decades of the nineteenth century. A freeze damaged the young citrus trees and other crops in 1886, leaving many who had invested in the crop destitute. A yellow fever epidemic that gripped the region throughout the late 1880s added to the economic miseries. Many of the optimistic settlers who had arrived in the preceding years

became disillusioned (Brown 2001). When few thought the situation could grow worse, yet another freeze descended upon the area in the winter of 1894–1895, resulting in significant loss of crops (Hetherington 1928). Despite the hardships that came with being a citrus grower in the 1880s and 1890s, some growers remained optimistic. In the late nineteenth century, they were busy replanting and laying out new groves. The citrus industry emerged as the backbone of the economy in this period; however, the discovery of phosphate in the Polk’s Peace River Valley, added complexity to the economy and required additional workers, many of whom were Black (Hetherington 1928).

In addition to phosphate, naval stores and timber were two new economic sectors that developed in the late nineteenth and early twentieth centuries. Eastern Polk County featured extensive timber resources that attracted the attention of large-scale timber companies from areas in the North and the Midwest where forests had been depleted. In most cases, harvesting naval stores was the initial focus of these businesses. Naval stores included turpentine and pitch, products that were valuable in shipbuilding and several other industries. Railroad lines allowed these products to be efficiently transport to Florida’s ports and to then be exported to destinations worldwide. The naval stores industry employed hundreds of men and supplied a product that was valued at over half a million dollars annually. In 1901, 15 distilleries operated across Polk County. By 1904, the number had grown to 24 (Brown 2001).

The community of Loughman, originally called Lake Locke, in Polk County developed in the 1880s due to timber and naval stores interests. By 1895, Lake Locke had postal service. Few other details are known about this initial settlement (Bradbury and Hallock 1962). Loughman appears north of Davenport on a map from 1898, falling in roughly the same location as the former Lake Locke (Rand McNally and Company 1898). The naval stores industry was most likely the foundation of the community for as late as 1904, a distillery was operating here (Brown 2001).

Polk County continued to grow throughout the first decades of the twentieth century, aided by the expansion of its industries. The development of the Florida State Road Department (FSRD) in the 1910s introduced the first paved roads in Polk County. By 1916, Polk County had 217 miles of asphalt road, which was more than any other county in Florida (NRHP 2005). Much of the work done on these early roadways was completed by prison workers after failed attempts to utilize them in the phosphate industry. World War I caused inflation and curbed exports of phosphates, citrus, and cattle; the boom that Polk had experienced since the arrival of the railroad slowed. Polk County sent more than 100 men to fight in the war, many of whom were Black. The end of the war was a celebrated event as the peace encouraged a vision of “unbounded prosperity” for Polk County (Barber 1975; Brown 2001).

Dramatic development occurred during the early 1920s in Florida. At the beginning of the decade, outside investors purchased real estate across Florida, which was in abundance, thereby injecting much needed capital to the region. In 1923, northern developer J. W. White bought 5,000 acres in Osceola County as the site for his planned city called Interoccean City (present-day Intercession City). Named for its location at the halfway point between the Atlantic and Gulf Coasts, the project was to include a resort hotel, streets, farms, and an aquatic amphitheater (*Tampa Tribune*

1925). Proximity to Old Dixie Highway was touted as a benefit for prospective residents of the new town. As the Florida land boom turned to bust near the end of the decade, the hotel and buildings of Interocean City were abandoned, and the area became a ghost town (Hetherington 1928; *Tampa Tribune* 1936a).

In Polk County, the economic downturn was accompanied by other difficulties that clouded the county's horizons. Three hurricanes—in 1926, 1928, and 1933—curtailed the citrus crop in Polk County for those years. In between the latter two storms, Mediterranean fruit flies besieged citrus groves. These local catastrophes were set against the background of the emergent national depression (Brown 2001). At the height of the Great Depression in the mid-1930s, Loughman's population remained steady and busy. In 1930, 806 people called Loughman home. The number had dropped to 750 by 1935 (Florida Department of Agriculture 1935). The main employer remained the Everglade Cypress Company, which produced 60,000 board feet of lumber per day. Along with the railroad, Loughman was connected to the outside world by US Highway 17 and State Road 2 by the mid-1930s (Florida State Chamber of Commerce 1935).

In 1934, the land of the abandoned Interocean City in Osceola County was purchased. The next year, new settlers began to move into the area, the name of the city was changed to Intercession City, and the post office was renamed (*Tampa Tribune* 1936a, 1936b). The town continued to grow rapidly. New industry and several buildings were introduced in the 1930s, and the community aimed to establish a school (*Orlando Evening Star* 1938). A conflict over religious doctrine, however, resulted in many residents leaving the area in the 1940s (One United Voice 2020).

Polk County included one of the largest land amounts in Florida. Prior to World War II (1941–1945), the population was 87,000. Lakeland was the largest town with 21,650 residents (Brown 2005). At the start of World War II in 1941, the population of Osceola County was slightly more than 10,000. The main highways of the county were paved, but most roads were unpaved (The Record Company 1935). Numerous local men and women from both counties served in the military during the war. Kissimmee Army Air Field opened in 1943 to serve as a training base for pilots. Located to the west of town, the airfield was the site of much activity during the war years. Nearly 2,000 men trained at the air field, which was deactivated in 1945 (Osceola County Centennial Book Committee 1987). The Army began training pilots, both domestic and foreign, at the Lodowick School of Aeronautics in Lakeland late in 1940. Bartow Army Airfield took on similar duties. Lakeland's Drane Field was activated as the Lakeland Army Air Field. As the war progressed, a German prisoner-of-war camp opened in Winter Haven. With hungry troops and allies stateside and overseas, the citrus and cattle industries roared into new life. The need for phosphate also increased exponentially. New jobs meant new residents, and the population in Osceola County grew to 112,000 (Brown 2005).

After the war, Polk County continued to grow much like the rest of the state. George Jenkins, who had opened his first grocery store in Winter Haven in 1930, rapidly expanded his Publix supermarket chain, including a corporate headquarters in Lakeland. The citrus and phosphate industries, which were the basis of the regional economy, continued to grow. Seventy percent of

the phosphate produced in the United States in the late twentieth century was extracted and processed within 25 miles of Lakeland. Citrus growth and production continued to be a primary facet of the local economy (Hubener 1997).

The most significant change in the history of Osceola County since World War II has been population growth and development. In the 20 years after the war, the county seat of Kissimmee was still described as the cow capital of the State of Florida. In 1960, there were only 19,000 residents in the county. The development of Walt Disney World, the entrance for which was 10 miles away from Kissimmee, was completed in 1971. A service economy quickly arose in Kissimmee and the surrounding area to serve the crowds of tourists who visited the theme park. Motels, hotels, fast food establishments, and new roads appeared, bringing new jobs and businesses to the county. Occupations changed to the point that only a few hundred residents were involved in agriculture in recent years (Mormino 2005). Coupled with the construction of Interstate 4, Interstate 75, and the Florida Turnpike, Osceola County has experienced extensive growth and development in recent decades (Reeves 1989).

BACKGROUND RESEARCH

FLORIDA MASTER SITE FILE REVIEW

Previously Conducted Cultural Resource Surveys

Florida Master Site File (FMSF) Geographic Information System (GIS) database (updated July 2021) was reviewed to identify any previously conducted cultural resource surveys and previously recorded cultural resources within the overall US 17/92 APE. This review indicates that 21 previously conducted cultural resource surveys intersect the overall US 17/92 APE (**Figure 5; Table 4**). Nineteen of these projects resulted in Phase I survey. Phase II excavation was conducted for two of the studies. Thirteen previously conducted studies (FMSF Survey Nos. 2607, 2672, 3349, 3812, 4973, 5840, 6800, 11815, 11827, 16015, 20783, 21069, and 26386) intersect nominal portions of the overall US 17/92 APE. The remaining eight studies intersect areas with high probability to contain cultural resources (FMSF Survey Nos. 2396 and 24894), substantial segments of the proposed US 17/92 corridor (FMSF Survey Nos. 4236, 20934, 21108, and 22218), or extensive portions of the proposed pond locations (FMSF Survey Nos. 17026 and 24678). Although not included in the FMSF GIS database, FMSF Survey No. 6043 also intersects the overall US 17/92 APE and provides the final report for Phase II testing that Janus Research conducted at [REDACTED] in 1999. The survey limits coincide with those of FMSF Survey No. 24894.

Table 4. Previous Cultural Resource Surveys Intersecting the Overall US 17/92 APE.

Survey No.	Title	Year	Reference
2396	Replacement of Three Bridges on SR 600 Over Reedy Creek	1988	FDOT
2607	Cultural Assessment Survey of the Proposed Oak Hills Estates Development Site, Polk County, Florida	1989	Piper Archaeological Research

Table 4. Previous Cultural Resource Surveys Intersecting the Overall US 17/92 APE.

Survey No.	Title	Year	Reference
2672	Cultural Resource Assessment Survey of the Proposed Parker Highway R-O-W Alignment, Polk & Osceola Counties, Florida	1991	Piper Archaeological Research
3349	Cultural Resource Assessment Survey of the Proposed Kissimmee Utility Authority's Cane Island Project, Osceola County, Florida	1992	Janus Research and Piper Archaeology
3812	Cultural Resource Assessment Survey of the GATX Central Florida Pipeline Corridor, Polk, Osceola, and Orange Counties, Florida	1994	Janus Research
4236	A Cultural Resources Assessment Survey of US Highway 17/92 from CR 532 to Poinciana Boulevard, Osceola County, Florida	1994	Florida Archaeological Services
4973	A Cultural Resource Assessment Survey for State Road 600, Osceola County, Florida	1997	Environmental Services, Inc.
5840	Cultural Resources Assessment Survey of the Proposed Buccaneer Gas Pipeline, Florida [Volume 1: Final Report of Findings; Volume 2: Appendices]	2000	Panamerican Consultants, Inc.
6043	Phase II Archaeological Testing of the [REDACTED] in Osceola County, Florida	1999	Janus Research
6800	Cultural Resource Follow-up Surveys for Lines 500 and 600 (Supplemental Report 5)	2002	Janus Research
11815	An Archaeological and Historical Survey of the Fox Run Project Area in Polk County, Florida	2005	Panamerican Consultants, Inc.
11827	Reconnaissance Survey, Halvorsen Holdings, Polk County, Florida	2005	SouthArc, Inc.
16015	Cultural Resource Assessment Survey of the Progress Energy Florida Dundee to Intercession City Transmission Line Corridor, Polk and Osceola Counties	2008	Janus Research
17026	A Phase I Cultural Resource Survey of the Catfish Point, Johnson Island, Lake Marion Creek, and Upper Reedy Creek Management Areas, Osceola and Polk Counties, Florida	2009	Archaeological and Historical Conservancy
20783	Cultural Resource Assessment Survey of the Florida Southeast Connection Natural Gas Pipeline, Osceola, Polk, Okeechobee, St. Lucie and Martin Counties	2014	Janus Research
20934	Cultural Resource Assessment Survey of State Road 600 from 1900 Feet West of Poinciana Boulevard to County Road 535, Osceola County, Florida	2014	SEARCH
21069	Cultural Resource Assessment Survey of the Duke Energy Citrus Center Property, Polk and Osceola Counties, Florida.	2014	SEARCH
21108	Cultural Resource Assessment Survey of the Florida Southeast Connection Natural Gas Pipeline Supplemental Report 1 Follow-Up and Re-Route Surveys Polk, Okeechobee, St. Lucie and Martin Counties	2014	Janus Research
22218	Cultural Resource Assessment Survey of the Florida Southeast Connection Natural Gas Pipeline, Supplemental Report 2, Osceola, St. Lucie, and Polk Counties	2015	Janus Research
24678	Cultural Resource Assessment Survey of the BK Ranch Property, Osceola County, Florida	2017	Archaeological Consultants, Inc.
24894	Phase II Cultural Resource Assessment, State Road SR 600 Reedy Creek Bridge Improvements	1999	Janus Research
26386	Cultural Resource Assessment Survey for the Poinciana Parkway Extension (State Road 538) Project Development and Environment Study, Polk and Osceola Counties, Florida.	2019	SEARCH

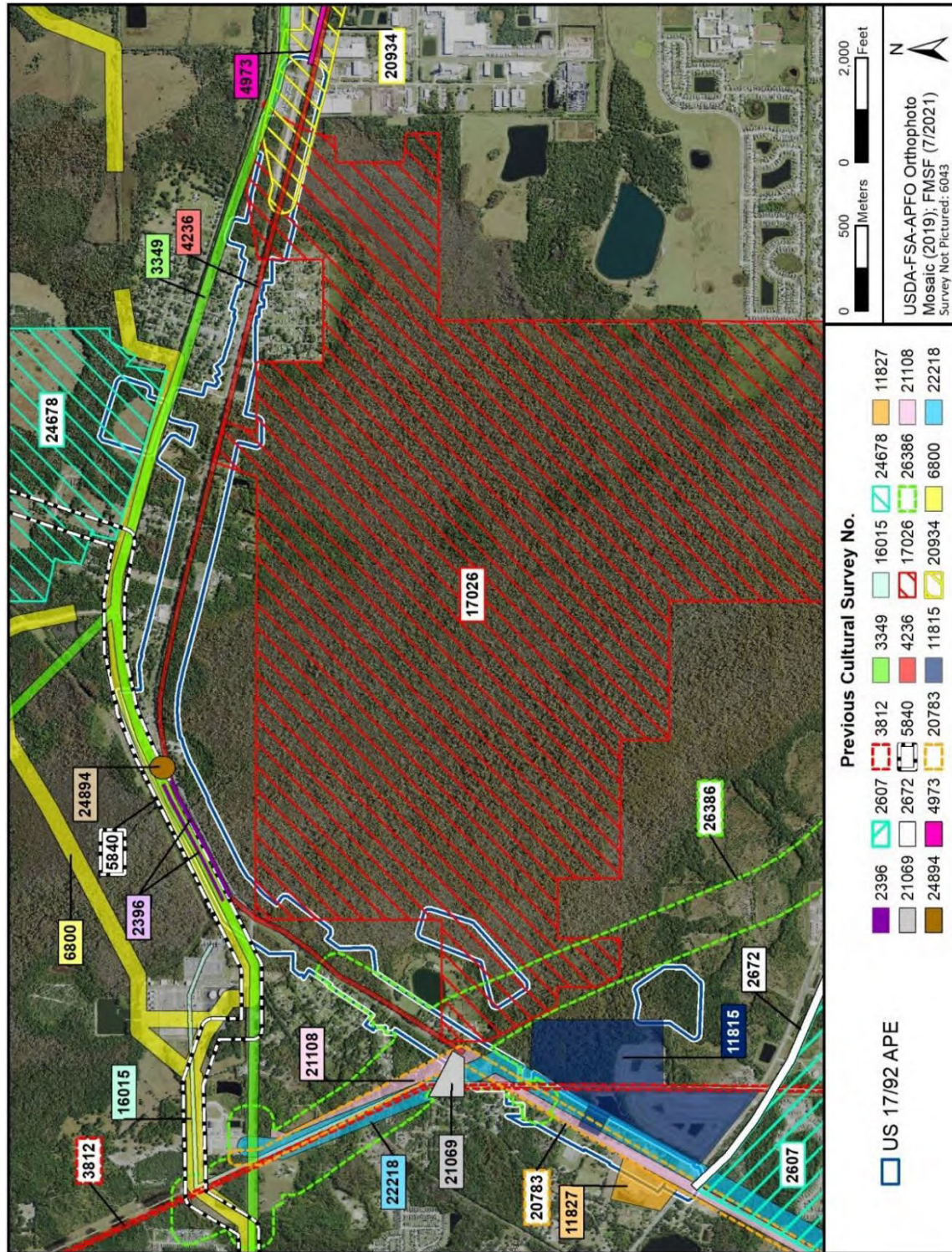


Figure 5. Previously conducted cultural resource surveys that intersect the overall US 17/92 APE (including roadway and ponds), Osceola and Polk Counties, Florida. FMSF Survey No. 6043 is not shown on the figure. The survey limits coincide with those of FMSF Survey No. 24894.

In 1988, the FDOT conducted archaeological and architectural survey (FMSF Survey No. 2396) prior to the proposed replacement of three bridges (Nos. 920004, 920003, and 920002) over Reedy Creek in Osceola County. The FMSF Survey No. 2396 limits intersect approximately 0.5 miles (0.8 kilometers) of the current US 17/92 APE. Surveyors noted that a recently installed gas corridor immediately north of the three bridges prohibited subsurface archaeological testing. Surveyors conducted pedestrian survey throughout the area of disturbance. No cultural material was observed. The architectural review noted that the three existing steel girder bridges were built in 1938. The FDOT also cited an absence of pre-1940 structures within the survey limits and recommended the bridges as ineligible for listing in the NRHP. The SHPO determined that the proposed work would have no effect on FDOT Bridge Nos. 920002, 920003, and 920004.

Piper Archaeology (1989) conducted archaeological and architectural survey (FMSF Survey No. 2607) on approximately 2,200 acres (890.3 hectares) of property prior to residential development in Polk County. The survey intersects approximately 100 meters (328 feet) of the western terminus of the current US 17/92 APE. Surveyors conducted pedestrian survey throughout the project limits and completed judgmental shovel testing in areas of high, moderate, and low archaeological probability. The current US 17/92 APE intersects high and low probability areas. Figures detailing shovel test locations are not included in the report. The 10 pre-contact archaeological sites identified during FMSF Survey No. 2607 are not within or adjacent to the current US 17/92 APE. The survey also recorded one historic cemetery and one historic structure that also are not within or adjacent to the current US 17/92 APE.

In 1991, Piper Archaeology conducted an archaeological and historical survey (FMSF Survey No. 2672) along an 8.5-mile (13.7-kilometer) long proposed roadway and seven proposed pond locations in Osceola and Polk Counties. The survey intersects approximately 120 meters (393.7 feet) of the western terminus of the current US 17/92 APE. Surveyors conducted pedestrian survey and completed systematic and judgmental shovel testing in areas of high, moderate, and low archaeological probability. The current US 17/92 APE intersects a low probability area; however, shovel test locations are not provided in the report. Surveyors identified four archaeological sites that are neither within nor adjacent to the current US 17/92 APE. Surveyors also noted a small commercial building that dated to the 1950s within the right-of-way. Piper Archaeology described the structure and noted that “it [was] not considered to be a historic site, and damage to or destruction [of] this building would not constitute an adverse impact ...” (Piper Archaeology 1991:27). The structure was not identified during a review of topographic maps, aerial images, or during architectural survey conducted for the current study.

Janus Research/Piper Archaeology completed a 12-mile (19.3-kilometer) long survey (FMSF Survey No. 3349) for proposed pipeline and transmission line corridors in Osceola and Polk Counties in 1994. The survey limits intersect 1.3 miles (2.1 kilometers) of the current US 17/92 APE, as well as small segments of four proposed pond locations: Basin 3, Pond 3; Basin 4, Pond 1; Basin 4, Pond 3; and FPC 3. No additional shovel testing was conducted in the current US 17/92 APE. Archaeological probability expectations and shovel testing locations for the remaining portions of the survey limits are not provided in the report. An architectural survey also was conducted throughout the project limits. No cultural resources were identified within or adjacent to the current overall US 17/92 APE.

Janus Research surveyed a 106-mile (170-kilometer) long fuel pipeline connector in Hillsborough, Polk, Osceola, and Orange Counties in 1994 (FMSF Survey No. 3812). The proposed corridor intersects approximately 0.4 miles (0.6 kilometers) of the US 17/92 APE. Surveyors determined this segment of the corridor to have moderate archaeological potential and excavated shovel tests at 50-meter (164-foot) intervals along a single transect. Shovel test locations are not provided in the report. Surveyors also conducted an architectural survey. No cultural resources were identified within or adjacent to the current overall US 17/92 APE.

In 1994, Florida Archaeological Services conducted a CRAS (FMSF Survey No. 4236) along the existing US 17/92 corridor from CR 532 to Poinciana Boulevard in Osceola and Polk Counties. The archaeological survey included shovel testing at 25-, 50-, and 100-meter (82-, 164-, and 328-foot) intervals based on high, moderate, and low archaeological site probability, as well as judgmental shovel testing. The project extent, however, was primarily determined to have low archaeological potential. Fifty-three of the 171 excavated shovel tests produced cultural material. Locations for 79 of the completed shovel tests are illustrated in the report. [REDACTED]

[REDACTED] 13 historic structures (8OS01733-8OS01738, 8OS01740-8OS01746), and three historic bridges (8OS01747-8OS01749) documented during FMSF Survey No. 4236 intersect the current overall US 17/92 APE. [REDACTED]

[REDACTED] The three bridges (FDOT Bridge Nos. 920004, 920003, and 920002) that were initially noted during FMSF Survey No. 2396 were recorded as Resources 8OS01747-8OS01749 as part of FMSF Survey No. 4236 and are located within the current US 17/92 APE.

In 1997, Environmental Services, Inc. (ESI) conducted a CRAS (FMSF Survey No. 4973) of approximately 2.0 miles (3.2 kilometers) and three proposed pond locations along SR 600 in Osceola County. The survey intersects approximately 140 meters (459.3 feet) of the eastern terminus of the current US 17/92 APE. Pedestrian survey and shovel test excavation were completed in four areas of low and moderate archaeological probability. No shovel tests were excavated within the current US 17/92 APE. Surveyors identified no cultural resources during FMSF Survey No. 4973.

In 1999, Panamerican Consultants, Inc. completed a CRAS (FMSF Survey No. 5840) for the 121-mile (194.7-kilometer) long proposed Gulfstream gas pipeline and 141 miles (226.9 kilometers) of the proposed lateral lines in Paco, Polk, Osceola, Hardee, Orange, and Brevard Counties. The survey limits intersect approximately 1.0 mile (1.6 kilometers) of the current US 17/92 APE over Reedy Creek in Osceola County. This portion of the project was determined to have medium to high archaeological potential, and shovel tests were excavated at 25- and 50-meter (82- and 164-foot) intervals. No shovel test locations for this area are provided in the report. An architectural survey also was completed. No cultural resources were identified within or adjacent to the current overall US 17/92 APE.

Janus Research conducted FMSF Survey No. 6800 in 2002 as a supplemental survey to FMSF Survey No. 5840. Additional testing was completed along the proposed Gulfstream gas line route as part of FMSF Survey No. 6800. The survey limits intersect approximately 1.0 mile

(1.6 kilometers) of the current overall US 17/92 APE, including segments of Basin 3, Pond 3, and FPC 3 in Osceola County. No additional archaeological or architectural survey occurred within the current overall US 17/92 APE during the survey.

In 2005, Panamerican Consultants, Inc. completed FMSF Survey No. 11815 in Polk County, which included archaeological and architectural survey. The survey generally parallels the southwestern terminus of the current US 17/92 APE. Approximately 155 meters (508.5 feet) of the survey limits extend into the current US 17/92 APE. Shovel testing was conducted at 50- and 100-meter (164- and 328-foot) intervals. One negative shovel test was excavated within the current US 17/92 APE. FMSF Survey No. 11815 resulted in two newly recorded archaeological sites, three archaeological occurrences, and one historic structure; none of these cultural resources are within the current overall US 17/92 APE.

In 2005, SouthArc, Inc. conducted a reconnaissance survey (FMSF Survey No. 11827) for a 19-acre (7.7-hectare) private development in Polk County. The current US 17/92 APE intersects the approximate eastern half of FMSF Survey No. 11827. No subsurface testing was conducted due to evidence of intensive disturbance within the upper 50 centimeters (20 inches) of soil. A pedestrian survey throughout the project limits identified three newly recorded cultural resources, including one historic archaeological site (Loughman Site, 8PO06826), one archaeological occurrence, and one historic structure (Lun House, 8PO06825). These resources intersect the current US 17/92 APE, and the previously recorded archaeological resources also intersect the US 17/92 Right-of-Way.

Janus Research completed a CRAS (FMSF Survey No. 16015) for a proposed 20.6-mile (33.2-kilometer) transmission line corridor through Polk and Osceola Counties in 2008. The proposed corridor width measured approximately 25 meters (82 feet) and intersects roughly 620 meters (525 feet) of the US 17/92 APE. Shovel tests were excavated at 25- and 50-meter (82- and 164-foot) intervals in areas considered to have high or moderate archaeological probability. Surveyors placed judgmental shovel tests in areas determined to have low archaeological probability. Janus Research deemed the portion of the proposed pipeline that intersects the current US 17/92 APE to be a low probability area. No shovel testing locations are provided in the report for this section of the project limits. Architectural survey also was conducted. The survey resulted in the identification of one newly recorded historic structure (Jah's Pawn, 8PO07155) within the current US 17/92 APE.

In 2009, the Archaeological and Historical Conservancy completed a CRAS (FMSF Survey No. 17026) for four aggregate management areas in Osceola and Polk Counties. The northernmost portion of the Upper Reedy Creek management area intersects four segments of the US 17/92 APE. Between approximately 0.2 and 0.5 miles (0.3 and 0.8 kilometers) of various portions of the current US 17/92 APE were included in the survey limits. Additionally, FMSF Survey No. 17026 intersects portions of four proposed pond locations (FPC 2; Basin 3, Pond 2; Basin 4, Pond 2; and Basin 4, Pond 3). Shovel tests were excavated at 30-meter (98.4-foot) intervals or judgmentally. Neither the location or extent of the Zones of Archaeological Probability (ZAPs) nor shovel test locations are provided in the report. Architectural survey was

conducted throughout the project limits. No cultural resources were identified within or adjacent to the current overall US 17/92 APE.

Janus Research conducted a 2014 CRAS (FMSF Survey No. 20783) for a proposed 127-mile (204.4-kilometer) natural gas pipeline through Osceola, Polk, Okeechobee, St. Lucie, and Martin Counties. The survey limits intersect approximately 1.1 miles (1.8 kilometers) of the current US 17/92 APE. Archaeological survey methods included pedestrian survey, shovel testing at 25-, 50-, and 100-meter (82-, 164-, and 328-foot) intervals, and judgmental shovel testing. Neither the extent and location of archaeological probability nor shovel test locations for the entirety of the project limits are provided in the report. Architectural survey also was completed. FMSF Survey No. 20783 identified no cultural resources within or adjacent to the current overall APE.

In 2014, SEARCH conducted a CRAS (FMSF Survey No. 20934) for proposed road widening and pond improvements along approximately 2.4 miles (3.9 kilometers) of US 17/92 in Osceola County. The survey limits intersect approximately 0.6 miles (1.0 kilometer) of the current overall US 17/92 APE. Pedestrian survey was conducted in the roadway corridor as buried utilities prohibited subsurface testing. Fourteen “no dig” shovel test locations were documented within the current US 17/92 APE. Judgmental shovel testing was completed within the pond footprints. Architectural survey also was completed throughout the survey area. No cultural resources were identified within or adjacent to the current overall US 17/92 APE.

SEARCH completed FMSF Survey No. 21069 on an 839-acre (339-hectare) parcel in Polk and Osceola Counties in 2014. The CRAS, which intersects approximately 160 meters (525 feet) of the current US 17/92 APE, included archaeological and architectural survey. Shovel tests were excavated at 25-meter (82-foot) intervals throughout the parcel. Forty-three shovel tests were excavated within the current US 17/92 APE, of which two produced cultural material, 19 were negative, and 22 were not excavated. FMSF Survey No. 21069 identified two archaeological occurrences that each contained a single piece of lithic debitage within the current US 17/92 APE. The archaeological occurrences, however, are not within the US 17/92 Right-of-Way.

In 2014, Janus Research conducted a CRAS (FMSF Survey No. 21108) that supplemented FMSF Survey No. 20783. FMSF Survey No. 21108 intersects the same approximately 1.1-mile (1.8-kilometer) long segment of the current US 17/92 APE. Shovel testing occurred at 25- and 50-meter (82- and 164-foot) intervals in areas of high and moderate probability, while judgmental shovel testing was conducted in areas of low probability. Pedestrian survey was completed throughout the project limits. Two previously recorded archaeological sites, Loughman Site (8PO06826) and FSC #5 (8PO07711), were revisited during FMSF Survey No. 21108. Both sites intersect the current US 17/92 APE and the US 17/92 Right-of-Way. The study required no additional architectural survey.

Janus Research completed an additional supplemental CRAS (FMSF Survey No. 22218) to FMSF Survey Nos. 20783 and 21108 in 2015. FMSF Survey No. 22218 intersects the same approximately 1.1-mile (1.8-kilometer) long segment of the current US 17/92 APE. Again, shovel testing occurred at 25- and 50-meter (82- and 164-foot) intervals in areas of high and moderate

probability, while judgmental shovel testing was conducted in areas of low probability. Pedestrian survey was completed throughout the project limits. [REDACTED]

[REDACTED] Surveyors also documented five archaeological occurrences. These resources are within the current overall US 17/92 APE; however, some shovel tests are outside of the US 17/92 Right-of-Way. Architectural survey was conducted. No additional historic resources were identified within or adjacent to the current APE.

In 2017, Archaeological Consultants, Inc. (ACI) completed a CRAS (FMSF Survey No. 24678) of a 965-acre (390.5-hectare) privately-owned parcel in Osceola County. The survey limits intersect the approximate northern three-quarters of the proposed FPC 3 pond location. Surveyors conducted pedestrian survey throughout the project limits. Shovel tests were excavated at 50- and 100-meter (164- and 328-foot) intervals, as well as judgmentally. Eighteen negative shovel tests excavated as part of FMSF Survey No. 24678 are within or adjacent to FPC 3. Three of the shovel tests were excavated at 100-meter (328-foot) intervals, while the remaining shovel tests were at 50-meter (164-foot) intervals. No cultural resources were identified within the proposed FPC 3 pond footprint.

[REDACTED]

FMSF Survey No. 24894 intersects approximately 150 meters (492.1 feet) of the current US 17/92 APE and the US 17/92 Right-of-Way. [REDACTED]

SEARCH completed a CRAS (FMSF Survey No. 26386) for the proposed Poinciana Parkway (SR 538) Extension PD&E in Osceola and Polk Counties in 2019. The survey intersects approximately 1.0 mile (1.6 kilometers) of the current US 17/92 APE near the intersection of US 17/92 and Church Road. Shovel testing occurred at 25-, 50-, and 100-meter (82-, 164-, and 328-foot) intervals, and pedestrian survey was conducted throughout the survey limits. SEARCH excavated 11 negative shovel tests and documented three “no dig” shovel test locations within the current US 17/92 Right-of-Way. An additional seven negative shovel tests were excavated and one “no dig” location was documented within the current US 17/92 APE. The architectural survey recorded five historic structures near the intersection of US 17/92 and Howard Road. These structures—6703 US Highway 17/92 (8PO07156), 6703 US Highway 17 Building 2 (8PO08198), 6703 US Highway 17 Building 3 (8PO08199), 6702 US Highway 17 (8PO08200), +/- 6604 US Highway 17/92 (8PO07157)—are within the current US 17/92 APE.

Previously Recorded Cultural Resources

The FMSF review also indicates that [REDACTED] 20 historic structures, one historic monument, one linear resource, and three historic bridges intersect the US 17/92 APE (**Table 5; Figure 6**). Two of these previously recorded historic structures (8OS01734 and 8OS01735) also intersect Basin 4, Pond 1, while one previously recorded historic structure (8OS01733) also intersects Basin 4, Pond 2.

Table 5. Previously Recorded Cultural Resources that Intersect the Overall US 17/92 APE.

[REDACTED]					
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Historic Structures					
FMSF No.	Address		Year Built	Surveyor Evaluation	SHPO Determination
8OS01733	5508 South Orange Blossom Trail		ca. 1925	Ineligible	Ineligible

Table 5. Previously Recorded Cultural Resources that Intersect the Overall US 17/92 APE.

Historic Structures				
FMSF No.	Address	Year Built	Surveyor Evaluation	SHPO Determination
8OS01734	5505 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01735	5510 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01736	5515 South Orange Blossom Trail	ca. 1945	Ineligible	Ineligible
8OS01737	5540 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01738	5544 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01740	5535 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01741	5551 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01742	5581 South Orange Blossom Trail	ca. 1930	Ineligible	Ineligible
8OS01743	5599 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01744	5605 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01745	5637 South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8OS01746	Fletcher Park Monument // South Orange Blossom Trail	ca. 1935	Ineligible	Ineligible
8PO06825	6115 US Highway 17/92 // Lun House		Ineligible	Ineligible
8PO07155	6801 US Highway 17/92 // Jah’s Pawn	ca. 1955	Ineligible	Ineligible
8PO07156	6703 US Highway 17/92	ca. 1950	Ineligible	Ineligible
8PO07157	+/- 6604 US Highway 17/92	ca. 1930 ca. 1955	Ineligible	Ineligible
8PO07718	131 Parker Road	ca. 1960	Ineligible	Ineligible
8PO08198	6703 US Highway 17 Building 2	ca. 1972	Ineligible	Ineligible
8PO08199	6703 US Highway 17 Building 3	ca. 1972	Ineligible	Ineligible
8PO08200	6702 US Highway 17	ca. 1962	Ineligible	Ineligible
Resource Group				
FMSF No.	Name	Period of Significance		SHPO Determination
8OS02540	South Florida Railroad	American 1821 – present; American - 19th century, 1821 – 1899; Boom Times 1921 – 1929; Post – Reconstruction, 1880 - 1897; Spanish - American War, 1898 - 1916; 1884 – 1960; American - 20th Century		Eligible
Historic Bridges				
FMSF No.	Name	Year Built	SHPO Determination	
8OS01747	South OBT Bridge [FDOT 092004]	1938	Not evaluated by SHPO	
8OS01748	South OBT Bridge [FDOT 092003]	1938	Not evaluated by SHPO	
8OS01749	South OBT Bridge [FDOT 092002]	1938	Not evaluated by SHPO	

*Yellow highlighting indicates previously recorded archaeological sites that intersect the US 17/92 Right-of-Way.

Previously Recorded Archaeological Sites

[REDACTED]

[REDACTED]

Previously Recorded Historic Structures

Five previously conducted cultural resource surveys (FMSF Survey Nos. 4236, 11827, 16015, 26386, and 20783) have recorded 20 historic structures within the overall US 17/92 APE. Twelve structures are in Osceola County (8OS01733-8OS01738 and 8OS01740-8OS01745). The remaining eight structures are in Polk County (8PO06825, 8PO07155-8PO07157, 8PO07718, 8PO08198-8PO08200). The structures are predominantly rectangular, one-story residences. Building styles include Frame Vernacular (n=11), Frame Vernacular/Minimal Traditional (n=1), Masonry Vernacular (n=3), Bungalow (n=2), Log (n=1), Ranch (n=1), and Mediterranean Revival (n=1). **Table 6** lists the FMSF survey numbers, building style, and structural attributes associated with each resource. Modern aerals indicate that nine of these previously recorded historic structures were either misplotted or demolished.

Table 6. Previously Recorded Historic Structures within the Overall US 17/92 APE.

FMSF No.	Survey No.	Style	Notes
8OS01733	4236	Bungalow	Single story; balloon wood frame; concrete block foundation; drop siding; gable roof; aerals indicate the structure was misplotted or demolished
8OS01734	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; hip roof; aerals indicate the structure was misplotted or demolished
8OS01735	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; gable roof with asbestos shingles
8OS01736	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; drop siding; gable roof
8OS01737	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; weatherboard siding; gable roof
8OS01738	4236	Frame Vernacular	Single story; balloon wood frame; concrete block walls and foundation; gable roof
8OS01740	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; drop siding; gable roof
8OS01741	4236	Mediterranean Revival	Single story; concrete block foundation; stucco; flat roof; aerals indicate the structure was misplotted or demolished
8OS01742	4236	Log	Single story; concrete block foundation; log/wood/plywood; hip roof; aerals indicate the structure was misplotted or demolished
8OS01743	4236	Frame Vernacular	Single story; balloon wood frame; concrete block foundation; gable roof with asbestos shingles; aerals indicate the structure was misplotted or demolished
8OS01744	4236	Bungalow	Single story; balloon wood frame; concrete block foundation; drop siding; gable roof
8OS01745	4236	Frame Vernacular	Two story; balloon wood frame; concrete block foundation; gable roof with asbestos shingles

Table 6. Previously Recorded Historic Structures within the Overall US 17/92 APE.

FMSF No.	Survey No.	Style	Notes
8PO06825	11827	Ranch	Single story; wood frame; poured concrete footing; gable roof; aerials indicate the structure was misplotted or demolished
8PO07155	16015	Masonry Vernacular	Single story; concrete block walls; poured concrete footing; gable roof; aerials indicate the structure was misplotted or demolished
8PO07156	16015 26386	Frame Vernacular Minimal Traditional	Single story; wood frame; wood/plywood siding; gable roof; aerials indicate the structure was misplotted or demolished
8PO07157	16015 26386	Frame Vernacular	Single story; wood frame; weatherboard siding; gable roof; aerials indicate the structure was misplotted or demolished
8PO07718	20783	Masonry Vernacular	Single story; concrete block walls and foundation; gable hip roof
8PO08198	26386	Frame Vernacular	Single story; wood frame; gable roof
8PO08199	26386	Masonry Vernacular	Single story; concrete foundation; stucco; gable pyramid roof
8PO08200	26386	Frame Vernacular	Wood frame; drop siding with wood/plywood and stucco board; gable roof

Previously Recorded Historic Monument

Fletcher Park Monument (8OS01746)

The Fletcher Park Monument (8OS01746), constructed of poured concrete, was erected in 1935 on a parcel across from the intersection of the current US 17/92 alignment at Old Tampa Highway. The masonry monument notes that Tufts College in Boston, Massachusetts, donated the land to the State of Florida in memory of Austin B. Fletcher. The donation intended to preserve the large cypress trees for future generations. Historic Properties Associates, Inc. (FMSF Survey No. 4236) noted that the monument is locally significant as a historic landscape feature intended to beautify the US 17/92 corridor. Roadway widening and grading activities, however, had resulted in the removal of numerous cypress trees, and they recommended the monument as ineligible for listing in the NRHP either individually or as part of a district. The SHPO determined the Fletcher Park Monument (8OS01746) to be NRHP-ineligible on December 9, 1994. Mikel Travisano, SEARCH Architectural Historian, confirmed that the monument had been previously relocated to the City of Kissimmee, outside the Osceola County Welcome Center and History Museum. As the monument is no longer within the US 17/92 APE, no further work was conducted regarding this resource.

Previously Recorded Historic Resource Group

South Florida Railroad (8OS02540)

The South Florida Railroad (8OS02540), a previously recorded historic railroad within Osceola and Polk Counties, was constructed ca. 1884. The railroad connected Sanford and Tampa and was later acquired by the Plant System. Approximately 0.9 miles (1.4 kilometers) of this resource

intersect the current overall US 17/92 APE. Cardno Entrix discussed this segment of the South Florida Railroad (8OS02540) as part of a CRAS (FMSF Survey No. 21431) conducted in 2014. The FMSF Survey No. 21431 limits, however, do not intersect the current overall US 17/92 APE. On January 29, 2015, the SHPO determined there was insufficient information for an NRHP-eligibility determination for this segment of the South Florida Railroad (8OS02540). Janus Research also documented a roughly 30-meter (98.4-foot) long segment of this resource in Polk County (8PO07219) in 2008 (FMSF Survey No. 16015). This previously recorded railroad segment is approximately 525 meters (1,722.4 feet) north of the current US 17/92 APE. On January 30, 2009, the SHPO determined this segment of the South Florida Railroad (8OS02540) to have insufficient information for an NRHP-eligibility determination.

Previously Recorded Historic Bridges

Historic Properties Associates, Inc. documented the three South OBT Bridges as part of FMSF Survey No. 4236. The FSRD constructed the bridges during US 17/92 roadway improvements in 1938, and all are post and beam foundation supported a steel I-beam understructure. Realignment of US 17/92 in 1996 included construction of FDOT Bridge No. 920174, leaving all three South OBT Bridges abandoned and closed to public use. Descriptions are below.

South OBT Bridge [FDOT Bridge No. 092004] (8OS01747)

The original roadbed, guardrails, and sidewalk were constructed of poured concrete; however, the surveyors noted at least three layers of asphalt resurfacing overlying the original roadbed. The SHPO determined the bridge to be ineligible for listing in the NRHP on December 9, 1994.

South OBT Bridge [FDOT Bridge No. 092003] (8OS01748)

The original roadbed, guardrails, and sidewalk were constructed of poured concrete; however, the surveyors noted at least three layers of asphalt resurfacing overlying the original roadbed. Surveyors also noted one destroyed section of guardrail. The SHPO determined the bridge to be ineligible for listing in the NRHP on December 9, 1994.

South OBT Bridge [FDOT Bridge No. 092002] (8OS01749)

The original roadbed, guardrails, and sidewalk were constructed of poured concrete; however, the surveyors noted at least three layers of asphalt resurfacing overlying the original roadbed. Surveyors also noted that one destroyed section of guardrail on the north side of the road. The SHPO determined the bridge to be ineligible for listing in the NRHP on December 9, 1994.

UNRECORDED RESOURCES

The Osceola and Polk Counties Property Appraiser's databases were consulted to identify parcels that contain potentially historic (pre-1976) structures within or adjacent to the US 17/92 APE and

US 17/92 Pond Footprint. This review identified 66 parcels containing unrecorded historic-age structures within the overall US 17/92 APE.

Historic Subdivisions

Sections of five historic-age subdivisions and one historic-age trailer park intersect the overall US 17/92 APE: Interocean City, Orange Blossom West, Cox Rudd, Tripoli Subdivision, Miller Roy A Subdivision, and Rainbow Trailer Park. A portion of the Interocean City Replat also intersects the overall US 17/92 APE. Development of these subdivisions started between 1925 and 1953 and continued until as late as 2020. The Rainbow Trailer Park contains permanent structures as well as mobile homes that primarily date between 1959 and the early to mid-1970s.

Orange Blossom Trail (8OS02796)

The US 17/92 APE contains approximately 5.3 miles (8.5 kilometers) of Orange Blossom Trail (8OS02796). This resource has been previously recorded in Osceola County; the section within the current APE has not been documented in the FMSF. The roadway also is called US 17/92, US 441, and CR 532. Orange Blossom Trail was first promoted in the mid-1930s as an enticing option for winter tourists traveling to and from south Florida to experience the scenery, particularly orange groves, local businesses, and attractions in the central Florida area, including Lake Wales, Orlando, Ocala, and Gainesville. The FSRD illustrates the current alignment of Orange Blossom Trail (8OS02796) within the US 17/92 APE by 1935. Billboard placement in Miami and other areas of south Florida beckoned traveling motorists to experience a different part of Florida. Roadside hotels, local restaurants, and many other businesses popped up along the route throughout the 1930s, 1940s, and 1950s (Bacon 1975; Dickinson 2014).

SEARCH previously recorded two segments of this resource in Osceola County. In 2015, SEARCH (FMSF Survey No. 22266) documented approximately 150 meters (492.1 feet) of Orange Blossom Trail (8OS02796) at its intersection with Carrol Street. This segment of the road is roughly 7.6 miles (12.2 kilometers) north-northeast of the current overall US 17/92 APE. In 2020, SEARCH (FMSF Survey No. 27162) recorded approximately 0.4 miles (0.6 kilometers) of Orange Blossom Trail (8OS02796) from US 192 to Old Dixie Highway. This segment of the road is roughly 6.3 miles (10.1 kilometers) northeast of the current overall US 17/92 APE. SEARCH recommended both portions of Orange Blossom Trail (8OS02796) as ineligible for listing in the NRHP. The SHPO concurred on October 1, 2015, and on April 16, 2020, respectively.

Old Kissimmee Road/Old Tampa Highway (8OS02567/8PO07154)

Old Kissimmee Road/Old Tampa Highway (8OS02567/8PO07154), originally named Dixie Highway, is located in Osceola and Polk Counties. Carl G. Fisher, developer of the road, envisioned Dixie Highway as an automobile corridor that would facilitate tourism. The road was constructed between 1915 and 1926 as a dual route system with an eastern and a western alignment. Dixie Highway, which extends 3,989 miles (6,419.7 kilometers) from Sault St. Marie, Michigan, to Miami Beach, Florida, was the first highway to connect the northern and southern United States.

The roadway alignment intersects approximately 420 meters (1,381.2 feet) of the US 17/92 APE in Osceola County. Two previously recorded segments of this resource are approximately 290 meters (951.4 feet) northwest and 730 meters (2,395 feet) west-southwest of the current overall US 17/92 APE; the resource has not been recorded within the current APE.

In 2008, Janus Research recorded an approximately 25-meter (82-foot) wide segment of Old Kissimmee Road/Old Tampa Highway in Polk County (8PO07154) during FSMF Survey No. 16015. This segment is approximately 100 meters (328 feet) east of Church Road/Labor Camp Road. Janus Research recommended this portion of the resource as ineligible for listing in the NRHP. On January 30, 2009, the SHPO deemed the survey limits to have insufficient information for an NRHP-eligibility determination. SEARCH recorded a segment of the resource within Osceola and Polk Counties. One section was documented in 2019 as part of FMSF Survey No. 26386. The survey limits encompassed approximately 450 meters (1,476.4 feet) of the roadway from east of Ivy Mist Lane to west of Labor Camp Road/Church Road and included the roadway segment that Janus Research previously surveyed. SEARCH considered the resource to have insufficient evidence to make an NRHP-eligibility recommendation. The SHPO concurred on July 10, 2019. SEARCH also documented a 117-meter (383.9-foot) long section of this resource during a CRAS conducted in late 2020. The final report is not currently available in the FMSFweb. This portion of the resource is approximately 290 meters (951.4 feet) west of the intersection at US 17/92 and Osceola Polk Line Road and is roughly 103 meters (337.9 feet) west of the current US 17/92 APE. SEARCH considered the resource to have insufficient evidence to make an NRHP-eligibility recommendation. The SHPO concurred on May 27, 2021.

HISTORIC MAP AND AERIAL PHOTOGRAPH REVIEW

Historic maps and aerial photographs were examined to identify past land use in the vicinity of the overall US 17/92 APE. The earliest detailed maps consulted were General Land Office (GLO) survey maps. Government land surveyors created GLO maps during the nineteenth century as part of the surveying, platting, and sale of public lands. In Florida, these maps characteristically show landscape features such as vegetation, bodies of water, roads, and Spanish land grants. The level of detail in GLO maps varies, with some also depicting structures, Native American villages, railroads, and agricultural fields. A GLO map of Florida Townships 25 and 26 South, Ranges 27 and 28 East created in the late 1840s shows naturally occurring features and no development in the overall US 17/92 APE (GLO 1848a, 1848b, 1849a, 1849b) (**Figure 7**).

Late nineteenth-century maps illustrate little development in the area until 1886. At that point, railroad tracks that connected Kissimmee to Campbell in Osceola County and to Lake Locke in Polk County intersected the US 17/92 APE near the Polk County line (Gray 1886). By 1890, the South Florida Railroad owned the tracks, which ran east-west and crossed the northwest section of the US 17/92 APE before turning southwest near the Polk County line. The nearest city noted is Campbell, which is situated east of the US 17/92 APE (Norton 1890).

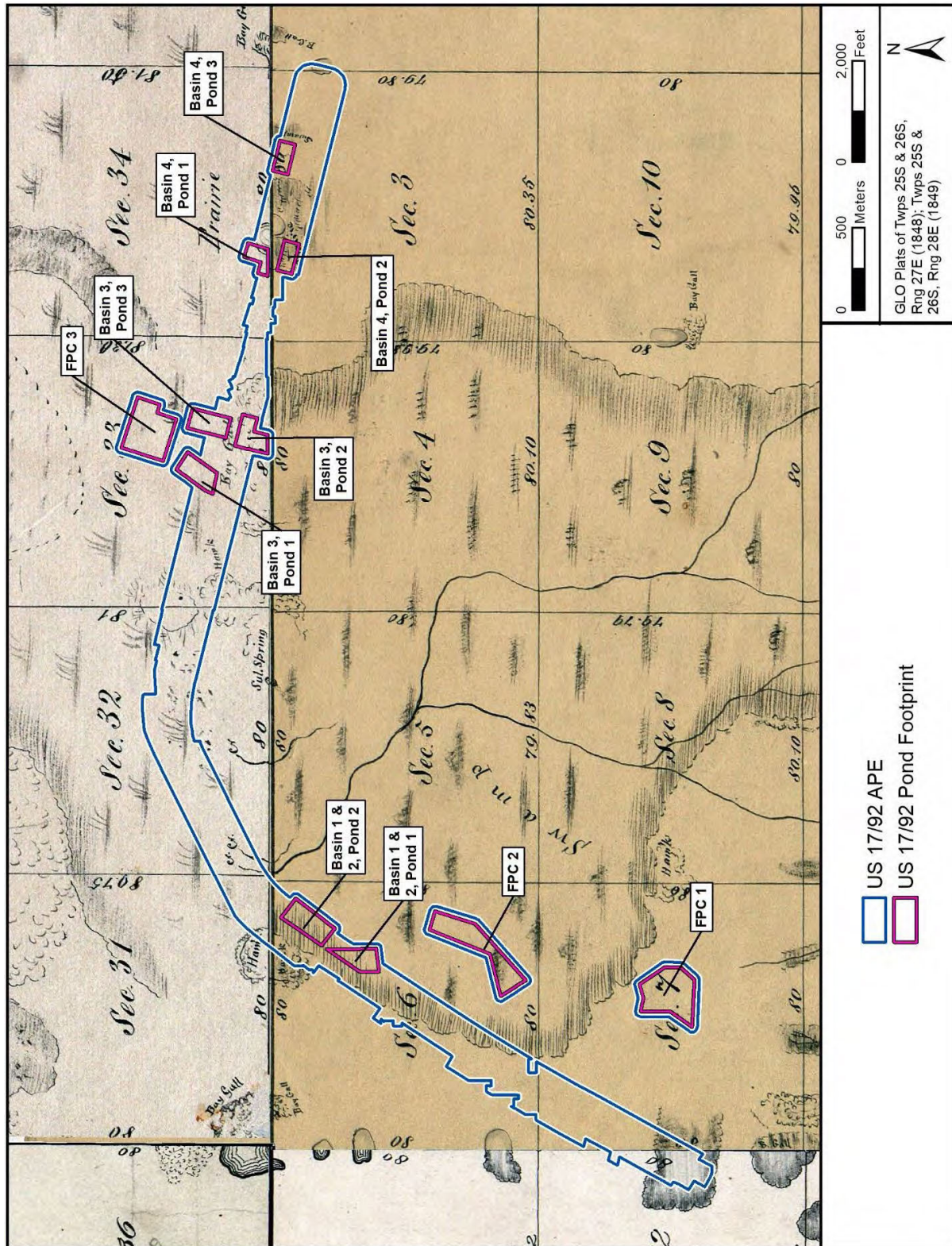


Figure 7. GLO map of Townships 25 and 26 South, Ranges 27 and 28 East (GLO 1848a, 1848b, 1849a, 1849b).

In 1900, the town of Locke was the closest town, located to the west of the US 17/92 APE. The town, formerly named Lake Locke, was renamed Loughman in 1910. The railroad remained the only improvement within the US 17/92 APE throughout the early 1900s. By 1910, Atlantic Coast Line Railroad (ACL) owned the railroad line (Mast, Crowell & Kirkpatrick 1900; C. S. Hammond & Company 1910). By 1935, the current alignment of US 17/92, also labeled as CR 2, is evident within the US 17/92 APE on a highway map from that year. The roadway is illustrated traveling east-west, turning southwest after crossing the Polk County line. The ACL Railroad alignment to the north of the US 17/92 APE remains consistent (FSRD 1935a, 1935b).

During the early 1950s, US 17/92 also was labeled SR 600 and continued to pass through the US 17/92 APE. The ACL Railroad still intersected the northwestern portion of the US 17/92 APE. Old Tampa Highway intersected the US 17/92 APE from the western terminus to the northernmost point adjacent to the railroad. Old Tampa Highway merged with US 17/92 within the APE. Intercession City is evident in the eastern side of the US 17/92 APE. Several unlabeled roads and structures are evident within the US 17/92 APE near Intercession City; none are illustrated within or adjacent to the proposed ponds. Near the Polk County line, several unlabeled structures and a single road fall within the US 17/92 APE (US Geological Survey [USGS] 1953a, 1953b, 1953c, 1954) (**Figure 8**).

Aerial photographs from 1969 show continued development near the US 17/92 APE. US 17/92, the ACL Railroad, and Old Tampa Highway remain evident. Additional roads and structures are present in Intercession City and the area near the Osceola-Polk County line. A new structure is visible in a proposed pond, Basin 3, Pond 1. An east-west improved road intersects the US 17/92 APE near the location where the railroad and Old Tampa Highway intersect the APE. A northwest-southeast road intersects the western portion of the US 17/92 APE (USGS 1969) (**Figure 9**).

A topographic map from 1970 shows this development in greater detail. At that time, the railroad tracks were run by Seaboard Coast Line (SCL) Railroad. The east-west road visible in the aerial photograph is labeled as SR 532. The northwest-southeast road is labeled SR 54 and follows the present-day path of SR 538. Numerous structures are evident throughout the US 17/92 APE; none intersect the proposed ponds. At least eight smaller roads intersect the US 17/92 APE at Intercession City (USGS 1970a, 1970b, 1970c, 1970d) (**Figure 10**).

RESEARCH DESIGN

PROJECT GOALS

A research design is a plan to coordinate the cultural resource investigation from inception to the completion of the project. This plan should minimally account for three things: (1) it should make explicit the goals and intentions of the research; (2) it should define the sequence of events to be undertaken in pursuit of the research goals; and (3) it should provide a basis for evaluating the findings and conclusions drawn from the investigation.



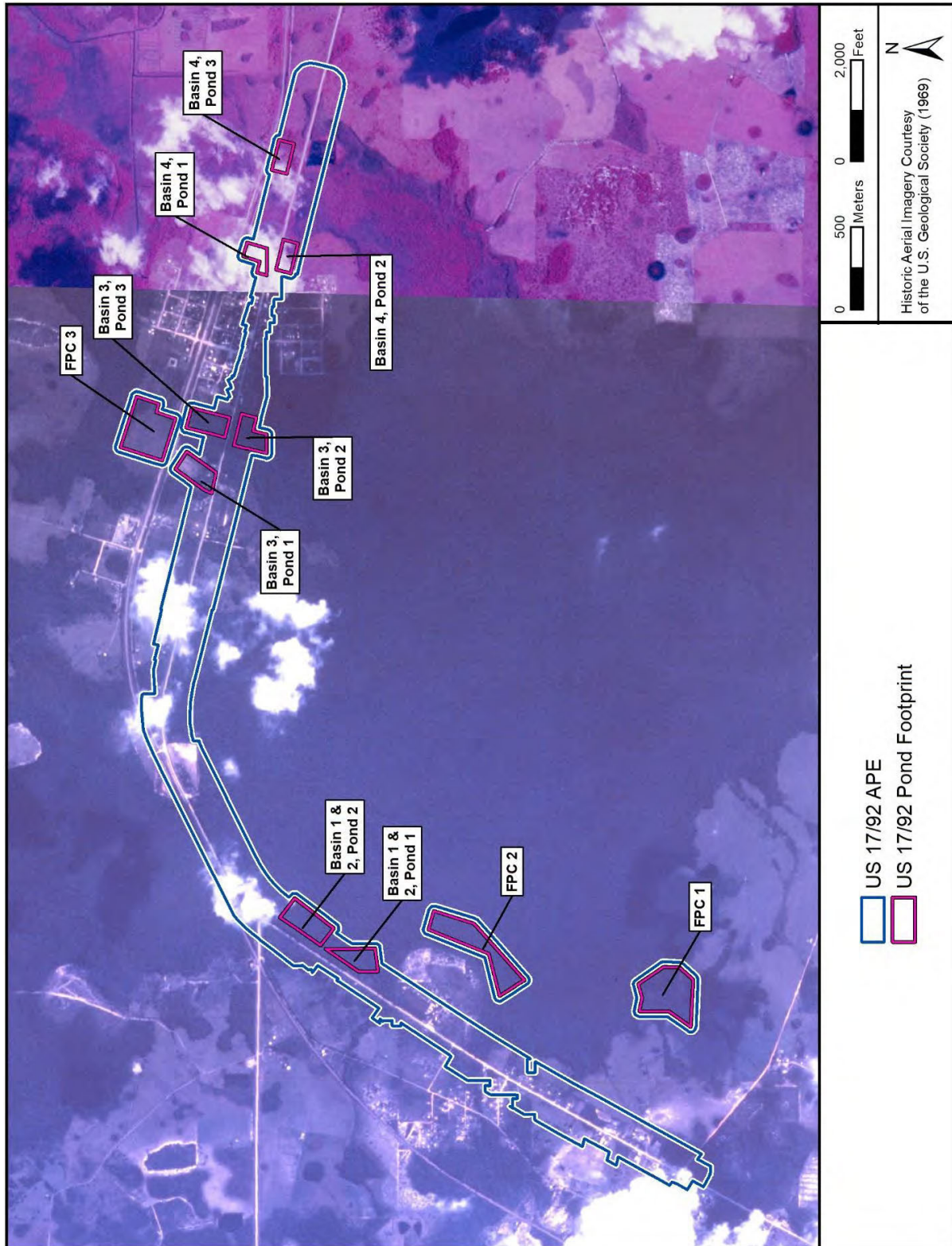


Figure 9. 1969 USGS aerial photograph of Osceola and Polk Counties, Florida.

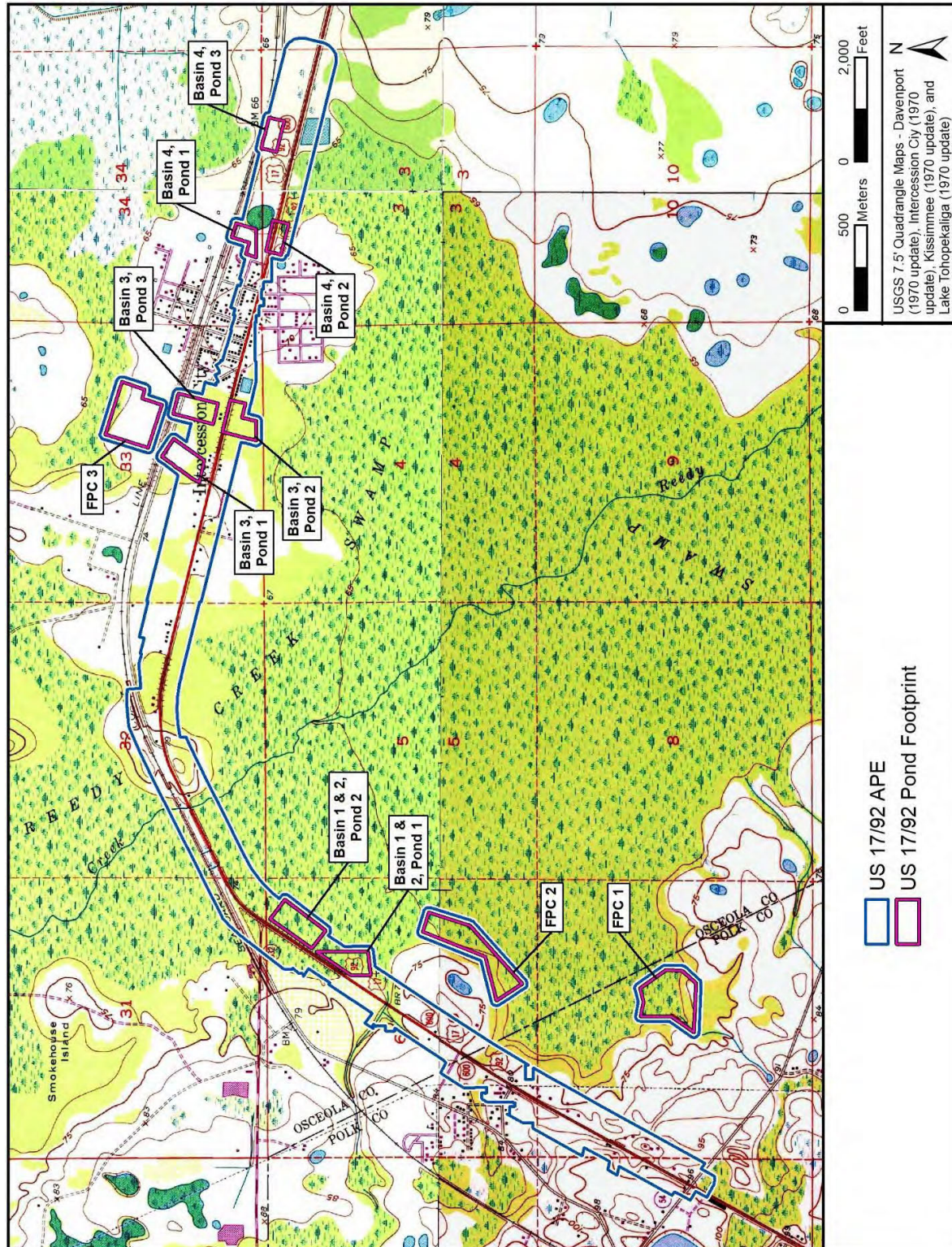


Figure 10. USGS topographic maps of Davenport, Intercession City, Kissimmee, and Lake Tohopekaliga, Florida (USGS 1970a, 1970b, 1970c, 1970d).

The goal of this cultural resource survey was to locate and document evidence of historic or pre-contact occupation or use within the APE (archaeological or historic sites, historic structures, or archaeological occurrences [isolated artifact finds]), and to evaluate these for their potential eligibility for listing in the NRHP. The research strategy was composed of background investigation, a historical document search, and field survey. The background investigation involved a perusal of relevant archaeological literature, producing a summary of previous archaeological work undertaken near the project area. The FMSF was checked for previously recorded sites within the project corridor, which provided an indication of pre-contact settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. These data were used in combination to develop expectations regarding the types of archaeological sites that may be present and their likely locations (site probability areas).

The historical document search involved a review of primary and secondary historic sources as well as a review of the FMSF for any previously recorded historic structures. The original township plat maps, early aerial photographs, and other relevant sources were checked for information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits.

NRHP CRITERIA

Cultural resources identified within the overall US 17/92 APE were evaluated according to the criteria for listing in the NRHP. As defined by the National Park Service (NPS), the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts and buildings must also possess historic significance, historic integrity, and historical context.

CULTURAL RESOURCE POTENTIAL

Based on an examination of environmental variables (soil drainage, access to wetlands and marine resources, relative elevation), as well as the results of previously conducted surveys and the presence of buried utilities, the potential for pre-contact archaeological sites to be present within the overall US 17/92 APE was considered high adjacent to the four previously recorded pre-contact sites: [REDACTED]

[REDACTED]. Archaeological potential for pre-contact sites within the remaining portion of the US 17/92 Right-of-Way and the proposed pond footprints was generally considered to be low.

[REDACTED]. Furthermore, a portion of historic Intercession City is adjacent to the US 17/92 Right-of-Way and is within the US 17/92 APE. Areas that may contain historic archaeological deposits, however, have undergone extensive disturbance related to road construction, residential development, and installation of buried utilities. Due to these considerations, the archaeological potential for historic sites within the US 17/92 Right-of-Way and proposed pond footprints was generally considered to be low.

Based on the number of previously recorded historic bridges and historic structures, as well as the historic-age subdivisions with numerous parcels containing unrecorded historic-age structures within the project limits, the US 17/92 APE was determined to have a high potential for historic resources. The proposed ponds were determined to have low probability of containing historic resources.

SURVEY METHODS

Archaeological Field Methods

Prior to conducting fieldwork, the US 17/92 Right-of-Way was reviewed to evaluate where shovel tests could be safely excavated in natural ground, excluding non-pervious surfaces and areas that contain buried utilities. [REDACTED]

[REDACTED] The Phase I field survey consisted of systematic subsurface shovel testing according to the potential for buried archaeological sites. Shovel tests were pre-plotted at 25-, 50-, and 100-meter (82-, 164-, and 328-foot) intervals based on this potential. Pre-plotted shovel tests were relocated or, if necessary, eliminated during fieldwork based on existing field conditions, including disturbances related to roadway construction and/or maintenance, buried utilities, and/or development. [REDACTED]

[REDACTED] Delineation shovel tests were typically excavated at 12.5-meter (41-foot) intervals until encountering two consecutive negative shovel tests, as

possible, within the limits of the US 17/92 Right-of-Way. All procedures to deal with unexpected discoveries were followed, and the results are discussed below.

The Phase I field survey within the US 17/92 Pond Footprint consisted of subsurface shovel testing within the proposed pond footprint at varying intervals according to the potential for containing buried archaeological sites. Shovel tests were judgmentally placed to achieve coverage within each pond footprint. The FDHR manual specifies that non-systematic testing (i.e., judgmental testing) is appropriate in “geographically restricted areas such as proposed pond sites” (FDHR 2002:17–18). Field archaeologists conducted pedestrian survey in the proposed pond footprints to visually examined the area for exposed artifacts and aboveground features (e.g., structural remains, prehistoric mounds).

Shovel tests measured approximately 50 centimeters (19.7 inches) in diameter and were excavated to a minimum depth of 100 cmbs (39.4 inches), subsurface conditions permitting. All excavated sediments were screened through 1/4-inch (0.64-centimeter) mesh hardware cloth. The location of each shovel test was marked on aerial photographs and recorded on a handheld Global Positioning System (GPS) unit that used the Wide Area Augmentation System (WAAS). The cultural content, soil strata, and environmental setting of each shovel test were recorded in field notebooks. When appropriate, representative views of environmental conditions and stratigraphy within shovel tests were recorded using a Canon point-and-shoot digital camera.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a search of the FMSF database for previously recorded historic properties within the US 17/92 APE, SEARCH reviewed USGS quadrangle maps for structures constructed prior to 1976. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the US 17/92 APE. Each historic resource was plotted with a GPS unit on USGS quadrangle maps and on project aerials. All identified historic resources were photographed with a digital camera, and all pertinent information regarding the architectural style, distinguishing characteristics, and condition were recorded on FMSF structure forms.

Several subdivisions intersect the APE. Due to the limited area of each subdivision included within the APE, they were not recorded as resource groups as part of this report. **Table 7** shows a summary of the subdivisions that the APE crosses. Resources that are within a subdivision are noted on the FMSF resource forms provided in **Appendix A**.

Table 7. Characteristics of Subdivisions within the Overall US 17/92 APE.

Subdivision Name	Approximate Year Built	Characteristics
Interocean City	1925–2009	Primarily 1940s Masonry Vernacular houses in a variety of designs with majority of houses built between 1925 and 1960, with few built post-2000; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulders

Table 7. Characteristics of Subdivisions within the Overall US 17/92 APE.

Subdivision Name	Approximate Year Built	Characteristics
Interocean City Replat	1925–2007	Primarily Masonry and Frame Vernacular houses and mobile homes in a variety of designs with a wide range of construction dates; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulder
Orange Blossom West	1936–1992	Primarily Masonry Vernacular houses in a variety of designs with a wide range of construction dates; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulder
Cox Rudd	1950–2017	Primarily Masonry Vernacular and Ranch houses in a variety of designs with a wide range of construction dates; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulder
Tripoli Sub Subdivision	1945–2020	Primarily Masonry and Frame Vernacular houses in a variety of designs with a wide range of construction dates; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulders
Miller Roy A Subdivision	1953–2005	Primarily Masonry Vernacular and Ranch houses in a variety of designs with a wide range of construction dates; overhead utilities and trees present throughout; two-lane asphalt-paved roads with grassy shoulders

Upon completion of fieldwork, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the structure, as well as how the resources relate to the surrounding landscape, were carefully considered. The resources were evaluated regarding their eligibility for listing in the NRHP and then recommended eligible, potentially eligible, or not eligible.

Laboratory Methods

All artifacts recovered during the archaeological survey were returned to the laboratory facilities at the SEARCH office in Newberry, Florida, for cleaning and processing. Artifacts were washed clean of sand and dirt and allowed to air dry. Materials were then rebagged and organized by provenience and artifact class. All artifacts were given code numbers, which allowed for systematic, comparable data entry. Lab Specimen (LS) catalog numbers were assigned in the lab, and the Artifact Inventory is provided in **Appendix B**.

Lithic Artifacts

Lithic artifacts were organized by provenience and separated into three categories: debitage, lithic other, and tools. Lithic material was examined both macroscopically and microscopically for possible use wear. Microscopic analysis was conducted at low magnification under white light with a 70X Bausch and Lomb Stereo Zoom Microscope. Presence or absence of thermal alteration also was recorded for each specimen.

In addition to thermal alteration, flake debitage was analyzed by flake size and form. Flakes were subjected to flake size analysis using categories that begin at less than 0.5 centimeters and continue in half-centimeter increments (e.g., 1.0-1.5, 1.5-2.0, 2.0-2.5). Flake form categories used in this analysis follow those proposed by Sullivan and Rozen (1985). Flake form categories consist

of complete flakes, proximal flake fragments, medial/distal flake fragments, and non-orientable fragments. Complete flakes must display a striking platform and have intact lateral and terminal margins. Proximal flake fragments must have at least a striking platform and single interior surface. Medial/distal flake fragments are characterized by a single interior surface with no striking platform. Finally, non-orientable fragments consist of debris that has no discernible margins, striking platform, or interior surface.

Curation

SEARCH processed, catalogued, analyzed, and prepared all retained artifacts for permanent curation in accordance with 36 CFR Part 79. Artifacts are stored in acid-free primary containers that are labeled according to site number and provenience, if applicable. Artifacts within the primary containers are stored in zipper-type polyethylene bags. Each bag is labeled with a permanent black marker with the site number, provenience, material or artifact class, and other pertinent information. In addition, site number and provenience data are written with a permanent, waterproof marker on a small strip of acid-free paper or polyethylene film and included in each container. Retained materials from the survey will be curated at a FDOT-approved facility.

Documentation relating to the collections (field notes, lab notes, analysis forms, photographs, etc.) will accompany the collections. The original maps and field notes are presently housed at the Newberry, Florida, office of SEARCH. The original maps and field notes will be turned over to the FDOT, District 5, upon project completion; SEARCH will retain copies.

Informant Interviews

Kelly Guerrieri, SEARCH Architectural Historian Specialist, contacted the Osceola County Historical Society and the Polk County Historical Society on June 15, 2021, to inquire about known or potential historic resources within the APE. Anza Bast, a volunteer with the Osceola County Historical Society, reached out via email and phone call to Ms. Guerrieri to discuss the research request on July 20, 2021. Ms. Bast provided information about the history of the area in an email on July 21, 2021, and suggested that the only resource within the area is Fletcher Park, the marker that was moved to Osceola County's Welcome Center, and an "old road/bridge" in its vicinity. She also suggested contacting the Central Florida Railroad Museum. Ms. Guerrieri called the Central Florida Railroad Museum on July 20, 2021, and provided an email address and phone number for further coordination with the museum's historian. As of the submittal of this report, the museum initiated no additional contact.

Certified Local Government Consultation

Osceola County, Polk County, and Intercession City are not a Certified Local Government (CLG). The proposed work intersects two census-designated places—Campbell, also called Campbell City, and Loughman—that also are not CLGs. As a result, no CLG consultation was conducted.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of pre-contact and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, pre-contact stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of the FDOT, District 5, will assist in the identification and preliminary assessment of the materials. If such evidence is found, the FDHR will be notified within two working days. If human skeletal remains or associated burial artifacts are uncovered within the project limits, all work in that area must stop. The FDOT, District 5, Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

RESULTS

The original proposed roadway improvements span approximately 5.3 miles (8.5 kilometers) of US 17/92 within Osceola and Polk Counties. Additionally, pond improvements are proposed in 11 locations. Commercial and residential development generally abuts the western terminus of the overall US 17/92 APE, while dense industrial development is present at the eastern terminus. Clusters of residential development are intermittently present throughout the remaining portions of the overall US 17/92 APE, including Intercession City. Seasonal wetland, some of which the SFWMD manages, primarily borders the overall US 17/92 APE. Although the proposed ponds are exclusively situated in seasonal wetland, select areas have been cleared and/or contain residential structures. Reedy Creek intersects the approximate center of the US 17/92 APE.

The current study resulted in the documentation of 103 cultural resources, including 30 previously recorded resources, 70 newly recorded resources, and [REDACTED]. The FMSF resource forms are included in **Appendix A**. The FDHR survey log sheet is provided in **Appendix C**. These resources are discussed in greater detail below. Marked field maps are included in **Appendix D**.

[REDACTED]									
[REDACTED]									
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]									
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[REDACTED]									

[REDACTED]

The architectural survey identified 23 previously recorded resources, including 17 structures (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, and 8PO08198-8PO08200), three linear resources (8OS02540, 8OS02567, and 8OS02796/8PO08622), and three bridges (8OS01747-8OS01749). The architectural survey also documented 68 newly recorded resources, including 63 structures (8OS03120-8OS03132, 8OS03134-8OS03175, 8OS03179-8OS03181, 8PO08615-8PO08619), two resource groups (8OS03182 and 8OS03183), and three bridges (8OS3176-8OS03178). US 17/92 (8OS02796/8PO08622) was previously recorded in Osceola County and is newly recorded in Polk County. The resource is included with the previously recorded numbers above.

ARCHAEOLOGICAL RESOURCES

Prior to fieldwork, 112 shovel test locations were pre-plotted within the US 17/92 Right-of-Way and proposed pond footprints based on soil drainage, proximity to previously recorded archaeological sites, and the presence of existing buried utilities. SEARCH archaeologists documented a total of 185 shovel test locations within the US 17/92 Right-of-Way and proposed pond footprints, including a total of 121 excavated and 64 “no digs” (**Figures 11-15**). Pedestrian survey was conducted throughout the US 17/92 Right-of-Way and proposed pond footprints.

The US 17/92 Right-of-Way generally encompasses wetland, inundated drainage ditches, as well as scattered areas of residential and industrial development (**Figure 16**). Disturbances prohibited excavation of 22 shovel test locations within the US 17/92 Right-of-Way. Disturbances include buried utilities such as gas, water, fiber optic cable, electric, and storm sewer lines, as well as aboveground utility markers and overhead electric support poles, drainage systems that included inundated ditches and concrete culverts, raised roadbed, and paved surfaces, including roadway and sidewalk (**Figure 17**). The proposed pond footprints typically contain inundated seasonal wetland, though cleared fields and residential houses also were encountered (**Figure 18**). Inundated wetland prohibited excavation of 42 shovel tests within the proposed pond footprints. Within the US 17/92 Right-of-Way, there were 101 shovel tests excavated and 20 excavated within the proposed pond footprints. Six of the 121 excavated shovel tests produced cultural material. All cultural material was recovered within the US 17/92 Right-of-Way.

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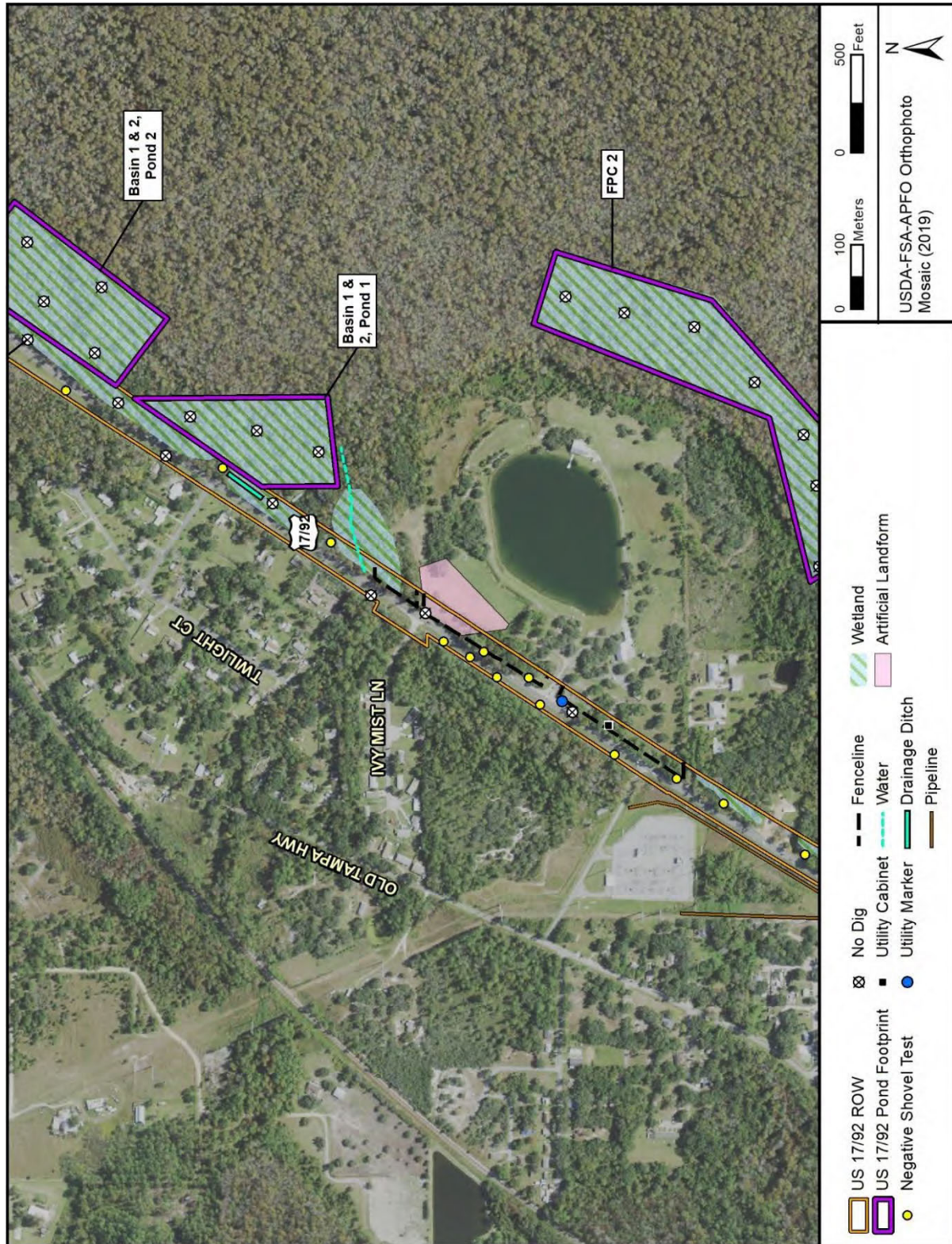


Figure 12. Archaeological survey results within the US 17/92 Right-of-Way, map 2 of 5.



Figure 16. Representative views of existing conditions within the US 17/92 Right-of-Way. Top left: Typical grassy wetland vegetation encountered within the US 17/92 right-of-way, facing north at Shovel Test 29. Top right: Raised roadbed and guardrail abut seasonal wetland, facing west at Shovel Test 43. Center left: Raised roadbed, inundated drainage ditch, and seasonal wetland, facing west at Shovel Test 58. Center right: Residential structures and associated development within Intercession City, facing west at Shovel Test 61. Bottom left: Cleared land and associated residential/commercial structures, facing north at Shovel Test 83. Bottom right: Raised roadbed, ditch, and overhead electric support poles adjacent to seasonal wetland, facing east at Shovel Test 87.



Figure 17. Representative views of existing disturbances within the US 17/92 Right-of-Way. Top left: Lighting pole, fiber optic cable locate markings, and raised roadbed at Shovel Test 28, facing south. Top right: Gas line marker and drainage system at Shovel Test 76, facing west. Center left: Utility pedestal, overhead electric, and drainage ditch at Shovel Test 78, facing west. Center right: Overhead electric, drainage ditch, and existing sidewalk at Shovel Test 84, facing north. Bottom left: Gas line, overhead electric, and drainage ditch at Shovel Test 85, facing west. Bottom right: Utility pedestal and raised roadbed at Shovel Test 89, facing east.



Figure 18. Representative views of environmental conditions in proposed pond footprints. Top left: Wetland conditions in FPC 1, facing east. Top right: Wetland delineation flagging in Basin 1 and 2, Pond 1, facing southeast. Bottom left: Inundated wetland in Basin 3, Pond 1, facing east. Bottom right: Inundated wetland in Basin 3, Pond 2, facing east.

[REDACTED]

[REDACTED]

The FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with the requirements of Chapter 872, Florida Statutes, and Section 106 of the NHPA, the survey plan also was distributed to the five federally recognized Native American Tribes affiliated with Florida (the Seminole Tribe of Florida, the Miccosukee Tribe of Indians of Florida, the Poarch Band of Creek Indians, the Muscogee [Creek] Nation, and the Seminole Nation of Oklahoma). Project background and status information also was provided.

The Seminole Tribe of Florida Tribal Historic Preservation Officer (THPO) requested additional plan details, provided approval, and requested inclusion in future consultation. The Muscogee (Creek) Nation asked to be included in future inadvertent discoveries consultation. The Miccosukee Tribe of Indians of Florida, the Poarch Band of Creek Indians, and the Seminole Nation of Oklahoma did not respond, which is considered a “no objection.”

[REDACTED]

Of the 121 shovel tests excavated, 37 extended to the target depth of 100 cmbs (39.4 inches). To investigate and document deeper natural, undisturbed deposits in the Area of Exclusion, 15 shovel tests were excavated to a depth of 105 to 110 cmbs (41.3 to 43.3 inches). The remaining 69 shovel tests typically terminated between 40 and 80 cmbs (15.7 and 31.5 inches), though excavation ceased as high as 15 cmbs (5.9 inches) and as deep as 95 cmbs (37.4 inches). Twenty-six shovel tests exhibited disturbance throughout the entire excavation, while 37 shovel tests contained disturbed deposits of varying depths overlying natural, undisturbed soils. Fifty-eight shovel tests revealed only natural, undisturbed deposits. **Table 8** provides stratigraphic information and profiles from three representative shovel tests that exhibited disturbed deposits

³ [REDACTED]

throughout excavation (top description), disturbance above undisturbed deposits (middle description), or entirely undisturbed deposits (bottom description) within the US 17/92 Right-of-Way.

Table 8. Representative Shovel Test Profiles that Contained Disturbed, Partially Disturbed, or Undisturbed Deposits within the US 17/92 Right-of-Way.

Shovel Test	Soil Description			Profile
	Stratum	Soils Description	Depth (cmbs)	
76	I	Dark grayish-brown loamy sand mottled with brownish-yellow loamy sand, very dark grayish-brown loam, and light gray sand	0-100	
	Target depth			
28	I	Dark grayish-brown coarse sandy loam (damp)	0-10	
	II	Grayish-brown sand (damp)	10-30	
	III	Yellowish-brown sand (wet)	30-55	
	IV	Black sand (wet)	55-60	
	Water			
47	I	Black clayey loam (wet)	0-20	
	II	White coarse sand (wet)	20-45	
	Water			

South profile

West profile

Northwest profile

South profile

West profile

Northwest profile

[REDACTED]



Results

ARCHITECTURAL RESOURCES

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources (**Figures 32-34; Table 12**). The previously recorded historic resources include three linear resources (8OS02540, 8OS02567, and 8OS02796/8PO08622), three bridges (8OS01747, 8OS01748, and 8OS01749), and 17 structures (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, and 8PO08198-8PO08200). The newly recorded historic resources include two resource groups (8OS03182 and 8OS03183), three bridges (8OS3176-8OS03178), and 63 structures (8OS03120-8OS03132, 8OS03134-8OS03175, 8OS03179-8OS03181, and 8PO08615-8PO08619). It should be noted that US 17/92 (8OS02796/8PO08622) was previously recorded in Osceola County and is newly recorded in Polk County, but is included with the previously recorded numbers above.

Table 12. Historic Resources Recorded within the US 17/92 APE.

FMSF No.	Name/Address	Style	Year Built	Recommended NRHP Status
8OS01733	5508 South Orange Blossom Trail	Frame Vernacular	ca. 1969	Ineligible
8OS01734	5505 South Orange Blossom Trail	Frame Vernacular	ca. 1925	Ineligible
8OS01735	5510/5509 South Orange Blossom Trail	Frame Vernacular	ca. 1947	Ineligible
8OS01736	Rainbow Trailer Park Office	Masonry Vernacular	ca. 1950	Ineligible
8OS01737	5540 South Orange Blossom Trail	Minimal Traditional	ca. 1935	Ineligible
8OS01738	5544 South Orange Blossom Trail	Masonry Vernacular	ca. 1935	Ineligible
8OS01741	5551 South Orange Blossom Trail	Mediterranean Revival	ca. 1935	Ineligible
8OS01742	5581/5569 South Orange Blossom Trail	Craftsman	ca. 1925	Ineligible
8OS01743	1572 Manatee Street/ 5599 South Orange Blossom Trail	Minimal Traditional	ca. 1947	Ineligible
8OS01744	5605 South Orange Blossom Trail	Frame Vernacular	ca. 1944	Ineligible
8OS01745	5637 South Orange Blossom Trail	Frame Vernacular	ca. 1942	Ineligible
8OS01747	South Orange Blossom Trail Bridge (FDOT Bridge No. 92004)	No Style	ca. 1938	Eligible as contributing to 8OS03182
8OS01748	South Orange Blossom Trail Bridge (FDOT No. 920003)	No Style	ca. 1938	Eligible as contributing to 8OS03182
8OS01749	South Orange Blossom Trail Bridge (FDOT No. 920002)	No Style	ca. 1938	Eligible as contributing to 8OS03182
8OS02540	South Florida Railroad	No Style	ca. 1884	Eligible
8OS02567	Old Tampa Highway	No Style	ca. 1920	Insufficient Information

Table 12. Historic Resources Recorded within the US 17/92 APE.

FMSF No.	Name/Address	Style	Year Built	Recommended NRHP Status
8OS02796/ 8PO08622	US 17/92	No Style	ca. 1953	Individually Ineligible, Portion eligible as contributing to 8OS03182
8OS03120	6147 South Orange Blossom Trail	Ranch	ca. 1966	Ineligible
8OS03121	6043 South Orange Blossom Trail	Masonry Vernacular	ca. 1952	Ineligible
8OS03122	6029 South Orange Blossom Trail	Ranch	ca. 1971	Ineligible
8OS03123	6025 South Orange Blossom Trail	Commercial	ca. 1954	Ineligible
8OS03124	5884 South Orange Blossom Trail Building 1	Frame Vernacular	ca. 1919	Ineligible
8OS03125	5884 South Orange Blossom Trail Building 2	Frame Vernacular	ca. 1951	Ineligible
8OS03126	5880 South Orange Blossom Trail	Frame Vernacular	ca. 1919	Ineligible
8OS03127	5875 South Orange Blossom Trail	Minimal Traditional	ca. 1951	Ineligible
8OS03128	5825 South Orange Blossom Trail	Frame Vernacular	ca. 1936	Ineligible
8OS03129	5815 South Orange Blossom Trail Building 1	Frame Vernacular	ca. 1939	Ineligible
8OS03130	5815 South Orange Blossom Trail Building 2	Frame Vernacular	ca. 1939	Ineligible
8OS03131	5822 South Orange Blossom Trail	Masonry Vernacular	ca. 1965	Ineligible
8OS03132	5800 South Orange Blossom Trail	Frame Vernacular	ca. 1940	Ineligible
8OS03134	5680 South Orange Blossom Trail	Masonry Vernacular	ca. 1945	Ineligible
8OS03135	5670 South Orange Blossom Trail	Masonry Vernacular	ca. 1959	Ineligible
8OS03136	5691 South Orange Blossom Trail	Masonry Vernacular	ca. 1954	Ineligible
8OS03137	1548 Suwannee Avenue	Frame Vernacular	ca. 1943	Ineligible
8OS03138	1550 Suwannee Avenue	Frame Vernacular	ca. 1939	Ineligible
8OS03139	1554 Suwannee Avenue	Frame Vernacular	ca. 1943	Ineligible
8OS03140	1560 Suwannee Avenue	Masonry Vernacular	ca. 1943	Ineligible
8OS03141	1558 Immokalee Street	Frame Vernacular	ca. 1940	Ineligible
8OS03142	1560 Immokalee Street	Frame Vernacular	ca. 1940	Ineligible
8OS03143	1562 Immokalee Street	Frame Vernacular	ca. 1940	Ineligible
8OS03144	5665 South Orange Blossom Trail	Frame Vernacular	ca. 1940	Ineligible
8OS03145	5643 South Orange Blossom Trail	Masonry Vernacular	ca. 1945	Ineligible
8OS03146	5641 South Orange Blossom Trail	Masonry Vernacular	ca. 1944	Ineligible
8OS03147	5639 South Orange Blossom Trail	Masonry Vernacular	ca. 1944	Ineligible
8OS03148	1559 Immokalee Street	Frame Vernacular	ca. 1944	Ineligible
8OS03149	1561 Immokalee Street	Frame Vernacular	ca. 1944	Ineligible
8OS03150	1563 Immokalee Street	Frame Vernacular	ca. 1944	Ineligible
8OS03151	1564 Tallahassee Boulevard	Frame Vernacular	ca. 1945	Ineligible
8OS03152	5604 Myakka Avenue	Masonry Vernacular	ca. 1945	Ineligible
8OS03153	5606 Myakka Avenue	Frame Vernacular	ca. 1948	Ineligible
8OS03154	1571 Manatee Street	Frame Vernacular	ca. 1947	Ineligible
8OS03155	5606 South Orange Blossom Trail	Masonry Vernacular	ca. 1945	Ineligible
8OS03156	Intercession City Church of God 5563 South Orange Blossom Trail	Masonry Vernacular	ca. 1960	Ineligible
8OS03157	5566 Myakka Avenue	Ranch	ca. 1965	Ineligible

Table 12. Historic Resources Recorded within the US 17/92 APE.

FMSF No.	Name/Address	Style	Year Built	Recommended NRHP Status
8OS03158	1590 Nocatee Street	Frame Vernacular	ca. 1925	Ineligible
8OS03159	1581 Nocatee Street	Masonry Vernacular	ca. 1950	Ineligible
8OS03160	5532 Myakka Avenue	Frame Vernacular	ca. 1936	Ineligible
8OS03161	5530 Myakka Avenue	Minimal Traditional	ca. 1947	Ineligible
8OS03162	1604 Hope Street	Frame Vernacular	ca. 1950	Ineligible
8OS03163	5612 South Orange Blossom Trail	Masonry Vernacular	ca. 1945	Ineligible
8OS03164	5604 South Orange Blossom Trail	Frame Vernacular	ca. 1939	Ineligible
8OS03165	1600 Hope Street	Masonry Vernacular	ca. 1950	Ineligible
8OS03166	5596 South Orange Blossom Trail	Masonry Vernacular	ca. 1945	Ineligible
8OS03167	5586 South Orange Blossom Trail	Masonry Vernacular	ca. 1920	Ineligible
8OS03168	1600 Charity Street	Masonry Vernacular	ca. 1936	Ineligible
8OS03169	1611 Charity Street	Masonry Vernacular	ca. 1955	Ineligible
8OS03170	1608 Shepherd Lane	Commercial	ca. 1975	Ineligible
8OS03171	5548 South Orange Blossom Trail	Masonry Vernacular	ca. 1912	Ineligible
8OS03172	5536 South Orange Blossom Trail	Minimal Traditional	ca. 1955	Ineligible
8OS03173	5532 South Orange Blossom Trail	Ranch	ca. 1957	Ineligible
8OS03174	5535 Orange Avenue	Ranch	ca. 1962	Ineligible
8OS03175	5517 Orange Avenue	Masonry Vernacular	ca. 1965	Ineligible
8OS03176	CSX Railroad Bridge 1	No Style	ca. 1950	Eligible as contributing to 8OS02540
8OS03177	CSX Railroad Bridge 2	No Style	ca. 1950	Eligible as contributing to 8OS02540
8OS03178	CSX Railroad Bridge 3	No Style	ca. 1950	Eligible as contributing to 8OS02540
8OS03179	5560 Myakka Avenue	Masonry Vernacular	ca. 1947	Ineligible
8OS03180	5517 South Orange Blossom Trail	Frame Vernacular	ca. 1955	Ineligible
8OS03181	5515 South Orange Blossom Trail, Building 23	Masonry Vernacular	ca. 1950	Ineligible
8OS03182	South Orange Blossom Trail Bridges	No Style	ca. 1938	Eligible
8OS03183	Rainbow Trailer Park 5515 South Orange Blossom Trail	No Style	ca. 1950	Ineligible
8PO07156	6703 US Highway 17/92	Minimal Traditional	ca. 1950	Ineligible
8PO07157	+/- 6604 US Highway 17/92	Frame Vernacular	ca. 1955	Ineligible
8PO07718	131 Parker Road	Masonry Vernacular	ca. 1965	Ineligible
8PO08198	6703 US 17/92 Highway North Building 2	Masonry Vernacular	ca. 1972	Ineligible
8PO08199	6703 US 17/92 Highway North Building 3	Masonry Vernacular	ca. 1972	Ineligible
8PO08200	6702 US Highway 17/92	Frame Vernacular	ca. 1962	Ineligible
8PO08615	6110 US Highway 17/92 Building 1	Ranch	ca. 1953	Ineligible
8PO08616	6110 US Highway 17/92 Building 2	Frame Vernacular	ca. 1958	Ineligible
8PO08617	6118 US Highway 17/92	Masonry Vernacular	ca. 1958	Ineligible
8PO08618	Casa De Israel Yarah Church 6311 US Highway 17/92 North	Masonry Vernacular	ca. 1970	Ineligible
8PO08619	6506 US Highway 17 92 North	Ranch	ca. 1962	Ineligible

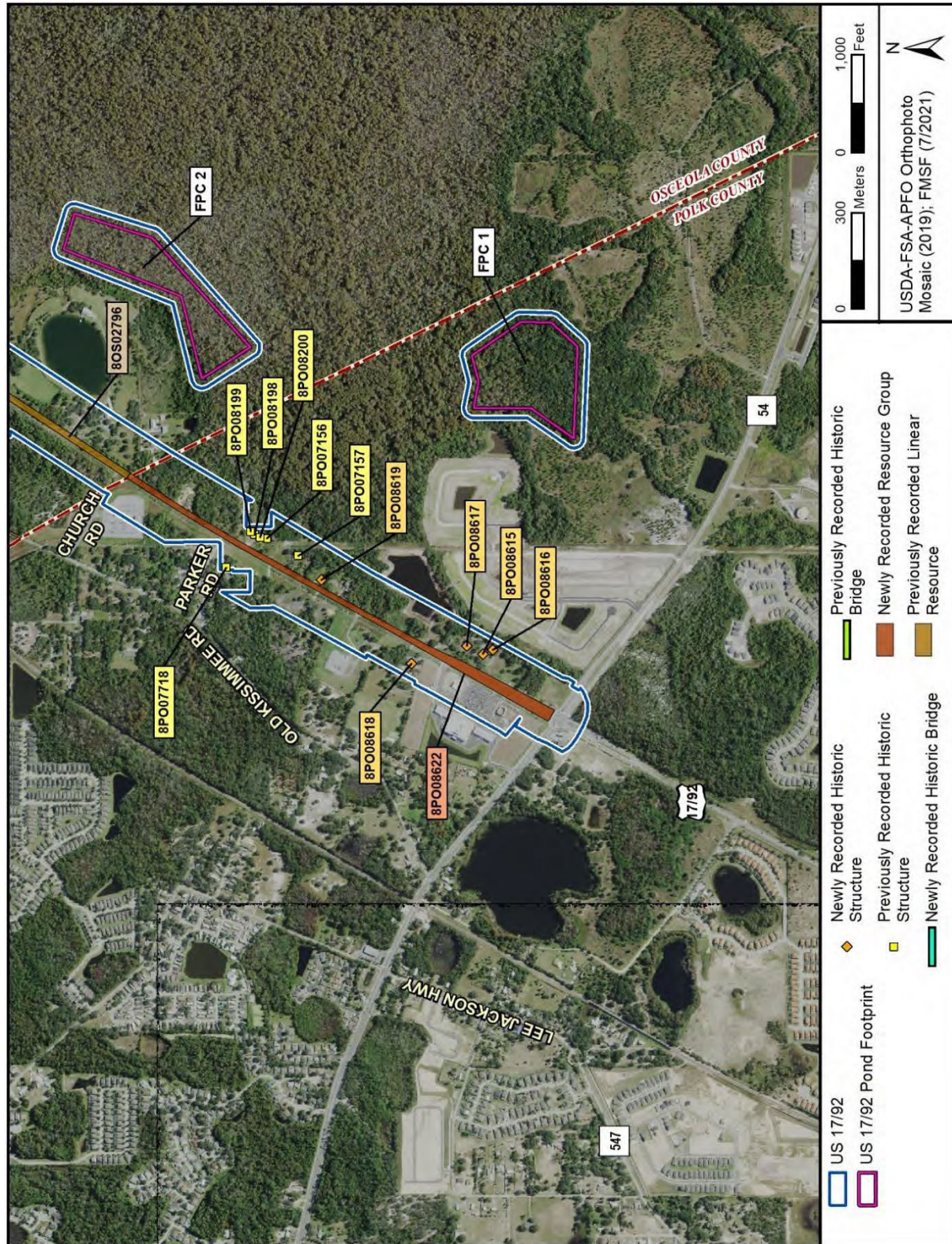


Figure 32. Historic resources recorded within the US 17/92 APE, map 1 of 3.

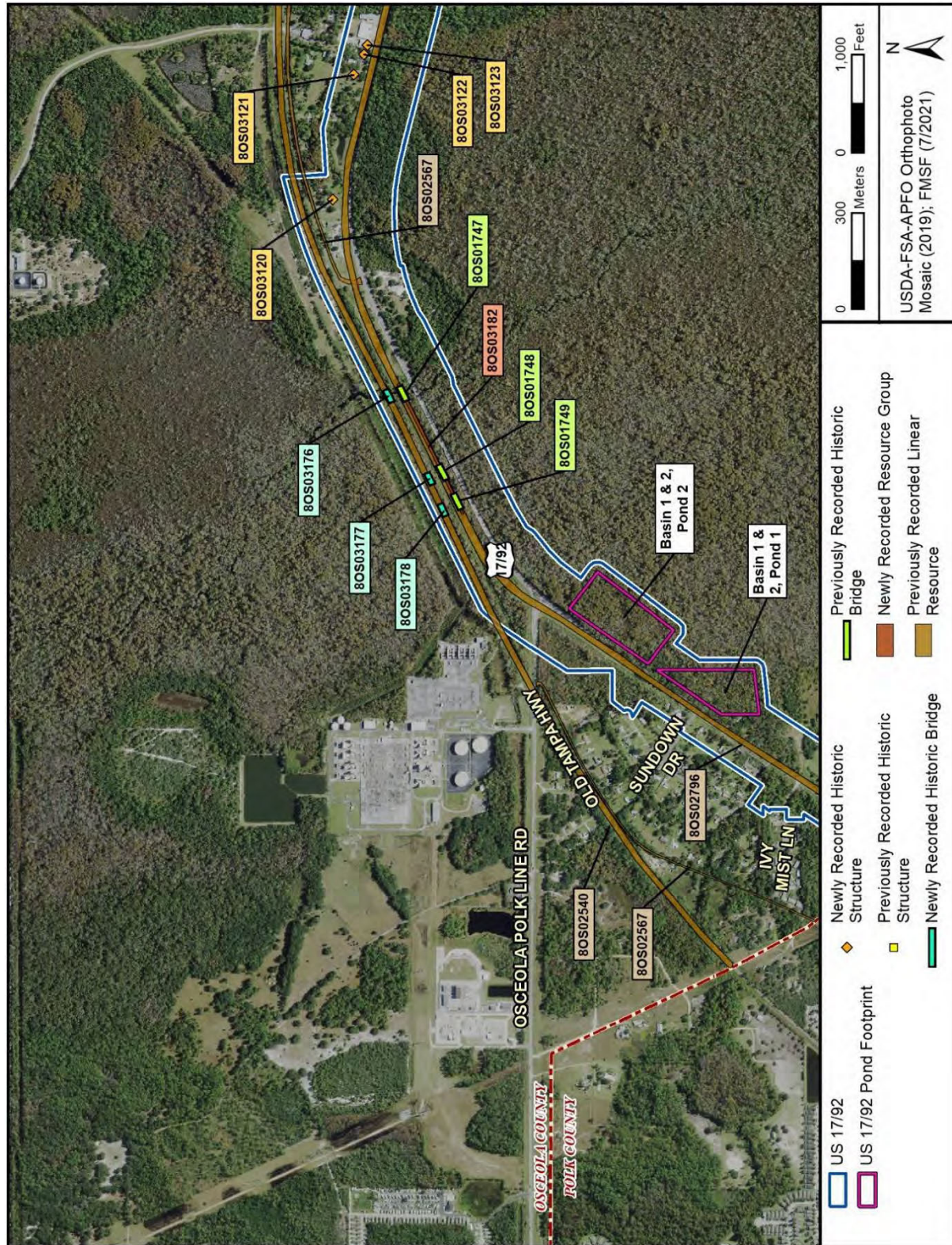


Figure 33. Historic resources recorded within the US 17/92 APE, map 2 of 3.



Descriptions and evaluations are provided below for the South Orange Blossom Trail Bridge (FDOT Bridge No. 92004, 8OS01747), South Orange Blossom Trail Bridge (FDOT Bridge No. 92003, 8OS01748), South Orange Blossom Trail Bridge (FDOT Bridge No. 92002, 8OS01749), South Florida Railroad (8OS02540), CSX Railroad Bridge 1 (8OS03176), CSX Railroad Bridge 2 (8OS03177), CSX Railroad Bridge 3 (8OS03178), Old Tampa Highway (8OS02567), US 17/92 (8OS02796/8PO08622), South Orange Blossom Trail Bridges (8OS03182), and the Rainbow Trailer Park (8OS03183) as the presentation of their attributes in a table was deemed insufficient. Additional detail on the remaining resources is provided in the architectural resource table in **Appendix E**. The FMSF resource forms and their associated maps and photographs are provided in **Appendix A**, and the FDHR survey log sheet is provided in **Appendix C**.

Additionally, 12 previously recorded resources (8OS01733–8OS01735, 8OS01737, 8OS01738, 8OS01741–8OS01745, 8PO07156, and 8PO07157) were found to have been misplotted but remain within the APE. Field review revealed that four previously recorded resources (8PO06825, 8PO07155, 8OS01740, and 8OS01746) were misplotted (and occur outside of the APE), demolished, and/or removed. A demolition-and-misplot letter has been sent to the SHPO, and a copy is provided in **Appendix F**.

Architectural Styles Represented in the APE

The US 17/92 APE contains architectural styles that represent the development of architecture in America during the twentieth century. **Table 13** provides the major architectural styles in the APE along with the number and percentages of resources of each style.

Table 13. Major Architectural Styles within the US 17/92 APE.

Architectural Style	Number of Examples	Percentage
Frame Vernacular	34	36.96%
Masonry Vernacular	30	32.61%
Ranch	7	7.61%
Minimal Traditional	6	6.52%
Commercial	2	2.17%
Craftsman	1	1.09%
Mediterranean Revival	1	1.09%
No Style	11	11.96%

Frame Vernacular

There are 34 buildings within the US 17/92 APE that are considered to be Frame Vernacular in style (**Figure 35**). The Frame Vernacular style represents those “ordinary” wood frame buildings designed on a basis of local need, material availability, and tradition. The local environment and experience of the builder, often not architecturally trained, provide more influence over the end product than that of most other styles (City of Miami 2017; Glassie 1990).



Figure 35. Resource 8OS01744 provides an example of the Frame Vernacular style within the US 17/92 APE. Photograph facing northwest.

Decoration is often sparse; however, examples of Frame Vernacular may be influenced by a variety of high styles. Characteristics of the Frame Vernacular style often include, but are not limited to:

- Balloon frame;
- Rectangular plan;
- One to two stories;
- Wood siding: weatherboard, drop siding, etc.; and
- Siding may have been replaced with vinyl, aluminum, asbestos shingle, etc. (City of Miami 2017).

Masonry Vernacular

There are 30 Masonry Vernacular buildings within the US 17/92 APE (**Figure 36**). Masonry Vernacular buildings were designed on a basis of local need, material availability, and tradition. Materials of this style include brick, cement block, oolitic limestone, Ocala block, hollow clay tile, stucco, and stone, amongst others. Decoration is often sparse. However, examples of Masonry Vernacular may be influenced by a variety of high styles. Characteristics of the Masonry Vernacular style vary widely based on location, need, and experience. The style is further characterized by:



Figure 36. Resource 8OS03166 provides an example of the Masonry Vernacular style within the US 17/92 APE. Photograph facing northwest.

- Masonry construction;
- Simple, geometric forms;
- Relatively unadorned exterior;
- Some variation of stone, concrete, brick, or stucco as the exterior material; and
- Design meant to take advantage of the environment and site (McAlester 2013).

Ranch

Seven buildings within the US 17/92 APE are classified as the Ranch style (**Figure 37**). The evolution of the Ranch style had multiple centers: the Chicago area, inspired by the Prairie Houses of Frank Lloyd Wright; the American southwest, the vestiges of working ranches providing inspiration; and California, where rapid growth in the early part of the twentieth century called for a new vernacular architecture undertaking (Timberg 2005). California in the 1930s saw architects Cliff May, H. Roy Kelley, William Wurster, amongst others, adapting traditional houses

of southwestern ranches, haciendas, and Spanish Colonial Revival styles to a suburban plan (NPS 2002:66). The initial popularity of the Ranch style can be attributed to its affordability and its references to the culture of the American West (Hubka 1995). Their ease of construction further contributed to their popularity during the post-World War II period, when families left the cities in droves (Salant 2006). The Ranch style was the most prevalent in the United States between 1940 and 1970 (Salant 2006). Exterior material of early ranches focused on natural material and often included adobe, board and batten, and brick (NPS 2002:66). As the twentieth century wore on, concrete block, stucco, and other materials were also used. Characteristics of the Ranch style often include, but are not limited to:

- Single story;
- Emphasis on horizontality;
- Low pitched roofs with deep set eaves;
- Set parallel to the street;
- Rectangular, L-, or U-shaped plan;
- Open plans;
- Attached garages;
- Modest stylistic details; and
- Picture windows (McAlester 2013).

Minimal Traditional

There are six Minimal Traditional buildings within the US 17/92 APE (**Figure 38**). The Minimal Traditional style grew out of a need for small, simple, economical homes in the United States in the 1930s during the Great Depression. It was a product of the 1934 National Housing Act and the establishment of the Federal Housing Administration (FHA), which was formed to create jobs and improve housing by stimulating the construction industry.



Figure 37. Resource 8OS03120 provides an example of the Ranch style within the US 17/92 APE. Photograph facing north.



Figure 38. Resource 8OS01743 provides an example of the Minimal Traditional style within the US 17/92 APE. Photograph facing north.

Minimal traditional style houses were often built with the assistance of FHA-insured home loans. These houses later became a staple in housing veterans returning from World War II, due to the ease and speed of their construction. Minimal Traditional style houses were generally one-story high, took on a form based on traditional cottages and bungalows, and lacked ornamentation. Characteristics of the Minimal Traditional style include, but are not limited to:

- One-story height;
- Square or rectangle plan;
- Small rooms centered around a focal living room;
- Low-pitched side gable or hipped roofs;
- Closed shallow eaves; and
- Simplistic details (McAlester 2013).

Commercial

There are two Commercial style buildings within the US 17/92 APE (**Figure 39**). One type of Commercial style building is the kind found in smaller downtowns and along main streets. Well-kept commercial buildings signified economic prosperity, and they were often used by towns and small cities to project a more cosmopolitan or big city feel. This often led to a lack of regional differences in commercial districts. Because commercial districts often had abutting resources, the façade facing the main street was often the only façade that contained elaboration other than that needed for



Figure 39. Resource 80S03123 provides an example of the Commercial style within the US 17/92 APE. Photograph facing northwest.

utilitarian purpose. Corner buildings often have decoration on two façades. These commercial buildings are often broken down into type, commonly the two-part commercial block, one-part commercial block, enframed window wall, three-part vertical block, temple front, or vault (Longstreth 1986; Pennsylvania Historical and Museum Commission [PHMC] 2015). Characteristics of the Commercial style include, but are not limited to:

- Masonry exterior material;
- Large storefront windows, three-part windows, or projecting bay windows along the ground floor;
- Vertical emphasis;
- Ground floor storefront with prominent entrance;
- Steel and beam construction;
- Decorative cornice; and
- Flat roof (PHMC 2015).

Craftsman

One building within the US 17/92 APE is classified as Craftsman in style (**Figure 40**). The Craftsman style, popular from roughly 1900 to 1930, is an elaborated type of Bungalow, distinguished by its detail, workmanship, and its particular leaning towards the Arts and Crafts Movement. The Arts and Crafts Movement was a rejection of the machine processes of the Industrial Age. Beginning in England, the ideas behind the movement were championed in the mid- to late 1800s by people such as Augustus Pugin, John Ruskin, and William Morris (Obniski 2008; Victoria and Albert Museum 2016). Emphasis was placed upon workmanship, materiality, and the custom, handmade product. Furthermore, a simplicity that went against the excess of the Victorian age was promoted (Gray n.d.; Obniski 2008).



Figure 40. Resource 8OS01742 provides an example of the Craftsman style within the US 17/92 APE. Photograph facing northwest.

The Craftsman name may be attributed to the designs published by Gustav Stickley in the magazine, aptly titled *Craftsman*. His designs can be found in the magazine between the years 1900 and 1916 (*American Bungalow* 2017). The Bungalows of the architects Henry Mather Greene and Charles Sumner Greene were typically that of the Craftsman style, as they adhered strictly to the tenets of the Arts and Crafts Movement. Their contributions to the Craftsman Bungalow also were inspired by design of Eastern wooden architecture (Marcoux 2012; McAlester 2013). Characteristics of the Craftsman Style include, but are not limited to:

- Natural materials, mix of materials;
- Porches with thick square, tapered, or round columns and stone porch supports;
- Low pitched roofs;
- Wide eave overhang;
- Exposed beams;
- Multi-pane windows;
- Partially paned door;
- Single dormers; and
- Natural paint colors (*American Bungalow* 2017; Marcoux 2012).

Mediterranean Revival

One building within the US 17/92 APE is classified as Mediterranean Revival in style (**Figure 41**). Florida was one of the first states where the Mediterranean Revival style gained popularity, and

it was arguably the most popular style in Florida during the 1920s. Influences for the Mediterranean Revival style were taken from countries bordering the Mediterranean Sea, lending to its particular applicability in warm coastal areas such as Florida and California. The rise of the Mediterranean Revival style can be partially attributed to architect Richard Kiehnel, who designed the El Jardin house for John Bindley in Biscayne Bay in 1917, and architect Addison Mizner, who became prominent in Florida for his Mediterranean-inspired resort designs (Dunlop 1998; Sherman n.d.). Furthermore, Florida had a history of Spanish settlement and missions that lent to the style's popularity, particularly in the St. Augustine area (Florida Memory n.d.).



Figure 41. Resource 8OS01741 provides an example of the Mediterranean Revival style within the US 17/92 APE. Photograph facing north.

The Mediterranean Revival style was a mixture of historical elements meant to evoke “Old World charm” and provide a sensory experience through impression rather than accuracy. Many South Florida resorts were completed in this style, although it was also used in residential and public buildings (Dunlop 1998). Characteristics of the Mediterranean Revival Style often include, but are not limited to:

- Tile roof (History Colorado n.d.);
- Low-hipped roof or low-pitched gable;
- Arcaded entrance/porch;
- Casement windows;
- Stucco finish;
- Arched entrance/windows;
- Terra-cotta ornament concentrated around windows and doors;
- Towers; and
- Courtyards (City of Miami n.d.; History Colorado n.d.; Sherman n.d.).

No Style

This term is generally applied to structures, objects, districts, cemeteries, or previously recorded resources that do not display one singular style or to which style does not pertain. Eleven resources within the APE have no style.

NRHP EVALUATIONS

Community of Intercession City, Florida

The unincorporated community of Intercession City is located along US 17/92 (Orange Blossom Trail) in Osceola County, Florida. As noted in the historic context, Intercession City began as development known as Interocean City and was intended to become an entertainment resort linked to both the Atlantic Ocean and Gulf of Mexico by waterways (Fletcher 1990). J. W. White, a millionaire promoter from the north, began building the city in 1923. The massive project included a large resort hotel, buildings, streets, houses, farms, orchards, lakes, and entertainment, including aquatic amphitheaters, golfing, fishing, hunting, motoring, and yachting (One United Voice 2020). However, White ran out of money and the land was repossessed, with the hotel and other buildings sitting idle and vacant for 10 years. In 1934, Bishop Osie England from West Virginia purchased Interocean City, with its buildings, infrastructure, and 5,000 acres of land (One United Voice 2020). England was the leader of the Household of Faith, a branch of the Methodist movement, which she founded. In 1935, after a brief return to West Virginia, Osie England and others returned, the community was renamed "Intercession City" (from their incessant prayers), and a post office was established (One United Voice 2020). In 1939, a publishing house and bible college also were established, and the religious community was growing with restaurants, a general store, and service stations. In addition to the church, prayer cabins and centers went up throughout the community, as well as schools, missions, a library, chapel, dormitory, and other structures (Intercession City Historical Center n.d.). Although the religious community thrived for several years, infighting between members of the community brought about the decline of the religious community, and in 1948, when Osie England was pressured to leave the community, it began a rapid decline (One United Voice 2020).

A comparison of 1951 and 2020 US Department of Agriculture (USDA) aerial photographs (**Figure 42**) indicates that almost all of the notable structures built during the Interocean City period and the period of the religious community have since been demolished. These include the Interocean City/Intercession City Hotel (which was renamed England Hall as part of the Intercession City Bible College), the Interocean City/Intercession City Administration Building (which house the library and chapel), the Music Emporium and Prayer Chapel, the prayer cabins, and others. The church is one of the only substantial structures remaining from the community's earlier history, prior to the period of decline that began in the 1950s.

Based on historical research as well as the field observations, it is the opinion of SEARCH that no portion of Intercession City within the APE would meet the criteria for listing in the NRHP as a potential historic district. SEARCH has field-verified that almost all of the notable historic structures associated with the original development of the community in the 1920s, as well as with the religious community in the late 1930s and 1940s, have been demolished. While many small residences dating to the period of the religious community in the 1940s do remain, these extant structures have undergone either substantial alterations or severe dilapidation over the years, adversely affecting their historical integrity. Unsympathetic alterations and additions have



Figure 42. Comparison of 1951 and 2020 USDA aerial photographs, illustrating both the significant number of early Intercession City structures that have since been demolished, as well as substantial later period growth.

left many of these small residences void of most of their historic materials and original appearance (**Figure 43**). Furthermore, there have been numerous demolitions throughout Intercession City, leaving abundant vacant parcels and parcels with non-historic structures or mobile homes intermixed among the altered historic residences (**Figure 44**). As a result, the community has lost its historic character and feeling, and the area no longer conveys a visual sense of its overall historic environment. For these reasons, it is the opinion of SEARCH that the community of Intercession City does not retain sufficient historic significance or historic integrity necessary to meet the requirements for NRHP eligibility as a historic resource group. As such, SEARCH did not record the community within the APE as a resource group as part of this project.

Resource Groups

8OS03182, South Orange Blossom Trail Bridges; Resources 8OS01747, 8OS01748, and 8OS01749 (FDOT Bridge Nos. 920004, 920003, and 920002)

Resource 8OS03182 (South Orange Blossom Trail Bridges) is a collection of three previously recorded historic bridges (Resources 8OS01747-8OS01749) built in close proximity to each other along an abandoned section of US 17/92 (see **Figure 33**). These three bridges were originally recorded in 1994 and were determined not eligible for inclusion in the NRHP by the SHPO (FAS 1994). Resources 8OS01747, 8OS01748, and 8OS01749 (FDOT Bridge Nos. 920004, 920003, and 920002, respectively) are located west of the unincorporated community of Intercession City in Osceola County, Florida. They carry an abandoned section of US 17/92 east-west over the Reedy Creek in Section 32 of Township 25 South, Range 28 East, as shown on the 2021 *Intercession City, Fla.* USGS quadrangle map. This section of road was originally designated as SR 2 and was part of the original US 17/92 highway prior to the construction of the new 2002 alignment, and FDOT Bridge Nos. 920004, 920003, and 920002 have not been structurally inspected since construction of this new alignment. As these three bridges have not been inspected since approximately 2002, the FDOT cannot attest to their structural integrity (FDOT, personal communication 2021). This closed segment of US 17/92 has an overall length of 0.69 miles (1.1 kilometers). The length of roadway, including the three bridges, is approximately 1,470 feet (447.9 meters), which defines the boundary of Resource 8OS03182. As these bridges are similar in design and were constructed as an assemblage, they are discussed as a group here. Resources 8OS01747, 8OS01748, and 8OS01749 are respectively seven-span, five-span, and six-span bridges. The ca. 1938 bridges are constructed of cast-in-place concrete decks supported by steel girders resting atop capped pile wood piers (**Figure 45**). Resources 8OS01747, 8OS01748, and 8OS01749 are 175.6 feet (53.5 meters), 125.6 feet (38.2 meters), and 150.6 feet (45.9 meters) in length, respectively. The deck width edge-to-edge of the bridges are 26 feet (7.9 meters) wide, and the roadway carried by the bridges is 25 feet (7.6 meters) wide. There is a post and lintel concrete railing on either side of the bridges. Improvements to the bridges are apparent, including the addition of W-beam steel guardrails on either side of the roadway attached to the bridges. The bridges' date of construction is stamped on the end posts, and the FDOT bridge numbers are affixed to the railings or end posts. Beyond the stamped 1938 construction dates and bridge numbers, each bridge has no exceptional distinguishing architectural details or identifying signs.



Figure 43. Representative views of historic residences documented within Intercession City. Top left: Resource 8OS03138, ca. 1939. Top right: Resource 8OS03142, ca. 1940. Middle left: Resource 8OS03148, ca. 1944. Middle right: Resource 8OS03150, ca. 1944. Bottom left: Resource 8OS03151, ca. 1945. Bottom right: Resource 8OS03155, ca. 1945.

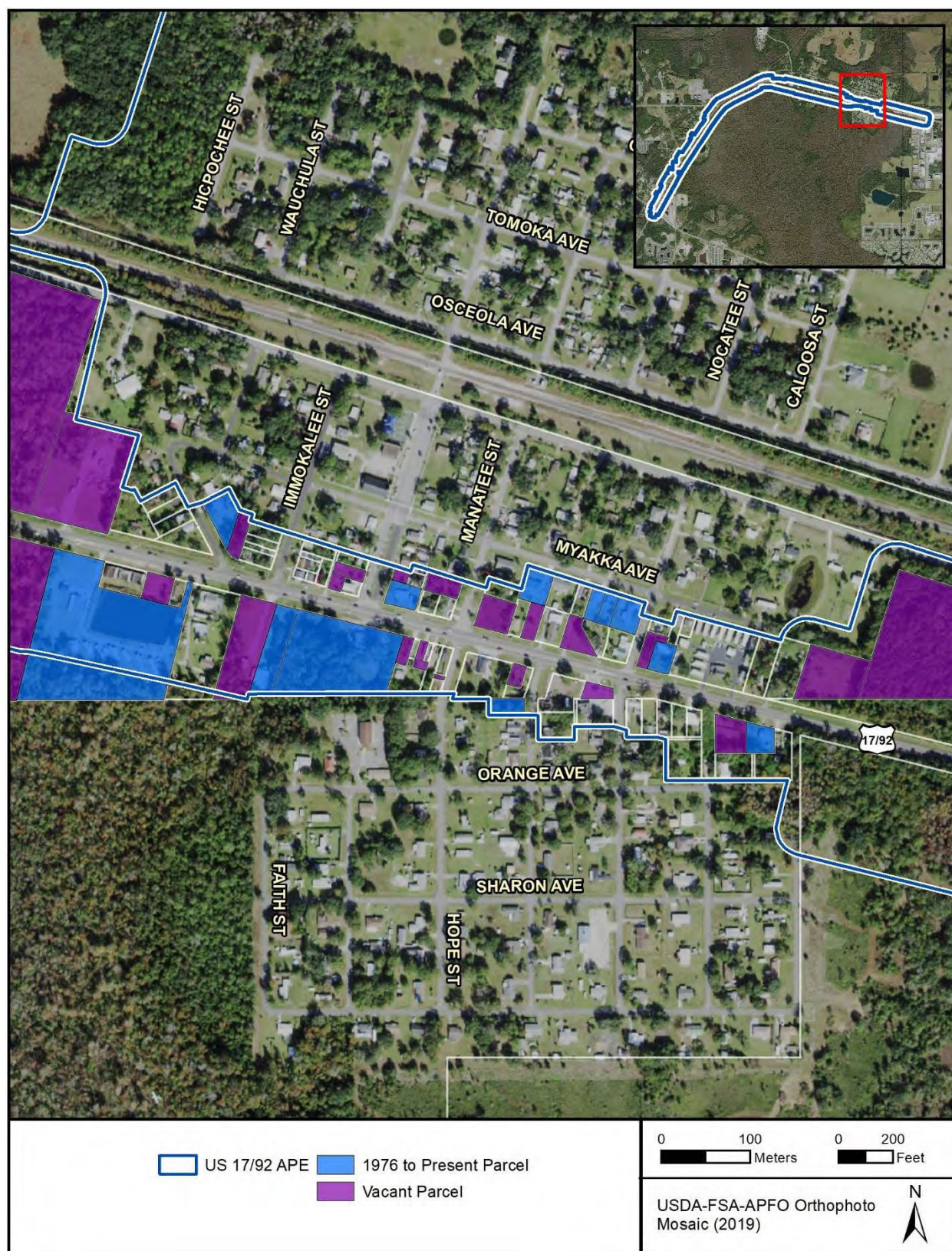


Figure 44. Aerial map of the US 17/92 APE in the vicinity of Intercession City showing vacant and non-historic parcels.



Figure 45. Representative views of Resource Group 8OS03182 and contributing Resources 8OS01747–8OS01749.
Top left: Resource 8OS01747, facing southwest. Top right: Resource 8OS01748, facing west. Bottom left: Resource 8OS01749, facing southwest. Bottom right: Resource 8OS1749, facing west.

The 2012 edition of *Historic Highway Bridges of Florida* discusses New Deal-era bridges of the late 1930s to early 1940s and unique design features present during this time period for bridges. Two major components of the New Deal were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). In Florida, the WPA built and improved almost 1,500 bridges and viaducts, plus more than 7,000 culverts between 1935 and 1943. All these bridges and culverts share two distinctive features: they were all built during the Great Depression, and they all have stone or rubble façades made from local materials (ACI 2012). Additionally, ACI (2012) notes that beginning in the 1930s, cast-in-place, unadorned concrete bridges gained further acceptance, specifically concrete box culverts. Since gaining acceptance, concrete now represents the most common bridge material for pre-1971 bridges, making up more than 50% of the bridges surveyed for the 2012 update (ACI 2012). As these three bridges do not have an inscription, plaque, or sign with WPA or CCC, and they do not have a stone or rubble façade, SEARCH has determined that while constructed in the New Deal era, they are not WPA or CCC bridges and were constructed by the FSRD. Based upon the results of the field survey, these bridges are more in line with the cast-in-place, unadorned concrete bridges that gained wider acceptance in the 1930s.

These types of unadorned concrete bridges were once more common in Florida, and the WPA or the FSRD constructed a succession of these bridge types along many state roads. In Taylor County, there was, until recently, a series of six New Deal-era concrete bridges constructed along a 7.5-mile (12-kilometer) stretch of SR 55. A few of these 1939 bridges along SR 55 are in the process of being replaced, including FDOT Bridge Nos. 380009 and 380011 (SEARCH 2020b). In Polk County, just to the west of Osceola, there are considerably more depression-era structures. However, the vast majority of these are concrete culverts, not bridges, many of which have been partially or completely reconstructed. In Osceola County, these three bridges are the only known depression-era concrete bridges of this type that remain (FDOT 2021). While these bridge types are not known for individual engineering or architectural significance, it is unusual to find a cluster of depression-era bridges in such close proximity, as they are usually interspersed along miles of roadway, as with the SR 55 bridges. While a complete statewide survey of 1930s unadorned concrete bridges is beyond the scope of the current project, it is possible that this New Deal-era bridge assemblage represents a distinct collection, which is potentially unique within the State of Florida.

Assessment

Bridges of this type are not typically individually significant due to their lack of engineering or architectural distinction. These bridge types were built in rapid succession along roads such as SR 55 in Taylor County, and a review of the original plans confirms that these three bridges were built from a set of standardized plans (FSRD 1937). Based on available information and the results of the field survey, Resource 8OS03182 and contributing resources 8OS01747-8OS01749 do not possess sufficient historical significance under Criteria A or B to warrant inclusion in the NRHP. No additional information was located that details the role of this group of bridges in aiding in the development of the area or its association with persons of historical significance. However, Resource 8OS03182 is significant under Criterion C as a distinct collection of 1930s unadorned concrete bridges. While the individual bridges (Resources 8OS01747-8OS01749) may lack engineering distinction, as a group they “represent a significant and distinguishable entity” (US Department of the Interior 1998) of depression-era bridges. Finally, Resource 8OS03182 and contributing resources 8OS01747-8OS01749 are not significant under Criterion D as it lacks the potential to yield further information of historical importance.

In addition to historic significance, a historic resource must retain sufficient historic integrity to convey that significance. Resource 8OS03182 retains its integrity of location, with the three bridges and roadway having not been moved or relocated since construction. The design of Resource 8OS03182 remains intact with only slight alterations to the bridges and roadway. The setting of Resource 8OS03182 has changed somewhat with the construction of an adjacent powerline and the realignment of the active road to the south; however, the rural nature of the setting remains. The materials and workmanship associated with Resource 8OS03182 remain in the concrete construction and wood pilings. Finally, the feeling and association of Resource 8OS03182 is expressed through its location among the trees and Reedy Creek, and while the bridges are closed to regular traffic, they are still used by vehicles for working on the adjacent power lines.

Therefore, it is the opinion of the SEARCH that Resource 8OS03182 (South Orange Blossom Trail Bridges) is NRHP-eligible under Criterion C, and Resources 8OS01747-8OS01749, as well as the 0.3-mile (0.48-kilometer) segment of 8OS02796 that they carry, are eligible for the NRHP as contributing to 8OS03182 with a period of significance from 1931–1971. Resource 8OS03182 begins at the northeast origin of 8OS01747 and extends to the southwest terminus of 8OS01749.

8OS03183, Rainbow Trailer Park

Rainbow Trailer Park (8OS03183) is a newly recorded resource group within Osceola County (see **Figure 34**). The resource group is situated in Section 34 of Township 25 South, Range 28 East, as shown on the 2021 *Intercession City, Fla.* USGS quadrangle map. The resource group consists of a 1.411-acre rectangular parcel bounded by Myakka Avenue to the north, South Orange Blossom Trail to the south, and private parcels to the east and west. The resource contains 13 mobile homes and three outbuildings. Three additional structures, including the previously recorded Rainbow Trailer Park Office (8OS01736), a newly recorded residence (8OS03180), a newly recorded office building (8OS03181), also are within the resource group (**Figure 46**). All permanent structures are historic, dating between 1950 and 1955. The majority of the mobile homes on the parcel were placed between 1959 and the mid- to early 1970s, with three additional trailers placed on the property between 1995 and 1999.

The Rainbow Trailer Park (8OS03183) began advertising open trailer space in November 1958. Newspaper advertisements for open trailer spaces began to dwindle toward the end of 1961, and the last advertisement for available space was printed in 1972 (*Orlando Evening Star* 1958, 1972). Aerial imagery from 1959 display the parcel with a manicured tree line with a minimal number of trailers on the parcel (USDA 1959). Between 1995 and 1999, three additional mobile homes were added to the southwest corner of the parcel, bringing the total number of mobile homes from 10 to 13 (NETROnline 1995, 1999).

The resource is set on a parcel previously occupied by a single ca. 1925 residence (8OS01740) and associated ca. 1936 concrete block shed. Both the residence and shed were surveyed in 1994,



Figure 46. Representative views of Resource 8OS03183. Left: Facing northeast. Right: Facing northwest.

but were found to be demolished during the August 2020 survey. The trailer park changed hands four times. Despite the transfer of ownership, the trailer park retained the name “Rainbow Trailer Park” until the current owners, Fugate Land Holdings LLC, purchased the resource in 2005 and changed the name to Rainbow Adult Mobile Home Park (Osceola County Property Appraiser’s Database n.d.). The resource is now branded as a 55+ retirement community.

Aside from general maintenance, including modern vinyl siding replacement on the one of the office buildings and repaving the asphalt road, the park underwent minimal changes. The resource group sits within the original parcel boundaries with no evidence of expansion. Additionally, the mobile homes on the parcel are excellent representations of mobile home style from the late-1950s to mid-1970s, barring the three homes added between 1995 and 1999. The parcel grounds, permanent structures, and mobile homes are well maintained. All mobile homes appear to be in good to excellent condition.

Assessment

Based on available information and field research, Resource 8OS03183 does not appear to meet the minimum criteria for listing in the NRHP. The trailer park does not possess sufficient historical significance under Criteria A or B to warrant inclusion in the NRHP. No additional information was located that details the role of the trailer park in aiding in the development of the area or its association with persons of historical significance. Furthermore, the resource lacks sufficient architectural distinction as a common trailer park to be eligible under Criterion C as it does not embody the distinctive characteristics of any particular style or era. Additionally, 8OS03183 is not significant under Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of SEARCH that 8OS03183 is not eligible for individual listing in the NRHP.

Linear Resources

8OS02567, Old Tampa Highway

Old Tampa Highway (8OS02567) is a previously recorded linear resource in Osceola County (see **Figure 33**). Portions of Old Tampa Highway were previously recorded to the southwest of the project APE in 2009, 2019, and 2021. On January 30, 2009, the SHPO determined that there was insufficient information to make an NRHP-eligibility determination for this segment of the historic roadway (Janus Research 2008). In 2019, a larger section of the roadway that encompassed the previously documented section was evaluated by SEARCH, and on July 10, 2019, the SHPO again determined that there was insufficient information with which to make a determination of the roadway’s eligibility (SEARCH 2019). Most recently, in 2021, a portion of 8OS02567 near its intersection with Osceola Polk Line Road was evaluated by SEARCH, and the SHPO again concurred there was insufficient information to assess the resource’s eligibility for listing in the NRHP (SEARCH 2021). Within the current APE, Resource 8OS02567 is situated in Section 32 of Township 25 South, Range 28 East, as shown on the 2021 *Intercession City, Fla.* USGS quadrangle map. Resource 8OS02567 runs generally southwest to northeast for

approximately 0.25 miles (0.4 kilometers) within the APE, starting at US 17/92 and running briefly north before turning and continuing northwest (**Figure 47**).

No evidence was found of the portion of the roadway that would have historically been located immediately northwest of US 17/92 paralleling that roadway, between Osceola Polk Line Road and the extant portion of Old Tampa Highway on the northeast side of Reedy Creek. That segment has since been converted into an electrical power transmission line and pipeline utility corridor, and the road is no longer extant. The removal of this segment of roadway in the vicinity of Reedy Creek has resulted in two discontinuous segments of the linear resource. Within the APE, Resource 8OS02567 is situated between the South Florida Railroad (8OS02540) and US 17/92 (8OS02796). Within the APE, 8OS02567 consists of a roughly 20-foot (6.1-meter) wide asphalt-paved roadway and grassy shoulders.

The setting remains rural, as the road runs adjacent to the South Florida Railroad (8OS02540) and rural residences. The road remains in active use, but traffic appears quite limited and seems to largely serve the function of providing access to the private residential properties along the route. Its former function as a major transportation route through the area was usurped by the nearby US 17/92.

Resource 8OS02567 was part of the Dixie Highway, which was established in the early twentieth century to bring growing automobile tourism to the south. The Dixie Highway was constructed from 1915 to 1926, extended from Sault St. Marie, Michigan, to Miami Beach, Florida, and was originally composed of brick (Janus Research 2008). During the American Roads Congress in 1914, the best possible route for the highway was debated and eventually established as a dual route with eastern and western alignments (Flagler County n.d.). In Florida, the eastern route began in Jacksonville, traveling south to Miami Beach, while the western route crossed Tallahassee, Perry, High Springs, Micanopy, Lady Lake, Orlando, Winter Haven, Arcadia, and Fort Myers. There also were east-west connectors, such as the one connecting Kissimmee to Melbourne. This particular segment was part of the western route and provided a rural transportation corridor through central Florida, splitting at or near Bartow to provide access to the coast at Tampa and Miami.



Figure 47. Representative views of 8OS02567. Left: Facing south toward US 17/92. Right: Facing north from US 17/92.

It is unknown whether this segment was purpose built or a pre-existing roadway utilized for this larger highway system. Old Tampa Highway in the vicinity of the APE became US 17/92 in 1932 but was bypassed when US 17/92 was re-aligned in the late 1930s (Janus Research 2008; Sanderson 2016). The 1941 historic aerial shows this section of 8OS02567 with the newly established US 17/92 route to the south (**Figure 48**). A few wood posts are located in Reedy Creek between the old and new alignments of US 17/92. These posts do not correspond to any historic road alignments (see **Figure 48**), and no information was found to suggest that the posts were part of any significant historic structure.

The original route of 8OS02567 in the vicinity of the Reedy Creek crossings between Osceola Polk Line Road and the documented segment of the resource within the APE is no longer extant, based on the field reconnaissance and aerial photography. The original route of 8OS02567 (which was also known as old State Route 2) in this area was located immediately north of US 17/92, but this segment was removed along with the original bridges when the newer route of US 17/92 was constructed in the late 1930s. After this time, Old Tampa Highway and US 17/92 shared the newer route across the 1938 bridges (8OS01747-8OS01749), before Old Tampa Highway splits off into its own separate roadway again, both northeast and southwest of this area. This overlapping and intertwined history of the two roadways in this particular location is the reason for the present gap in 8OS02567 in the vicinity of the bridges across Reedy Creek (see **Figure 33**).

Assessment

While the Old Dixie Highway system promoted tourism along Florida's coastal cities, development due to tourism did not occur in this particular inland segment of the roadway. The segment within the APE represents a part of the highway system that does not carry that same strong association with the development of tourism in Florida. Although part of the segment of 8OS02567 within the APE retains some of its original setting and appearance, it is a very small segment (0.25 miles [0.4 kilometers]) of a multi-mile resource, and it is beyond the scope of the current project to develop an eligibility recommendation for the resource overall. SEARCH recommends that there is insufficient information at this time to make an eligibility recommendation for Old Tampa Highway (8OS02567).

8OS02796/8PO08622, US Highway 17/92

US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, is a previously recorded linear resource in Osceola County and a newly recorded resource in Polk County (see **Figures 32–34**). Within the current APE in Osceola County, Resource 8OS02796 is situated in Sections 31, 32, 33, and 34 of Township 25 South, Range 28 East, and in Sections 3 and 6 of Township 26 South, Range 28 East, as shown on the 2021 *Intercession City, Fla., Kissimmee, Fla., and Davenport, Fla.* USGS quadrangle maps. Within the current APE in Polk County, Resource 8PO08622 is situated in Sections 6 and 7 of Township 26 South, Range 28 East, and in Section 12 of Township 26 South, Range 27 East, as shown on the 2021 *Davenport, Fla.* USGS quadrangle map. Resource 8OS02796/8PO08622 runs generally southwest-northeast in the western portion of the APE before turning in a more east-west direction as it crosses Reedy Creek and continues

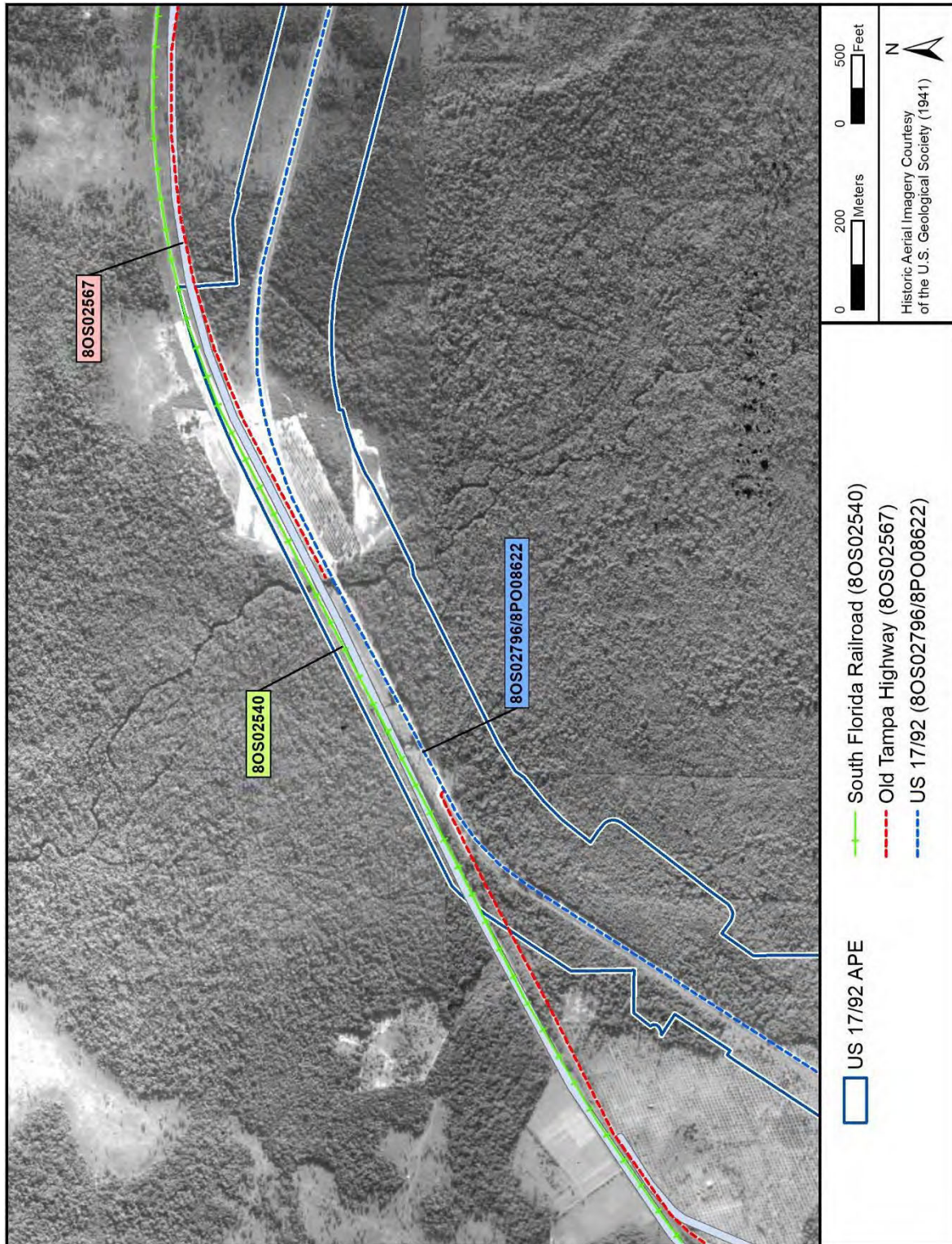


Figure 48. 1941 aerial photograph showing Old Tampa Highway (8OS02567), the South Florida Railroad (8OS02540), and US 17/92 (8OS02796).



Figure 49. Representative views of US Highway 17/92 within the APE. Left: Polk County segment (8PO08622) facing south. Right: Osceola County segment (8OS02796) facing east.

through Intercession City toward the eastern end of the APE. Approximately 5.05 miles (8.12 kilometers) of US 17/92 is located within the APE, with roughly 4.11 miles (6.61 kilometers) of the resource within Osceola County (8OS02796), and 0.94 miles (1.51 kilometers) of the resource in Polk County (8PO08622) (**Figure 49**).

Most of US 17/92 (8OS02796/8PO08622) within the APE is an active, modernized, asphalt-paved, roadway with widened sections to accommodate turn lanes as various locations near intersections. Modern pavement markings, signage, and utility lines also are present. However, there is a small segment approximately 0.69 miles (1.11 kilometers) in length between Osceola Polk Line Road and Old Tampa Highway that is blocked off from public use, as the road was realigned in this area when a new bridge over Reedy Creek was constructed in 1996. This small segment also features a modernized two-lane roadway, as it was utilized until 1996, but it is no longer maintained and is currently used only by utility workers accessing the adjacent electrical power transmission and pipeline utility corridor (**Figure 50**).

US 17 was one of the original routes of the US Highway system, which was established in 1926. The original southern end of the route was in Jacksonville, Florida, with the northern terminus in Fredericksburg, Virginia. In 1932, the southern end of US 17 was extended to its present terminus at US 41 in Punta Gorda, Florida (Sanderson 2016). In the vicinity of the project APE, US 17 initially utilized the Old Tampa Highway as its route. US 92, which was plotted out between Daytona



Figure 50. Representative view of the abandoned segment of US Highway 17/92 (8OS02796/8PO08622) within the APE. One of the original 1938 bridges (8OS01747) is visible a short distance down the roadway.

and Tampa and was also one of the original US Routes, likewise took its course along Old Tampa Highway (Challenger Tom 2019). In 1927, the portion of US 92 between Haines City and Orlando also was signed along with old State Route 2. US 17/92 continued to utilize this Old Tampa Highway route until the late 1930s when it was replaced by modern US 17/92 route. This newer alignment of US 17/92 within the APE remained unchanged until 1996, when a portion of the route in the vicinity of the Reedy Creek crossing was rerouted, bypassing the late-1930s route and the old 1938 bridges (8OS01747-8OS01749) across Reedy Creek. Aside from this small 0.69-mile (1.1-kilometer) abandoned segment in the vicinity of Reedy Creek, the remainder of the original late 1930s route of US 17/92 within the APE is still an active, maintained roadway.

Assessment

Two segments of US 17/92 in Osceola County outside of the current project APE were previously recorded by SEARCH. In 2015, SEARCH documented approximately 150 meters (492.1 feet) of Orange Blossom Trail (8OS02796) at its intersection with Carrol Street as part of FMSF Survey No. 22266 (SEARCH 2015). This segment of the road is roughly 7.6 miles (12.2 kilometers) north-northeast of the US 17/92 APE. In 2020, SEARCH recorded approximately 0.4 miles (0.6 kilometers) of Orange Blossom Trail (8OS02796) from US 192 to Old Dixie Highway as part of FMSF Survey No. 27162 (SEARCH 2020b). This segment of the road is roughly 6.3 miles (10.1 kilometers) northeast of the current overall US 17/92 APE. SEARCH recommended both portions of Orange Blossom Trail (8OS02796) ineligible for listing in the NRHP. The SHPO concurred on October 1, 2015, and on April 16, 2020, respectively.

Based on a comparison of modern and historic aerial imagery, the portion of US 17/92 (8OS02796/8PO08622) within the APE retains its historic alignment, aside from the newer 1996 route over Reedy Creek in Osceola County (USDA 1941, 1952). It should be noted that the 1996 realignment across Reedy Creek is not included as part of the resource, as it is not historic and not part of the original late-1930s route. In this area, the resource follows the abandoned late-1930s route in the vicinity of the Reedy Creek crossing before rejoining the active portion of the roadway beyond Osceola Polk Line Road to the west and Old Tampa Highway to the east. Historic aerial imagery also indicates that the road has been expanded from its original width to incorporate numerous turn lanes within the APE since at least 1968 (USDA 1968). In addition, 8OS02796/8PO08622 within the APE has been paved with modern asphalt, and its environment has been developed with intermittent non-historic structures, modern traffic signage, utility poles, and traffic lights. It therefore no longer retains its integrity of design, materials, or workmanship, and also has lost some of its historic setting. While it retains its integrity of location, the loss of these other aspects of integrity diminishes its integrity of feeling and association. While the abandoned segment between Osceola Polk Line Road and Old Tampa Highway retains more of the rural character and feeling, it too also has been modernized, having been used as part of the active roadway until the construction of the new alignment in this area in 1996.

In the opinion of SEARCH, the portion of US 17/92 within the APE in Polk County (8PO08622), as well as the portion within Osceola County (8OS02796), is not significant under Criterion A because it does not possess sufficient integrity to illustrate its history as one of the early routes of the US Highway system. These portions of the resource are not significant under Criterion B as they lack association with any person(s) significant in history. These portions of Resource 8OS02796/8PO08622 also are not significant under Criterion C as they have been modernized from their original construction and, therefore, are not a rare or early example of a standard type of road; do not display any distinctive or character-defining engineering or aesthetic elements; and do not have a significant association with a prominent builder, designer, engineer, or planner. Finally, these portions of the resource are not significant under Criterion D because they lack the potential to yield further information of historical importance. Therefore, it is the opinion of SEARCH that these sections of 8OS02796/8PO08622 within the APE lack the minimum criteria for NRHP listing and are ineligible as non-contributing segments to the overall linear resource.

Although the abandoned 0.69-mile (1.1-kilometer) segment of US 17/92 (8OS02796) within the APE does not retain the level of integrity or significance necessary to be considered a contributing segment to the overall linear resource, the small 0.3-mile (0.48-kilometer) portion of this abandoned segment in the vicinity of the three 1938 bridges across Reedy Creek (8OS01747-8OS01749) would be considered a contributing resource to the resource group (8OS03182). When this segment of the roadway is viewed in the context of the three historic bridges, it is of historic and integral importance to the function of those structures. The roadway in this location is important in providing historic context and allowing the three historic bridges that comprise the resource group to convey their historic use, appearance, setting, design, and association. Because Resource Group 8OS03182 is considered eligible for the NRHP based on both its rarity and the historic function of all of its elements when viewed together, the roadway itself is essential to the significance of the resource group. Therefore, the small 0.3-mile (0.48-kilometer) segment of US 17/92 (8OS02796) located within the boundaries of Resource Group 8OS03182 is considered eligible for the NRHP as a contributing feature of that resource group.

8OS02540, South Florida Railroad

The South Florida Railroad (8OS02540) is a previously recorded linear resource within Polk and Osceola Counties (see **Figure 33**). The entire segment of the South Florida Railroad within the APE was previously surveyed in 2014 by Entrix. The SHPO evaluated the resource as having insufficient information to make an eligibility determination on January 19, 2015 (Entrix 2014). Neighboring segments of the railroad, surveyed in subsequent years, were recommended eligible by SHPO for the NRHP, including a neighboring segment approximately 1,150 feet (350.5 meters) west of the railroad segment within the APE (SEARCH 2019). The segment of 8OS02540 within the APE is located in Sections 31 and 32 of Township 25 South, Range 28 East, as shown on the 2021 *Intercession City, Fla.* USGS quadrangle map. The linear resource runs southwest to northeast for approximately 0.87 miles (1.4 kilometers) through the APE, northwest of US 17/92 (8OS02796/8PO08622). Within the APE, the South Florida Railroad consists of an approximately 30-foot (9.14-meter) wide right-of-way with standard gauge tracks, timber ties, and gravel ballast flanked by trees and shrubbery (**Figure 51**).

The development of the South Florida Railroad was originally established with the charter of the Lake Monroe and Orlando Railroad in 1875, with the surveyed section constructed in 1884 (SEARCH 2017). In 1879, a new charter for the railroad was acquired from the St. Johns River to Charlotte Harbor along the Gulf of Mexico, and the name was changed to the South Florida Railroad. In 1880, the railroad extended 23 miles (37 kilometers) from Sanford to Orlando, and by 1882, it was further extended to Kissimmee. In 1883, a three-fifth interest of the railroad was sold to Henry Plant, who intended to extend the line to Tampa



Figure 51. Representative view of 8OS02540/8PO07219, facing southwest.

Bay (Pettengill 1998:41). The extension to Tampa occurred at a fast rate upon Plant taking a three-fifth interest, as the land grant allowing the rail line to be built from Kissimmee to Tampa was close to expiration (Turner 2008). The line to Tampa, including the segment within the US 17/92 APE, opened in 1884. In the late nineteenth century, the Port of Tampa was the largest phosphate shipping terminal in the world and connected Tampa to regional and national markets (Turner 2008:126). Presently, the railroad is still in active use by CSX.

Assessment

Florida's Historic Railroad Resources, the NRHP Multiple Property Nomination Form, was used as a guide to evaluate this segment of 8OS02540 (Johnston and Mattick 2001). The nomination establishes the historic contexts of Florida's railroad resources to aid in the evaluation of their eligibility for the NRHP. According to the nomination, a rail roadbed is an F.3 property type (Rail Structure: Roadbed) and consists of ballast, cross ties, rails, and tie plates, all of which are present in this section of 8OS02540 (Johnston and Mattick 2001:F-63). To be eligible for listing in the NRHP, rail roadbeds must have served a historic railroad transportation function and have been constructed during one of Florida's historic railroad periods (Johnston and Mattick 2001:67). Resource 8OS02540 satisfies these stipulations: it was built as a transportation and shipping route and eventually connected Orlando to the phosphate shipping terminal of Tampa during the Disston Era of Expansion and Consolidation, 1881–1903.

Railroads are dynamic and changing, being parts of an engineering system that must be improved over time, including the replacement of rails and cross ties. Such upgrades and maintenance typically do not adversely affect the integrity of a railroad. Types of changes that could substantially affect the integrity of a linear resource, such as a railroad, include:

- Rerouting of the railroad corridor;
- Disruption of the railroad, such as dead-ending or removal of roadbed;

- Severing of the railway from other transportation resources such as other railroads, stations, depots, rail yards, or shipyards that results in change of historic function;
- Substantial widening or substantial loss of width;
- Concentrated number of roadways or other crossovers that prohibit travel;
- Removal of historic ancillary structures original to the railroad's design and purpose such as roundhouses, water tanks, turntables, or siding (Johnston and Mattick 2001).

Within the APE, none of the above-mentioned changes have occurred. Therefore, 8OS02540 within the project APE maintains enough historic integrity to convey its significance.

The Florida SHPO has previously determined other sections of the South Florida Railroad (8OS02540) eligible for NRHP listing in Osceola County (SEARCH 2008, 2013, 2017). The segment through the US 17/92 APE maintains its historic integrity, despite general maintenance and replacements done on the lines, ties, and railbed in order to retain functionality. Based upon the results of the current survey, this segment of 8OS02540 is significant under Criterion A for its role in transportation and commerce, the development of the phosphate mining industry, and within the State of Florida as part of the greater rail system. Resource 8OS02540 also is significant under Criterion B for its association with Henry Plant, an important figure in the development of railroads in Florida. This segment of 8OS02540 is not significant under Criterion C as it is not of unique engineering, nor is it significant under Criterion D because it is not likely to yield important information about Florida's history or prehistory. Therefore, SEARCH recommends that Resource 8OS02540 is eligible for listing in the NRHP under Criteria A and B.

8OS03176, CSX Railroad Bridge 1

Resource 8OS03176 is a newly recorded bridge located in Osceola County (see **Figure 33**). The bridge carries the South Florida Railroad (8OS02540) southwest to northeast over Reedy Creek in Section 32 of Township 25 South, Range 28 East, as shown on the 2018 *Intercession City, Fla.* USGS quadrangle map. Resource 8OS03176 is a four-span prestressed concrete tee beam bridge with a total length of 140 feet (42.67 meters) (**Figure 52**). It was constructed ca. 1950 and is currently part of the CSX railroad network. The bridge is constructed of a concrete deck supported by concrete girders resting atop concrete piers. The deck is approximately 17 feet (5.18 meters) wide, and the railbed is approximately 9.0 feet (2.74 meters) wide. There is a chain-link fence on either side of the railway, attached to the bridge with metal posts. The bridge has no distinguishing details or identifying signs.



Figure 52. Resource 8OS03176, facing north.

Assessment

Based on the historic context and field research, it is the opinion of SEARCH that Resource 8OS03176 is significant as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540) in the areas of transportation and commerce, the development of the phosphate mining industry, and within the State of Florida as part of the greater rail system. Resource 8OS03176 also is significant as a contributing element to the South Florida Railroad (8OS02540) under Criterion B for its association with Henry Plant, an important figure in the development of railroads in Florida. Resource 8OS03176 is not significant under Criterion C as it lacks sufficient engineering and architectural distinction as a concrete tee beam and does not embody the distinctive characteristics of a method of construction or serve as an excellent example of concrete railroad bridge design. Additionally, 8OS03176 is not significant under Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of the SEARCH that 8OS03176 is eligible as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540).

8OS03177, CSX Railroad Bridge 2

Resource 8OS03177 is a newly recorded bridge located in Osceola County (see **Figure 33**). The bridge carries the South Florida Railroad (8OS02540) southwest to northeast over Reedy Creek in Section 32 of Township 25 South, Range 28 East, as shown on the 2018 *Intercession City, Fla.* USGS quadrangle map. Resource 8OS03177 is a three-span beam and girder bridge with a total length of approximately 61 feet (18.59 meters) (**Figure 53**). It was constructed ca. 1950 by CSX. The bridge is constructed of wood beams supported by wood girders resting atop wood piers. The deck is approximately 17 feet (5.18 meters) wide, and the railbed is approximately 9.0 feet (2.74 meters) wide. The bridge has no distinguishing details or identifying signs.



Figure 53. Resource 8OS03177, facing northwest.

Assessment

Based on the historic context and field research, it is the opinion of SEARCH that Resource 8OS03177 is significant as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540) in the areas of transportation and commerce, the development of the phosphate mining industry, and within the State of Florida as part of the greater rail system. Resource 8OS03177 also is significant as a contributing element to the South Florida Railroad (8OS02540) under Criterion B for its association with Henry Plant, an important figure in the

development of railroads in Florida. Resource 8OS03177 is not significant under Criterion C as it lacks sufficient engineering and architectural distinction as a concrete tee beam bridge and does not embody the distinctive characteristics of a method of construction or serve as an excellent example of concrete railroad bridge design. Additionally, 8OS03177 is not significant under Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of the SEARCH that 8OS03177 is eligible as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540).

8OS03178, CSX Railroad Bridge 3

Resource 8OS03178 is a newly recorded bridge located in Osceola County (see **Figure 33**). The bridge carries the South Florida Railroad (8OS02540) southwest to northeast over Reedy Creek in Section 32 of Township 25 South, Range 28 East, as shown on the 2018 *Intercession City, Fla.* USGS quadrangle map. Resource 8OS03178 is a four-span beam and girder bridge with a total length of approximately 120 feet (36.56 meters) (**Figure 54**). It was constructed ca. 1950 by CSX. The bridge is constructed of wood beams supported by wood girders resting atop wood piers. The deck is approximately 17 feet (5.18 meters) wide, and the railbed is approximately 9.0 feet (2.74 meters) wide. The bridge has no distinguishing details or identifying signs.



Figure 54. Resource 8OS03178, facing north.

Assessment

Based on the historic context and field research, it is the opinion of SEARCH that Resource 8OS03178 is significant as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540) in the areas of transportation and commerce, the development of the phosphate mining industry, and within the State of Florida as part of the greater rail system. Resource 8OS03178 also is significant as a contributing element to the South Florida Railroad (8OS02540) under Criterion B for its association with Henry Plant, an important figure in the development of railroads in Florida. Resource 8OS03178 is not significant under Criterion C as it lacks sufficient engineering and architectural distinction as a concrete tee beam bridge and does not embody the distinctive characteristics of a method of construction or serve as an excellent example of concrete railroad bridge design. Additionally, 8OS03178 is not significant under Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of the SEARCH that 8OS03178 is eligible as a contributing element to the overall NRHP-eligible South Florida Railroad (8OS02540).

CONCLUSION AND RECOMMENDATIONS

This report presents the findings of a Phase I CRAS conducted in support of proposed roadway and pond improvements along approximately 5.3 miles (8.5 kilometers) of US 17/92 in Osceola and Polk Counties, Florida. The FDOT, District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet (579.1 meters) west of Poinciana Boulevard. The project also includes 11 proposed pond locations. Improvements will occur within the maximum proposed right-of-way and the proposed pond footprints. Acquisition of additional right-of-way is anticipated. The SFWMD manages small segments of land within the overall US 17/92 APE. On October 22, 2020, SEARCH secured a ROE permit that enabled fieldwork to be conducted on these lands. A section of the western right-of-way was removed from the project limits after the completion of fieldwork. The current CRAS considers the original project limits to ensure the SHPO reviews all work performed and to account for anticipated changes to the proposed maximum right-of-way and proposed pond locations in forthcoming project plans.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 Right-of-Way and proposed pond footprints. Disturbances prohibited excavation of 22 shovel test locations within the US 17/92 Right-of-Way. Inundated wetland prohibited excavation of an additional 42 shovel tests. A total of 121 shovel tests were excavated, of which 101 are within the US 17/92 Right-of-Way and the remaining 20 shovel tests are in the proposed pond footprints.

Buried utilities and other disturbances prevented subsurface testing within four previously recorded archaeological sites within the US 17/92 Right-of-Way. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, and 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747-8OS01749. Two resources (8OS02567 and 8OS02796) have not been previously recorded within the US 17/92 APE, but have been recorded elsewhere in Osceola County.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource, 8OS03182 (South Orange Blossom Trail Bridges), is recommended eligible for listing in the NRHP for significance under Criterion C as a distinct collection of 1930s unadorned concrete bridges. Resources 8OS01747-8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.3-mile (0.48-kilometer) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 also is recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of SEARCH that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. Currently, no further archaeological work is recommended. [REDACTED]

[REDACTED]

Based upon the SHPO's concurrence with the eligibility recommendations for historic resources presented in this CRAS, a separate Section 106 case study will be prepared to evaluate any project-related effects. The resolution of project-related effects, if any, will be the subject of further agency consultation.

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APPENDIX A

FMSF RESOURCE FORMS (ON ATTACHED CD)

APPENDIX B

ARTIFACT INVENTORY

APPENDIX C

FDHR SURVEY LOG SHEET

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)

Phase I CRAS of US 17/92 from CR 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida

Report Title (exactly as on title page)

Cultural Resource Assessment Survey of US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida

Report Authors (as on title page)

1. Sarah Bennett

3. Anna Downing

2. Jason Newton

4. Katie Fitzpatrick

Publication Year 2021Number of Pages in Report (do not include site forms) 127

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

Report on file at SEARCH, Newberry, Florida. SEARCH Project No. T21052. Financial Management No. 437200-1-22-01.

Supervisors of Fieldwork (even if same as author) Names Sarah Bennett, Jason Newton

Affiliation of Fieldworkers: Organization Southeastern Archaeological ResearchCity Orlando

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

- | | | | |
|----------------------|-----------------------------|-----------------------------|---------------------------------|
| 1. <u>[REDACTED]</u> | 3. <u>Intercession City</u> | 5. <u>Old Tampa Highway</u> | 7. <u>Orange Blossom Trail/</u> |
| 2. <u>[REDACTED]</u> | 4. <u>historic bridges</u> | 6. <u>CSX Railroad</u> | 8. <u>Seaboard Coast Line R</u> |

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

Name Cathy OwenOrganization Florida Dept of Transportation - District 5

Address/Phone/E-mail _____

Recorder of Log Sheet Sarah BennettDate Log Sheet Completed 9-22-2021

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. <u>Osceola</u> | 3. _____ | 5. _____ |
| 2. <u>Polk</u> | 4. _____ | 6. _____ |

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

- | | | | |
|----------------------------------|------------------|----------------------------------|------------------|
| 1. Name <u>DAVENPORT</u> | Year <u>2021</u> | 4. Name <u>LAKE TOHOPEKALIGA</u> | Year <u>2021</u> |
| 2. Name <u>INTERCESSION CITY</u> | Year <u>2021</u> | 5. Name _____ | Year _____ |
| 3. Name <u>KISSIMMEE</u> | Year <u>2021</u> | 6. Name _____ | Year _____ |

Field Dates and Project Area Description

Fieldwork Dates: Start 8-10-2020 End 7-13-2021 Total Area Surveyed (fill in one) _____ hectares _____ acres

Number of Distinct Tracts or Areas Surveyed 4

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

Previously Recorded Cultural Resources

Osceola County

OS01726, OS01727, OS01728, OS01729, OS01733, OS01734, OS01735, OS01736, OS01737, OS01738, OS01740, OS01741, OS01742, OS01743, OS01744, OS01745, OS01746, OS01747, OS01748, OS01749, OS01836, OS02540, OS02567

Polk County

PO06825, PO06826, PO07155, PO07156, PO07157, PO07711, PO07718, PO08198, PO08199, PO08200

Osceola/Polk Counties

OS02796/PO08622

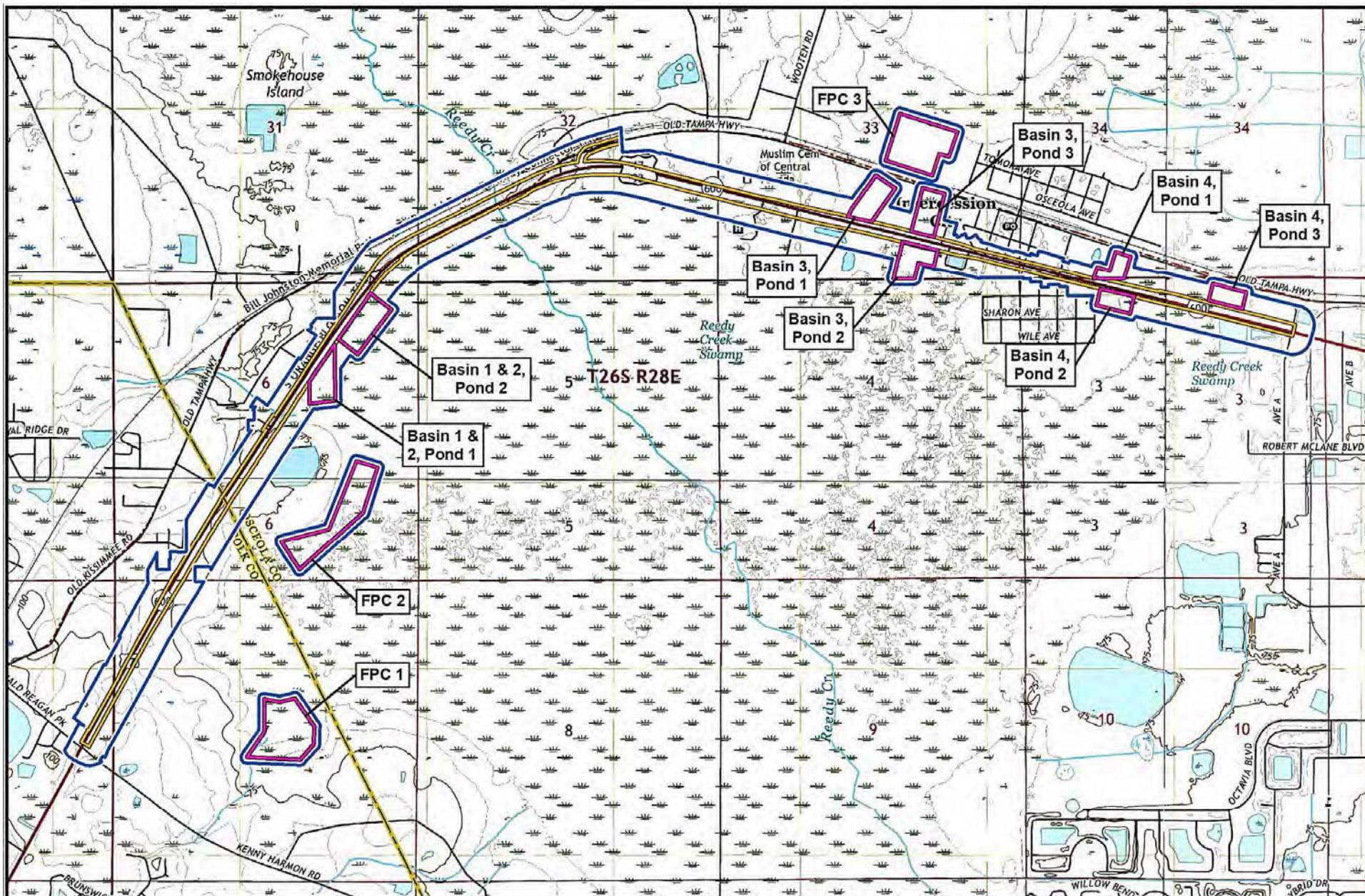
Newly Recorded Cultural Resources

Osceola County

OS03120, OS03121, OS03122, OS03123, OS03124, OS03125, OS03126, OS03127, OS03128, OS03129, OS03130, OS03131, OS03132, OS03134, OS03135, OS03136, OS03137, OS03138, OS03139, OS03140, OS03141, OS03142, OS03143, OS03144, OS03145, OS03146, OS03147, OS03148, OS03149, OS03150, OS03151, OS03152, OS03153, OS03154, OS03155, OS03156, OS03157, OS03158, OS03159, OS03160, OS03161, OS03162, OS03163, OS03164, OS03165, OS03166, OS03167, OS03168, OS03169, OS03170, OS03171, OS03172, OS03173, OS03174, OS03175, OS03176, OS03177, OS03178, OS03179, OS03180, OS03181, OS03182, OS03183

Polk County

PO08615, PO08616, PO08617, PO08618, PO08619, PO08622



- US 17/92 APE
- US 17/92 ROW
- US 17/92 Pond Footprint

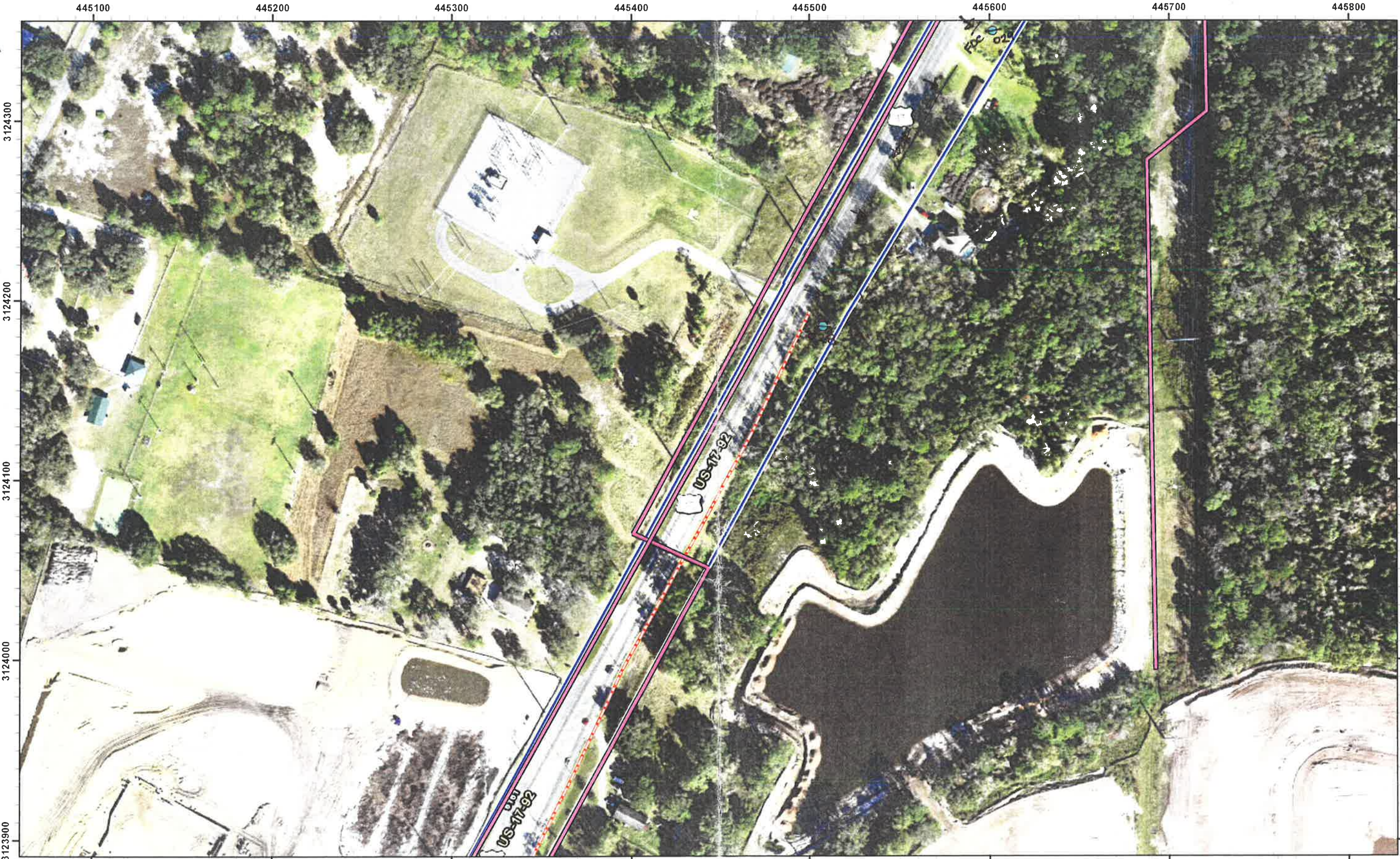
0 500 0 2,000
Meters Feet

USGS 7.5' Quadrangle Maps -
Davenport (2021), Intercession
City (2021), Kissimmee (2021),
and Lake Tohopekaliga (2021)



APPENDIX D

MARKED FIELD MAPS



Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

- US 17/92 PD&E ROW
- Pre-plotted Shovel Test
- AR_Results_Polylines
- Pipelines

⊖ = negative ST
↓ = slope/embankment
— = ditch
FOC = fiberoptic cable
∇ = wetland







Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

US 17/92 PD&E ROW Preplotted Shovel Test
Pipelines

⊗ = no dia ST
⊖ = negative ST
⊏ = culvert
ψ = wetland
↘ = slope/embankment
--- = fence
Fx = FOC locate
□ = utility cabinet
OE = overhead electric

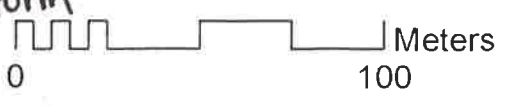


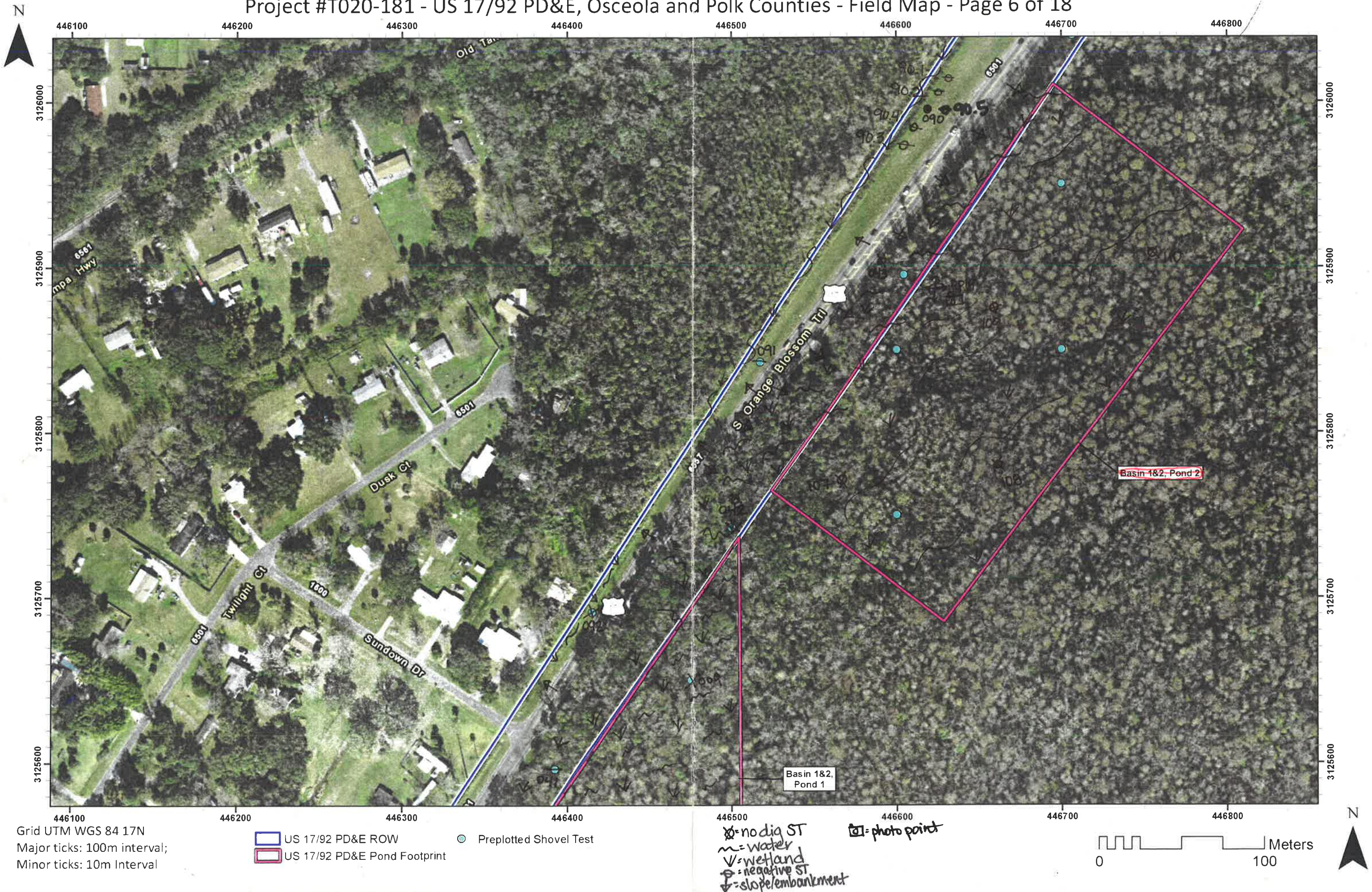


Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

- US 17/92 PD&E ROW
- US 17/92 PD&E Pond Footprint
- Preplotted Shovel Test

- = ditto
- = water
- = wetland
- = no dig ST
- = negative ST
- = slope/embankment
- = artificial landform
- = fence line
- = eroded natural drainage
- = culvert







Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

- US 17/92 PD&E ROW
- US 17/92 PD&E Pond Footprint

Preplotted Shovel Test

no dig ST
water
wetland
slope/embankment

utility pedestal
electric locate
sewer manhole
eliminated ST

0 100 Meters







Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

US 17/92 PD&E ROW
US 17/92 PD&E Pond Footprint

Preplotted Shovel Test

⊖ = negative ST
⊗ = no dig ST
— = ditch
~ = water
↓ = slope/embankment

W = wetland
- - = fence line
U = culvert
PP# = photo point no.
▭ = raised land/drain field

... = landscaping
OE = overhead electric

□ = utility pedestal
= drainage inlet
W = water
P = photo point
Ap → = direction of photos

Meters
0 100





Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

US 17/92 PD&E ROW
 US 17/92 PD&E Pond Footprint

Preplotted Shovel Test

-- = fence
no dig ST
V = wetland
~ = water
↓ = slope/embankment
- = drainage ditch
OE = overhead electric
□ = utility pedestal
L = culvert
... = landscaping
W = water
SW = sidewalk





Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

US 17/92 PD&E ROW
US 17/92 PD&E Pond Footprint

Preplotted Shovel Test

no dig ST
negative ST
structure
water
wetland
ditch

w=water
LI=culvert
slope
utility pedestal
G=gas

OE=overhead electric
FH=fire hydrant
fence line

0 100 Meters



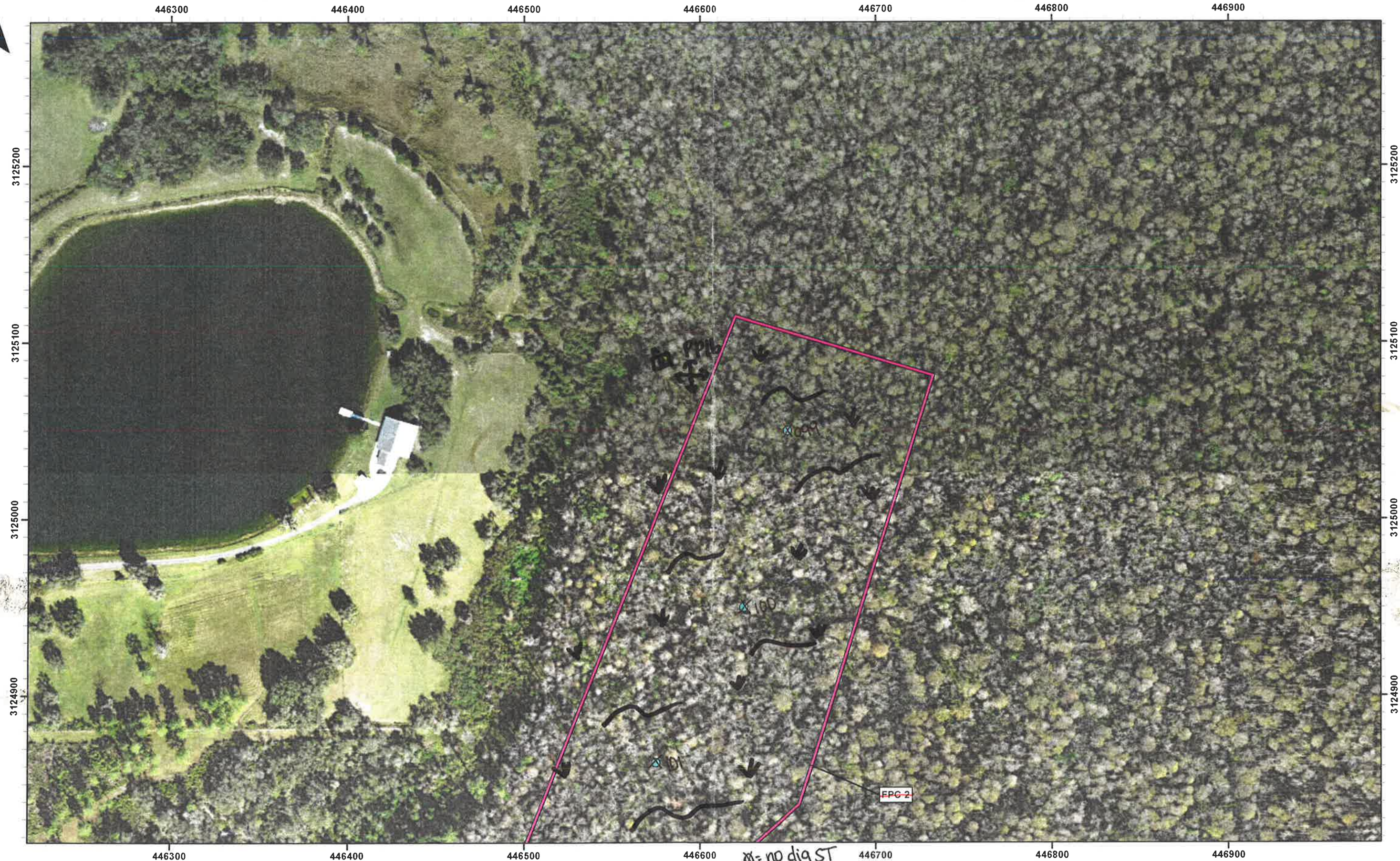


Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

 US 17/92 PD&E Pond Footprint

⊖ = negative
~ = water/ditch
OE = overhead electric
-- = fence line
V = wetland



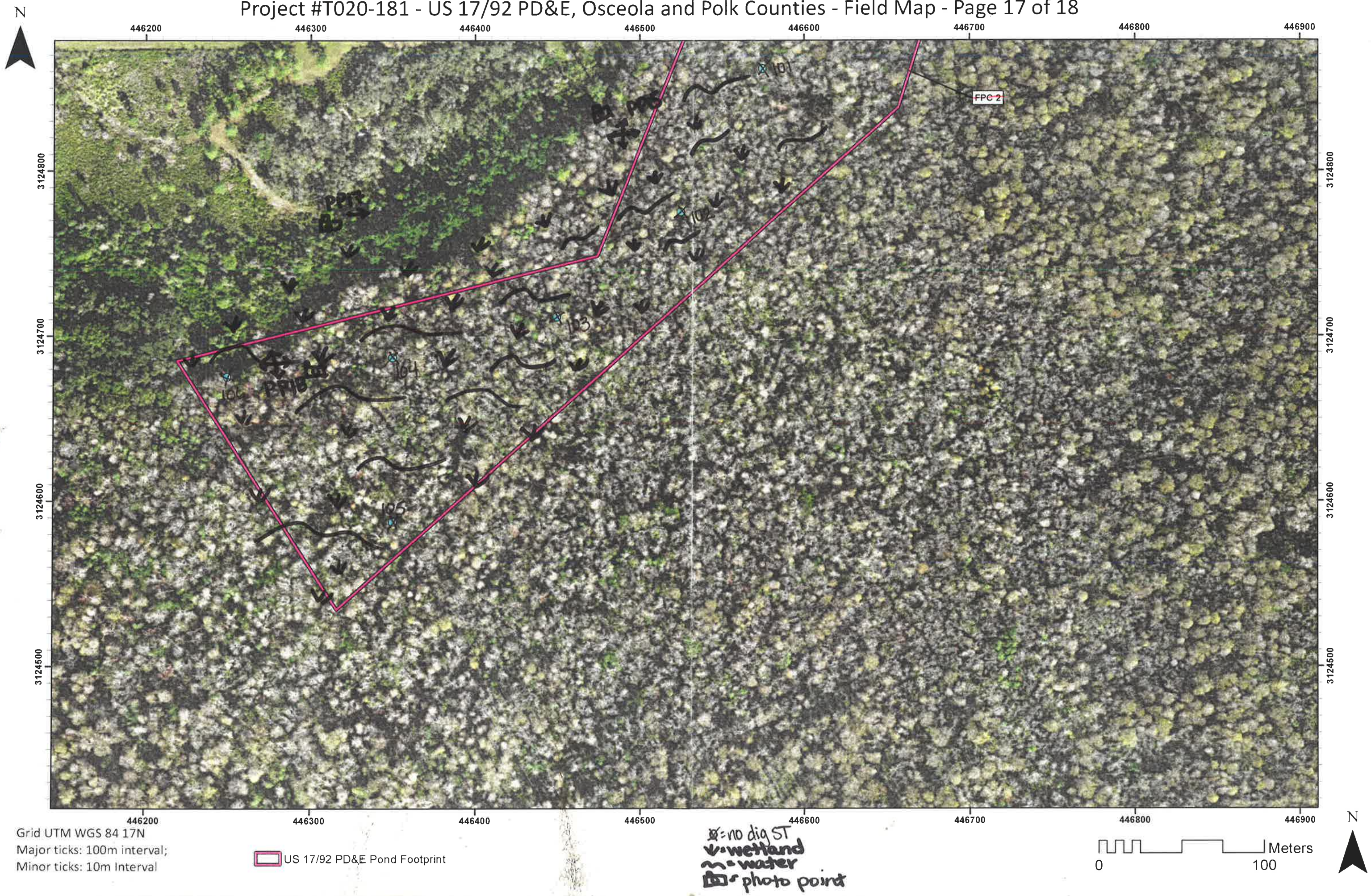


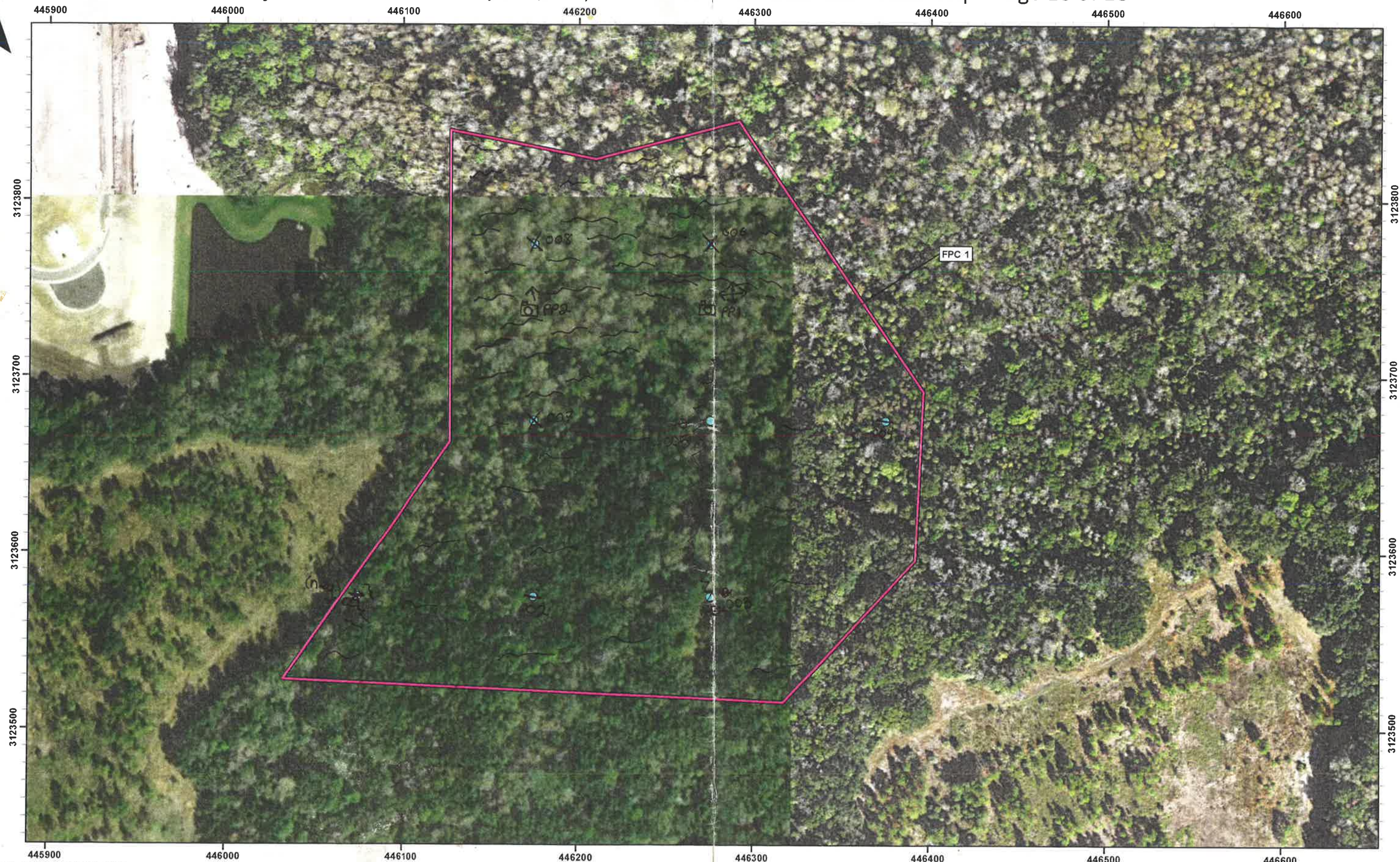
Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

 US 17/92 PD&E Pond Footprint

 = no dig ST
 = water
 = wetland
 = photo point







Grid UTM-WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

 US 17/92 PD&E Pond Footprint

 = negative ST
 = no dig ST
 = water/wetland
 = photo point



APPENDIX E

ARCHITECTURAL RESOURCE TABLE

Historic Resources within the Project APE

80S01733

Name: 5508 South Orange Blossom Trail

Built: ca. 1969

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations: None

Present Use: Private Residence

Plan: Square

Structural System: Wood frame

Exterior Fabric: Drop siding

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Gable

Foundation Material: Obscured

Roof Material: Composition shingles

Main Entry: Not visible from public right of way

Porch(es): Closed, gable roof porch supported by concrete block pillars on N façade.

Windows: Large, paired screened porch openings. Windows are obscured by a fence, boat, and trailer.

Distinguishing Features: Gable vent above porch, raked eaves, small concrete course at the gable line. The foundation is obscured by a fence, boat, and trailer.

Ancillary Features: Wood plank fence to N of bldg, heavily forested lot to S/E of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01733 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01733 was recommended ineligible in March 1994, SHPO concurred.

80S01734

Name: 5505 South Orange Blossom Trail

Built: ca. 1925

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Rectangular

Carport to screened in porch

Structural System: Wood frame

Exterior Fabric: Drop siding

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Hip

Foundation Material: Obscured

Roof Material: Asphalt shingles

Main Entry: Metal door with six panels

Porch(es): Shed roof carport on west side of south façade converted into screened in porch.

Windows: Jalousie multilight, aluminum framed, paired

Distinguishing Features: Metal awning portico with decorative metal posts. Foundation is obscured by potted plants, a large tree, and parked car.

Ancillary Features: Dirt driveway, large tree

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01734 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01734 was recommended ineligible in March 1994, SHPO concurred.

80S01735

Name: 5509/5510 South Orange Blossom Trail

Built: ca. 1947

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Central Block, 1 wing

Windows, doors replaced

Structural System: Wood frame

Exterior Fabric: Vinyl

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Piers

Roof: Gable

Foundation Material: Concrete Block

Roof Material: Sheet metal:standing seam

Main Entry: Metal door

Porch(es): None observed from public right of way

Windows: DHS 1/1 & 6/1 vinyl framed; 3 light awning, vinyl framed

Distinguishing Features: Gable vents, closed eaves, lattice wood foundation skirting, meal roof ridge.

Ancillary Features: Gable garage northwest of bldg and gable shed south of bldg. Chain link fence and tree south of bldg.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01735 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01735 was recommended ineligible in March 1994, SHPO concurred.

Historic Resources within the Project APE

80S01736

Name: Rainbow Trailer Park Office

Built: ca. 1950

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Office

Present Use: Office

Structural System: Masonry - General

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Vinyl

Stories: 1

Additions and Alterations: None

Chimneys: 1



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable/Shed

Roof Material: Composition shingles

Main Entry: Wood door w/ 9 upper lights, 2 lower panels w/ metal storm door

Porch(es): Open, partial width porch on the western façade with a hipped roof supported by wood posts.

Windows: DHS 1/1 wood-framed; Jalousie, aluminum-framed; picture window, aluminum-framed

Distinguishing Features: Window and vent under gable end, faux shutters, vinyl corner boards

Ancillary Features: Prefabricated vinyl shed south of dwelling. Office associated with trailer park on parcel.

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01736 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S01737

Name: 5540 South Orange Blossom Trail

Built: ca. 1935

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Present Use: Private Residence

Structural System: Balloon wood frame

Relocated: NO

Style: Minimal Traditional

Plan: Rectangular

Exterior Fabric: Wood siding

Stories: 1

Additions and Alterations:

E addition; Converted garage

Chimneys: 0



Foundation: Piers

Foundation Material: Concrete Block

Roof: Gable

Roof Material: Composition shingles

Main Entry: Wood door with one upper light and two lower panels covered by metal storm door on N façade

Porch(es): Small, gable portico with brackets supporting the gable and a concrete slab approach above main entry on N façade

Windows: SHS 1/1 vinyl-framed

Distinguishing Features: Gable vents, large windows casings, closed eaves

Ancillary Features: Wood fence N or bldg w/chain link fence leading to dirt driveway

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01737 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01737 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

80S01738

Name: 5544 South Orange Blossom Trail

Built: ca. 1935

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E3

Original Use: Private Residence

Present Use: Private Residence

Structural System: Balloon wood frame

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Brick, Stucco

Stories: 1

Additions and Alterations:

E shed roof addition; Windows replaced

Chimneys: 0



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable/Shed

Roof Material: Composition shingles

Main Entry: Metal door, six panels

Porch(es): Open porch with a gable roof supported by wood posts on the northeast façade

Windows: SHS 4/4 & 6/6 vinyl-framed

Distinguishing Features: Large parapet rear of front porch gable roof, with brick below and stucco over the gable. Foundation obscured by furniture and section of fence.

Ancillary Features: Fence, two white crosses, and trees N of bldg.

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01738 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01738 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

Historic Resources within the Project APE

80S01741

Name: 5551 South Orange Blossom Trail

Built: ca. 1935

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence
Style: Mediterranean Revival
Additions and Alterations:

Present Use: Private Residence
Plan: Rectangular
Window replaced, garage door added

Structural System: Concrete block
Exterior Fabric: Stucco, Molded concrete block

Relocated: NO
Stories: 1
Chimneys: 1



Foundation: Continuous
Roof: Flat
Main Entry: Metal door with 4 panels and one fan upper light on S façade
Porch(es): Open incised porch. Flat floor supported by stucco covered posts.

Windows: SHS 1/1 vinyl-framed; SHS 2/2 aluminum-framed

Distinguishing Features: S facing garage with molded concrete blocks, faux stone design on chimney

Ancillary Features: Corrugated metal shed northwest of dwelling

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01741 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01741 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

80S01742

Name: 5581/5569 South Orange Blossom Trail

Built: ca. 1925

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence
Style: Craftsman
Additions and Alterations:

Present Use: Private Residence
Plan: Rectangular
N, rear end addition; Door replaced

Structural System: Log
Exterior Fabric: Vinyl, Weatherboard

Relocated: NO
Stories: 1
Chimneys: 1



Foundation: Unknown
Roof: Hip
Main Entry: Wood door, six panels
Porch(es): Full width, incised porch with stone columns and stone wall.

Windows: DHS, 3/1 wood-framed paired; DHS 6/6 wood-framed; DHS 1/1 aluminum-framed

Distinguishing Features: Dormer above porch, rough, original stone facing on S facade around porch columns and walls. Metal chimney cap.

Ancillary Features: Chain link fence and tree S of bldg.

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01742 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01742 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

80S01743

Name: 5599 S.O.B.T/ 1572 Manatee Street

Built: ca. 1947

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence
Style: Minimal Traditional
Additions and Alterations:

Present Use: Private Residence
Plan: Rectangular
Windows replaced

Structural System: Wood frame
Exterior Fabric: Vinyl

Relocated: NO
Stories: 1
Chimneys: 1



Foundation: Piers
Roof: Gable
Main Entry: Wood door with 32 panels on S façade
Porch(es): Small, open porch with gable portico supported by decorative wood posts on square, brick columns and a concrete slab with brick inlay landing.

Windows: SHS 6/6 & 1/1 vinyl-framed, paired

Distinguishing Features: Decorative wood posts set on brick columns supporting portico roof, brackets under portico, chimney, N shed roof extension.

Ancillary Features: Fence to the east and west of bldg, mature trees to the north of bldg, short concrete walkway leading to main entryway

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S01743 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 80S01743 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

Historic Resources within the Project APE

8OS01744

Name: 5605 S. Orange Blossom Trail

Built: ca. 1944

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Rectangular

Exterior Fabric: Stucco, Asphalt shingles

Stories: 1

Additions and Alterations:

T1-11, Asphalt Shingle, windows

Chimneys: 0



Foundation: Continuous

Foundation Material: Concrete Block

Roof: Gable

Roof Material: Composition shingles/Sheet metal:3V crimp

Main Entry: Wood door on S façade, obscured by metal storm door and screed in porch

Porch(es): Full width closed, screened in porch on S façade with a hipped roof clad in 3v crimp metal, supported by wood posts set on concrete block wall covered with stucco.

Windows: DHS, 1/1 & 6/6 vinyl-framed; DHS, 1/1 wood framed; Fixed picture, vinyl framed

Distinguishing Features: Fan vent under gable end, asphalt shingles under N facade gable end, corrugated metal awning on W façade

Ancillary Features: Metal garage with a gable roof clad in standing seam N of bldg, picket fence east & west of dwelling, concrete walkway S, dirt driveway W of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS01744 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 8OS0144 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

8OS01745

Name: 5637 S.O.B.T/ 1574 Tallahassee Boulevard

Built: ca. 1942

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Apartment

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Rectangular

Exterior Fabric: Shingles-asbestos, Drop siding

Stories: 2

Additions and Alterations:

N shed roof addition; Convert apartments; windows/doors

Chimneys: 1



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable/Hip

Roof Material: Sheet metal:3V crimp/Asphalt shingles

Main Entry: Vinyl door with six panels on E façade

Porch(es): Portico entryway with shed roof supported by wood posts on E façade

Windows: DHS, 2/2 aluminum-framed; 3 light awning, aluminum-framed, paired; 6 light, aluminum-framed

Distinguishing Features: Vent under gable end, T1-11 water table on N addition, large casing around windows. Wood door on S façade as secondary entry way.

Ancillary Features: Two gable roof sheds northwest of bldg, chain link fence north of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS01745 is ineligible for listing in the NRHP, either individually or as part of a district. Resource 8OS0145 was recommended ineligible in March 1994, SHPO concurred.

Contributing Resource: NO

8OS01747

Name: South OBT Bridge (FDOT 920004)

Built: ca. 1938

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 8OS01747 was determined ineligible for listing on the NRHP in 1994. Based on the results of this survey, it is recommended NRHP-eligible as contributing to 8OS03182 under Criterion C as a distinct collection of 1930s unadorned concrete bridges.

Contributing Resource: YES

Historic Resources within the Project APE

8OS01748

Name: South OBT Bridge (FDOT 920003)

Built: ca. 1938

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 8OS01748 was determined ineligible for listing on the NRHP in 1994. Based on the results of this survey, it is recommended NRHP-eligible as contributing to 8OS03182 under Criterion C as a distinct collection of 1930s unadorned concrete bridges.

Contributing Resource: YES

8OS01749

Name: South OBT Bridge (FDOT 920002)

Built: ca. 1938

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 8OS01749 was determined ineligible for listing on the NRHP in 1994. Based on the results of this survey, it is recommended NRHP-eligible as contributing to 8OS03182 under Criterion C as a distinct collection of 1930s unadorned concrete bridges.

Contributing Resource: YES

8OS02540

Name: South Florida Railroad

Built: ca. 1884

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E31

See Report for Description and Assessment

Individually Eligible: YES

Evaluation: The segment of 8OS02540 within the APE was determined eligible for listing on the NRHP by SHPO in 2019 under Criterion A for associations with transportation, commerce, and community development and under Criterion B for association with Henry Plant.

Contributing Resource: YES

Historic Resources within the Project APE

80S02567

Name: Old Tampa Highway

Built: ca. 1920

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: INSF

Evaluation: Although the segment of 80S02567 within the APE retains some original setting and appearance, it's a small segment of a multi-mile resource, and it is beyond the scope of the current project to make an eligibility recommendation for the resource overall.

Contributing Resource: INSF

80S02796

Name: Orange Blossom Trail

Built: ca. 1953

Original or Update: Update

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: The abandoned 0.69 mi (1.1 km) segment of 80S02796 within the APE does not retain the necessary significance or integrity to be eligible for the NRHP. However, the 0.3-mi (0.48-km) segment carried by 80S01747-1749 is contributing to eligible RG 80S03182.

Contributing Resource: YES

80S03120

Name: 6147 South Orange Blossom Trail

Built: ca. 1966

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Ranch

Plan: Rectangular

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

Door & windows replacements

Foundation Material: Concrete, Generic

Chimneys: 0



Foundation: Slab

Roof: Gable

Roof Material: Sheet metal:corrugated

Main Entry: Single light, vinyl framed door with sidelight on S façade

Porch(es): N/A

Windows: SHS 8/8 & 1/1 vinyl-framed

Distinguishing Features: Gable end vents, shallow pitched roof, large casings around windows

Ancillary Features: Chain link fence S of bldg, trees N of bldg, wood fence and vinyl tent with metal frame E of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03120 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

80S03121

Name: 6043 South Orange Blossom Trail

Built: ca. 1952

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Door, windows replaced

Foundation: Slab

Roof: Gable

Main Entry: Wood door with one upper light, two lower panels on S façade

Porch(es): Concrete staircase and approach to main entry way with a slight eave overhang

Structural System: Concrete block

Exterior Fabric: Concrete block, Shingles-asbestos

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles

Relocated: NO

Stories: 1

Chimneys: 1

Windows: SHS, 8/8 & vinyl-framed; Jalouise, aluminum framed; vinyl-framed picture w/ 2/2 SHS vinyl framed

Distinguishing Features: Wavy edged asbestos siding under gable ends, front gable, asbestos shingle under gable ends, small window sills

Ancillary Features: Concrete block, two car garage with a gable roof east of dwelling and gabled barn north-northeast of dwelling.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03121 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03122

Name: 6029 South Orange Blossom Trail

Built: ca. 1971

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

Original Use: Private Residence

Style: Ranch

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

T1-11 S addition; Replacement vinyl door

Foundation: Slab

Roof: Gable

Main Entry: Vinyl door with six panels on S façade

Porch(es): N/A

Structural System: Concrete block

Exterior Fabric: Artbrick, artstone

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: Jalousie, aluminum-framed; picture, vinyl-framed w/SHS 2/2, aluminum-framed; sliding, aluminum framed s; 4-light awning, aluminum-framed, paired

Distinguishing Features: T1-11 within gable end, addition cladding, incised carport, metal awning over windows

Ancillary Features: Concrete driveway W of bldg, aerial imagery shows a gabled garage N of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03122 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03123

Name: 6025 South Orange Blossom Trail

Built: ca. 1954

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

Original Use: Commercial

Style: Commercial

Additions and Alterations: None



Present Use: Commercial

Plan: Rectangular

Foundation: Slab

Roof: Gable/Other

Main Entry: Metal door with two lower panels and 6 upper lights on S façade

Porch(es): Full width porch on S façade, corrugated metal shed roof supported by metal brackets over a concrete slab walkway

Structural System: Concrete block

Exterior Fabric: Concrete block

Foundation Material: Concrete, Generic

Roof Material: Sheet metal:corrugated

Relocated: NO

Stories: 1

Chimneys: 0

Windows: commercial-style, metal framed, 3 paired

Distinguishing Features: Parapets on the north and south façade, three buttresses on the E façade, two units divide the bldg

Ancillary Features: Parking lot S and E of bldg, trees W of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03123 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03124

Name: 5884 S. Orange Blossom Trail Building 1

Built: ca. 1919

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

E Shed roof, flat roof add. W; 2nd story door removed, windows

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Wood door on N elevation

Porch(es): N/A

Structural System: Wood frame

Exterior Fabric: Weatherboard

Foundation Material: Obscured

Roof Material: Sheet metal:corrugated

Relocated: NO

Stories: 2

Chimneys: 0

Windows: DHS 2/2 aluminum framed; DHS 1/1 aluminum framed; fixed picture aluminum framed

Distinguishing Features: Large casing around door, foundation obscured by vegetation and siding, door converted to window under gable end, corner boards

Ancillary Features: Shares parcel with 80S03125 to the E, large trees to the N and E, concrete walkway to front entry way

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03124 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03125

Name: 5884 S. Orange Blossom Trail Building 2

Built: ca. 1951

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: T-shaped

North shed roof addition; Windows and door replacements

Foundation: Piers

Roof: Gable/Shed

Main Entry: Vinyl door with six panel on N façade

Porch(es): Small portico supported by wood brackets with concrete approach

Structural System: Wood frame

Exterior Fabric: Weatherboard

Foundation Material: Concrete Block

Roof Material: Asphalt shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 vinyl-framed

Distinguishing Features: Two small, shed roof portico entry ways on N façade, large casing around windows and doors

Ancillary Features: Shares parcel with 80S03124 to the W, large tree to the W, vinyl fence to the S

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03125 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03126

Name: 5880 South Orange Blossom Trail

Built: ca. 1919

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Irregular

Additions on E and W façade; N porch closed, stucco, windows

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Vinyl door with six panels on N façade

Porch(es): Enclosed partial width, shed roof porch on north façade with screens on its W façade and windows on its N façade

Structural System: Wood frame

Exterior Fabric: Stucco

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 vinyl-framed, six screened panels, vinyl-framed

Distinguishing Features: Large casing around windows, steeply pitched roof, vegetation and parked cars obscure foundation

Ancillary Features: Vinyl fence W of bldg, trees and dirt driveway to N of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03126 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03127

Name: 5875 South Orange Blossom Trail

Built: ca. 1951

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Minimal Traditional

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

N shed roof addition

Foundation: Slab

Roof: Cross-gabled

Main Entry: Wood door with jalousie window on S façade

Porch(es): Small, partial width incised porch, one square column and railing on S façade

Windows: SHS 1/1 aluminum-framed

Distinguishing Features: Front gable, gabled vents, drop siding on gable ends, metal awnings above windows, front gable is steeper pitched than end gables

Ancillary Features: Wood fence and gravel driveway east of bldg

Structural System: Concrete block

Exterior Fabric: Stucco, Drop siding

Foundation Material: Concrete, Generic

Roof Material: Sheet metal:corrugated

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03127 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03128

Name: 5825 South Orange Blossom Trail

Built: ca. 1936

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Square

Door and windows replaced

Foundation: Piers

Roof: Gable

Main Entry: Wood door w/ 2 lower panels, 9 upper lights on S façade

Porch(es): No porch observed from public right of way

Windows: SHS 1/1 aluminum-framed; Sliding vinyl-framed

Distinguishing Features: Thick casing around windows, wood lattice skirting covering foundation piers

Ancillary Features: Historic, shed roof shed S of bldg, heavily forested area N of bldg, mature trees S of bldg

Structural System: Wood frame

Exterior Fabric: Asphalt shingles

Foundation Material: Concrete Block

Roof Material: Sheet metal:standing seam

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03128 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03129

Name: 5815 S. Orange Blossom Trail Building 1

Built: ca. 1939

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Irregular

N additions

Foundation: Unknown

Roof: Gable

Main Entry: Unknown door covered by a metal storm door on S façade

Porch(es): S façade porch enclosed w/central portico

Windows: SHS 1/1 aluminum-framed; DHS 1/1 wood-framed

Distinguishing Features: Asphalt shingles S, Asbestos Shingles W, T1-11 on S, metal awnings on the W facade. Irregular plan due to additions. Vegetation obscures foundation.

Ancillary Features: Shares parcel with 80S03130 to the E, chain link fence to the S, mature vegetation to E. Indistinguishable outbuildings to N

Structural System: Wood frame

Exterior Fabric: Asphalt shingles, Shingles-asbestos

Foundation Material: Obscured

Roof Material: Sheet metal:3V crimp

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03129 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03130

Name: 5815 S. Orange Blossom Trail Building 2

Built: ca. 1939

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Vacant

Plan: Rectangular

W flat roof addition

Foundation: Unknown

Roof: Gable

Main Entry: Door removed, metal storm door off hinge on S façade

Porch(es): None observed from public right of way

Structural System: Wood frame

Exterior Fabric: Drop siding

Foundation Material: Obscured

Roof Material: Sheet metal:corrugated

Relocated: NO

Stories: 1

Chimneys: 0

Windows: DHS 2/1, wood framed

Distinguishing Features: Exposed rafters, missing entry way, foundation obscured by overgrown vegetation

Ancillary Features: Shares parcel with 80S03129 to W, chain link fence to W, cattle gate to S, temporary metal tent structure to S

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03130 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03131

Name: 5822 South Orange Blossom Trail

Built: ca. 1965

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Door and windows replaced

Foundation: Continuous

Roof: Gable

Main Entry: Replacement Wood door with 4 panels and a fan window on N façade

Porch(es): None observed from public right of way

Foundation Material: Concrete Block

Roof Material: Asphalt shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS, 1/1 vinyl-framed

Distinguishing Features: Stucco on all sides, and vertical wood siding on a small section on N façade, large casing around windows and doors

Ancillary Features: Shares parcel with ca. 1989 dwelling to the northwest. Long, tree lines gravel driveway to N

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03131 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03132

Name: 5800 South Orange Blossom Trail

Built: ca. 1940

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Apartment

Style: Frame Vernacular

Additions and Alterations:



Present Use: Apartment

Plan: Rectangular

Doors/windows replaced

Foundation: Slab

Roof: Gable

Main Entry: 4 entry ways, 2 on N facade, 2 on E, vinyl replacement

Porch(es): Full width, shed roof porch supported by wood posts on N facade. There is a second story porch under a roof extension on the E façade.

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Relocated: NO

Stories: 2

Chimneys: 0

Windows: SHS 2/2 & 6/6 aluminum-framed; SHS 8/8 vinyl-framed

Distinguishing Features: Decorative vertical wood under gable ends, plywood covering doors and windows on N and W façade, exterior staircase on E façade

Ancillary Features: Wood fence E of bldg, heavily forested area to E, mature trees to N

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03132 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03134

Name: 5680 South Orange Blossom Trail

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Rear end addition; Vinyl windows, screened porch

Foundation: Slab

Roof: Gable

Main Entry: Wood door with two lower panels, nine upper lights

Porch(es): Full width, hip roof porch supported by wood posts set on a partial, concrete block wall on the north façade. The porch was screened in with an entryway consisting of a vinyl screen door.

Windows: DHS 1/1 wood-framed; SHS 1/1 vinyl-framed

Distinguishing Features: Gable vents, drop siding under gable end, steeply pitched gable roof

Ancillary Features: Wood fence NW of bldg, concrete slab approach, dirt driveway to NW, large tree NW

Structural System: Concrete block

Exterior Fabric: Stucco, Vinyl

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03134 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03135

Name: 5670 South Orange Blossom Trail

Built: ca. 1959

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

N façade porch roof extension

Foundation: Unknown

Roof: Gable

Main Entry: Wood door with SHS, 2/2 aluminum frame window on N façade

Porch(es): open wrap around porch from the original, hipped roof porch on the western elevation to the north, shed roof porch supported by wood posts. Porch is obscured by lattice.

Windows: SHS, 2/2 aluminum-framed

Distinguishing Features: Gable vents, vinyl under gable ends. Foundation obscured by vegetation and wood lattice fencing around porch.

Ancillary Features: Screened in pool cover east of dwelling. Gable, plywood shed south of dwelling.

Foundation Material: Obscured

Roof Material: Composition shingles/Sheet metal:standing seam

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03135 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03136

Name: 5691 South Orange Blossom Trail

Built: ca. 1954

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: #Type!

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations: None



Present Use: Vacant

Plan: Irregular

Foundation: Unknown

Roof: Other/Shed

Main Entry: Vinyl door with six panels on S façade

Porch(es): None observed from public right of way.

Windows: SHS 1/1 aluminum-framed; Jalousie aluminum-framed; SHS 8/8 & 1/1 vinyl-framed; there's 1/1 SHS aluminum-framed tripartite

Distinguishing Features: Saltbox roof, foundation obscured by vegetation, faux shutters, large casing around windows

Ancillary Features: Overgrown parcel

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03136 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03137

Name: 1548 Suwanne Avenue

Built: ca. 1943

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

NE and SW additions; Windows & door replacements

Foundation: Slab

Roof: Gable

Main Entry: Replacement vinyl door with six panels, S façade

Porch(es): None observed from public right of way

Structural System: Wood frame

Exterior Fabric: Stucco

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: DHS 1/1 vinyl framed

Distinguishing Features: Gable vents, faux flat windowsills, steeply pitched gable roof with shed roof extensions

Ancillary Features: Concrete slab walkway to S, planter space surrounds residence

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03137 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03138

Name: 1550 Suwanne Avenue

Built: ca. 1939

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Shed roof add. N & W façade; Asphalt Siding, door replaced

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Wood door, seven panel, one upper light with concrete wr/birck inlay step approach on NE façade

Porch(es): None observed from public right of way

Structural System: Wood frame

Exterior Fabric: Asphalt shingles, Concrete block

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 aluminum-framed

Distinguishing Features: Gable vents, steeply pitched gable roof, shed roof additions. Foundation obscured by siding.

Ancillary Features: Chain link fence to N and S

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03138 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03139

Name: 1554 Suwanne Avenue

Built: ca. 1943

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Vacant

Plan: Rectangular

3 additions; 1 NE, 2 SW; Windows boarded

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Metal door with six panels on NE façade

Porch(es): None observed from public right of way

Structural System: Wood frame

Exterior Fabric: Shingles-asbestos, Concrete block

Foundation Material: Obscured

Roof Material: Sheet metal:standing seam/Sheet metal:corrugated

Relocated: NO

Stories: 1

Chimneys: 1

Windows: Boarded over, one visible SHS 1/1 vinyl-framed

Distinguishing Features: Two rear end additions, rear end addition is clad in concrete block, front addition in asbestos shingle. Overgrown vegetation obscures foundation.

Ancillary Features: Concrete walkway to the N and NE of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03139 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8OS03140

Name: 1560 Suwanne Avenue

Built: ca. 1943

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Stucco, Vinyl

Stories: 1

Additions and Alterations:

SW addition; Window & door replacements

Chimneys: 0



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable

Roof Material: Sheet metal:3V crimp

Main Entry: Metal door w/six panel on NE façade

Porch(es): None observed from the public right of way

Windows: DHS 1/1 vinyl-framed

Distinguishing Features: Large, rectangular stucco pattern; vinyl under gable end; closed eaves

Ancillary Features: Two non-historic prefabricated vinyl sheds north of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03140 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

8OS03141

Name: 1558 Immokalee Street

Built: ca. 1940

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Rectangular

Exterior Fabric: Shingles-asbestos, Wood siding

Stories: 1

Additions and Alterations:

Replaced windows and doors

Chimneys: 1



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable

Roof Material: Sheet metal:3V crimp

Main Entry: Obscured by screened storm door on SE façade

Porch(es): Open, partial width, concrete foundation porch with a gable roof supported by wood posts. The porch roof is reminiscent of an arcade.

Windows: DHS, 1/1 vinyl-framed, paired

Distinguishing Features: Gable vents, vertical wood siding under porch gable, small archade porch, wood lattice skirting obscuring foundation

Ancillary Features: Prefabricated shed west of bldg, chain link fence NE bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03141 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

8OS03142

Name: 1560 Immokalee Street

Built: ca. 1940

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Irregular

Exterior Fabric: Weatherboard, Stucco

Stories: 1

Additions and Alterations:

Two W, rear end additions; Enclosed porch

Chimneys: 0



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable

Roof Material: Composition roll

Main Entry: Metal door w/four panels and fan upper light on SE façade

Porch(es): Enclosed porch with a shed roof clad in composition roll and walls clad in stucco on SE façade. Two 1/1 vinyl-framed windows, large casing around door and window.

Windows: SHS, 1/1 vinyl-framed

Distinguishing Features: Gable vents, two rear end additions on SE façade, stucco clads the enclosed porch and weatherboard clads original block. Foundation obscured by fence.

Ancillary Features: Wood fence NE of bldg, chain link fence W of bldg, wood fence E of bldg, heavily forested parcel

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03142 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

80S03143

Name: 1562 Immokalee Street

Built: ca. 1940

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Rectangular

Rear end addition; Partially enclosed porch

Structural System: Wood frame

Exterior Fabric: Weatherboard, Horizontal plank

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Piers

Roof: Gable

Foundation Material: Brick

Roof Material: Asphalt shingles

Main Entry: Vinyl door w/four panels and fan upper light on W façade

Porch(es): Partial width open porch with a wood floor and shed roof supported by wood posts on SE façade

Windows: SHS, 1/1 aluminum-framed

Distinguishing Features: Barge board under gable end boarded window, boarded window on SE façade.

Ancillary Features: Concrete slab walkway, dirt driveway SE of bldg. Heavily wooded parcel.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03143 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03144

Name: 5665 South Orange Blossom Trail

Built: ca. 1940

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Rectangular

Enclosed porch, metal windows

Structural System: Wood frame

Exterior Fabric: Aluminum

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Piers

Roof: Gable

Foundation Material: Concrete Block

Roof Material: Composition shingles

Main Entry: Wood door w/ two lower panel and 1/1 SHS aluminum window on SE façade

Porch(es): Enclosed porch on E elevation with a shed roof and T1-11 siding and sliding wood-framed windows.

Windows: Sliding wood-framed, paired; SHS 2/2 aluminum-framed; 10 light casement, metal-framed

Distinguishing Features: Gable vents, metal awnings, enclosed porch clad in T1-11; wood lattice skirting around foundation

Ancillary Features: Dirt driveway E of bldg, concrete walkways SE of bldg, chicken wire fence S of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03144 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03145

Name: 5643 South Orange Blossom Trail

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Rectangular

Door replacement

Structural System: Concrete block

Exterior Fabric: Stucco, Brick

Relocated: NO

Stories: 1

Chimneys: 1



Foundation: Slab

Roof: Gable

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Main Entry: Metal door w/six panels on S façade

Porch(es): Full width, open porch with a shed roof supported by wood posts that are set on a partial brick wall on S façade. There is lattice obscuring the porch.

Windows: DHS 1/1 wood-framed; SHS 2/2 aluminum-framed

Distinguishing Features: Gable vent, Wood lattice on porch openings, chimney on W façade, asbestos shingle under gable end

Ancillary Features: Walkway W of bldg, wood fence N of bldg, large tree W of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03145 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03146

Name: 5641 South Orange Blossom Trail

Built: ca. 1944

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Concrete block

Stories: 1

Additions and Alterations:

Windows replaced

Foundation Material: Concrete Block
Roof Material: Composition shingles

Chimneys: 1



Foundation: Continuous

Roof: Gable

Main Entry: Obscured by enclosed porch on S façade

Porch(es): Full width, c/ped screened in porch with partial concrete block wall and T1-11 siding under gable roof on the S façade. There is a screen storm door in the center of the porch.

Windows: DHS 1/1 vinyl-framed; Jalousie, aluminum-framed

Distinguishing Features: T1-11 in gable ends, gable vent, chimney on E façade

Ancillary Features: Fence to the E and W of bldg, concrete slab approach S of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03146 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03147

Name: 5639 South Orange Blossom Trail

Built: ca. 1944

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

Windows and doors replaced

Foundation Material: Concrete, Generic
Roof Material: Sheet metal:standing seam

Chimneys: 0



Foundation: Slab

Roof: Gable

Main Entry: Wood door w/ one upper light and two lower panels on S façade

Porch(es): Full width, open porch with a gable roof on S facade. The roof is supported by square columns. The porch has a railing supported by spindle posts.

Windows: SHS 8/8 & 1/1 vinyl-framed

Distinguishing Features: Gable vents, spindle work porch railing

Ancillary Features: Shed north of bldg, fence E and W, concrete slab walkway S of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03147 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03148

Name: 1559 Immokalee Street

Built: ca. 1944

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Rectangular

Exterior Fabric: Vinyl, Wood/Plywood

Stories: 1

Additions and Alterations:

Enclosed porch SW; Replaced windows/siding

Foundation Material: Concrete Block
Roof Material: Asphalt shingles

Chimneys: 1



Foundation: Piers

Roof: Gable/Shed

Main Entry: Vinyl door w/nine upper lights and two lower panels on NW façade

Porch(es): Porch on SE façade enclosed to make addition. Shed roof and the wall are clad with vinyl siding.

Windows: SHS 1/1 vinyl-framed; Jalousie, aluminum-framed

Distinguishing Features: Vinyl corner boards, unfinished plywood clad shed addition, chimney on S façade

Ancillary Features: Prefabricated shed south of bldg; wood fence S of bldg; concrete slab walkway S of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03148 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

8OS03149

Name: 1561 Immokalee Street

Built: ca. 1944

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

E façade addition; Replaced windows/doors/siding

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Metal door with six panels on NW façade

Porch(es): NW section is a closed porch addition with a shed roof and walls clad with aluminum siding with two vinyl windows.

Windows: SHS 1/1 vinyl-framed; DHS 1/1 wood-framed

Distinguishing Features: Metal awning, enclosed front porch, chimney on N facade. A fence obscures the foundation.

Ancillary Features: wood fence NW of bldg; concrete slab walkway NW of bldg

Structural System: Wood frame

Exterior Fabric: Shingles-asbestos, Aluminum

Foundation Material: Obscured

Roof Material: Sheet metal:5V crimp

Relocated: NO

Stories: 1

Chimneys: 1

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03149 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8OS03150

Name: 1563 Immokalee Street

Built: ca. 1944

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

NW & SE shed roof additions; Replacement door & windows

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Metal door w/ one fan upper light and four panels on NW façade

Porch(es): Enclosed porch with shed roof and walls clad in T1-11 and stucco on NW façade

Windows: SHS 8/8 & 1/1 vinyl- framed

Distinguishing Features: Corner board on SW façade corner. Fence and vegetation obscures view to the foundation.

Ancillary Features: Wood fence and trees NW of bldg

Structural System: Wood frame

Exterior Fabric: Stucco, Wood/Plywood

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1.5

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03150 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8OS03151

Name: 1564 Tallahassee Boulevard

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Vacant

Plan: Rectangular

SE porch addition; UNK Siding replaced

Foundation: Unknown

Roof: Gable/Shed

Main Entry: Wood door on SE façade

Porch(es): Enclosed porch on SE façade with gable roof and screen windows

Windows: DHS 2/2 aluminum-framed; SHS 1/1 aluminum-framed

Distinguishing Features: In a deteriorated condition, overgrown vegetation obscures foundation. Chimney on S façade

Ancillary Features: Chain link fence S/SE of bldg; overgrown parcel

Structural System: Wood frame

Exterior Fabric: Vinyl

Foundation Material: Obscured

Roof Material: Sheet metal:standing seam

Relocated: NO

Stories: 1

Chimneys: 2

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03151 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03152

Name: 5604 Myakka Avenue

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

E enclosed porch addition; Windows/door replaced

Foundation: Slab

Roof: Gable

Main Entry: Metal door with eight panels on S façade

Porch(es): E porch completely enclose to create gable addition. The walls are clad with stucco with a blocked entryway on the E façade

Windows: SHS 1/1 vinyl-framed; SHS 1/1 aluminum-framed

Distinguishing Features: Brick pattern tar paper on gable end peeling; porthole gable end vent, vertical plank shutters on addition

Ancillary Features: Non historic shed to the W, dirt driveway to the N

Structural System: Concrete block

Exterior Fabric: Concrete block, Tar paper

Foundation Material: Concrete, Generic

Roof Material: Composition shingles/Sheet metal:corrugated

Relocated: NO

Stories: 1

Chimneys: 1

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03152 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03153

Name: 5606 Myakka Avenue

Built: ca. 1948

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

W façade shed roof addition; Doors and windows replaced

Foundation: Piers

Roof: Cross-gabled/Shed

Main Entry: Wood door w/eight panels

Porch(es): None observed from public right of way.

Windows: SHS, 1/1 vinyl-framed

Distinguishing Features: Asbestos siding under gable ends, plywood slightly obscures foundation. Original weatherboard siding can be found on the S façade a hole in stucco.

Ancillary Features: Driveway and metal carport to the S

Structural System: Wood frame

Exterior Fabric: Stucco, Shingles-asbestos

Foundation Material: Concrete Block

Roof Material: Sheet metal:3V crimp

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03153 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03154

Name: 1571 Manatee Street

Built: ca. 1947

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations: None



Present Use: Private Residence

Plan: L-shaped

Foundation: Unknown

Roof: Gable

Main Entry: Obscured by metal storm door on W façade

Porch(es): Small, gable portico entryway supported by wood posts and brackets with decorative horizontal wood planks

Windows: SHS 1/1 aluminum-framed; 8 light fixed, aluminum-framed

Distinguishing Features: Gable vents, metal awnings, decorative wood posts support portico entryway, exposed rafter tails. Metal flue on S elevation

Ancillary Features: Chain link fence W on bldg, forested parcel. Overgrown vegetation obscures view to foundation.

Structural System: Wood frame

Exterior Fabric: Shingles-asbestos

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03154 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03155

Name: 5606 South Orange Blossom Trail

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Shingles-asbestos, Stucco

Stories: 1

Additions and Alterations:

Two, S façade additions; Windows/door replaced

Chimneys: 1



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable/Shed

Roof Material: Sheet metal:3V crimp

Main Entry: Metal door w/six panels on NE façade

Porch(es): Small shed roof portico supported by wood brackets with a concrete slab approach on NE façade

Windows: DHS 1/1 vinyl-framed; SHS 1/1, vinyl framed; Jalousie aluminum framed

Distinguishing Features: The residence is arranged as a gable to large, steeply pitched roof shed configuration. Foundation is obscured by stucco.

Ancillary Features: Dirt driveway and concrete walkway to N, chain link fence to the S

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03155 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03156

Name: Intercession City Church of God

Built: ca. 1960

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Church

Present Use: Church

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

N shed roof add.; Doors/windows replaced

Chimneys: 0



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable

Roof Material: Composition shingles

Main Entry: Aluminum/glass double doors on S façade

Porch(es): Partial width, open porch with gable roof supported by stone veneer over concrete, square columns on S façade

Windows: 3-light awning, aluminum framed

Distinguishing Features: Steeple near S end of gable roof, vinyl siding in gable end, decorative stone porch columns

Ancillary Features: Paved driveway to the W, planters on either side of porch

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03156 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03157

Name: 5566 Myakka Avenue

Built: ca. 1965

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Ranch

Plan: Rectangular

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

Replaced windows and doors

Chimneys: 0



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable

Roof Material: Asphalt shingles

Main Entry: Metal door with nine panels on N façade

Porch(es): Small metal awning above supported by metal brackets above entry way

Windows: DHS 1/1, vinyl-framed, individual and paired

Distinguishing Features: Metal awnings above main entry, T1-11 siding on gable ends, shallow pitched gable roof, large window casings

Ancillary Features: Prefabricated garage S of bldg, wood and concrete fence N, paved driveway E of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03157 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

80S03158

Name: 1590 Nocatee Street

Built: ca. 1925

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Rectangular

Exterior Fabric: Vinyl, Stucco

Stories: 1

Additions and Alterations:

W add.; Vinyl siding

Chimneys: 0



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable/Shed

Roof Material: Sheet metal:5V crimp

Main Entry: Wood door w/one upper light covered by vinyl storm door on E façade

Porch(es): Open porch on E facade with metal awning supported by metal brackets above a small, concrete slab approach flanked by two wood railings with spindle work.

Windows: DHS 1/1 aluminum-framed, paired; 3 light fixed, metal-framed in sets of four; large fixed screens, aluminum-framed

Distinguishing Features: Metal awnings; two entryways, one E and one S with vinyl storm doors. Foundation obscured by overgrown vegetation.

Ancillary Features: Gabled garage with stucco exterior and dirt driveway N of bldg. Chain link fence lines the perimeter of parcel.

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03158 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03159

Name: 1581 Nocatee Street

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: L-shaped

Exterior Fabric: Concrete block, Weatherboard

Stories: 1

Additions and Alterations:

Windows and door replaced

Chimneys: 0



Foundation: Continuous

Foundation Material: Concrete Block

Roof: Gable

Roof Material: Sheet metal:corrugated

Main Entry: Wood door w/six panels

Porch(es): Metal awning and concrete slab approach on NE façade

Windows: SHS, 2/2 aluminum framed; SHS 6/6 vinyl framed; 3 light awning, aluminum-framed

Distinguishing Features: Weatherboard and drop siding on gable ends, gable end vents metal awning above main entry way

Ancillary Features: Chain link fence to the E and S, concrete slab to NE, wood car port to S

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03159 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03160

Name: 5532 Myakka Avenue

Built: ca. 1936

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: L-shaped

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

N end addition; Vinyl windows

Chimneys: 0



Foundation: Piers

Foundation Material: Concrete Block

Roof: Gable

Roof Material: Composition shingles

Main Entry: Wood door w/six panels on N façade

Porch(es): None observed from public right of way

Windows: SHS 6/6, aluminum-framed; SHS 1/1 vinyl windows; 3-light awning, aluminum-framed

Distinguishing Features: Wood lattice foundation skirting, large window and door casings, metal flue vent toward N on original block

Ancillary Features: Chain link fence E and W of bldg, planters and dirt driveway N of dwelling, patio to W

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03160 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

80S03161

Name: 5530 Myakka Avenue

Built: ca. 1947

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete

Relocated: NO

Style: Minimal Traditional

Plan: Rectangular

Exterior Fabric: Horizontal plank

Stories: 1

Additions and Alterations:

N end shed roof addition; Door, windows replaced

Chimneys: 0



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable

Roof Material: Composition shingles

Main Entry: Vinyl door with one upper light and four panels on N façade

Porch(es): Small, open porch on north façade with a gable roof supported by wood posts on N façade

Windows: SHS 1/1 aluminum-framed; SHS 1/1 vinyl-framed; DHS 2/2 aluminum-framed; Jalousie, aluminum-framed

Distinguishing Features: T1-11 siding on gable end, raked eaves

Ancillary Features: Prefabricate, gambrel roof shed north of bldg, chain link fence to the E and W, chicken wire fence to N

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03161 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03162

Name: 1604 Hope Street

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Wood frame

Relocated: NO

Style: Frame Vernacular

Plan: Irregular

Exterior Fabric: Other

Stories: 2

Additions and Alterations:

E addition; Vinyl window

Chimneys: 0



Foundation: Unknown

Foundation Material: Obscured

Roof: Gable

Roof Material: Composition shingles

Main Entry: None visible from public right of way

Porch(es): Open, two story porch on the S façade with wood railings and wood posts supporting the gable roof extension

Windows: SHS1/1, vinyl-framed vinyl; 2 sliding vinyl-framed. individual visible on the N façade

Distinguishing Features: Irregular plan with additions to create an L shaped lower level, but no upper level additions. Foundation is obscured by vinyl fence.

Ancillary Features: Vinyl fence, gabled outbuilding, overgrown parcel obscures view

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03162 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

80S03163

Name: 5612 South Orange Blossom Trail

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Masonry Vernacular

Plan: Rectangular

Exterior Fabric: Concrete block, Aluminum

Stories: 1

Additions and Alterations:

Southern additions; Windows replaced

Chimneys: 1



Foundation: Continuous

Foundation Material: Concrete Block

Roof: Shed

Roof Material: Composition roll

Main Entry: Wood door w/one upper light and one lower panel on N façade

Porch(es): Shed roof portico supports by wood brackets with a concrete slab approach on N façade

Windows: SHS 1/1 vinyl framed

Distinguishing Features: Steep shed roof with unusual parapet-like roof configuration, large casings around windows and doors

Ancillary Features: Gravel driveway N of bldg, chicken wire fence to the W

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03163 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

80S03164

Name: 5604 South Orange Blossom Trail

Built: ca. 1939

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Irregular

E and S additions; Window, doors replaced

Foundation: Slab

Roof: Shed

Main Entry: Vinyl door w/ six panels on N façade

Porch(es): Concrete slab approach on N façade

Structural System: Wood frame

Exterior Fabric:

Foundation Material: Concrete, Generic

Roof Material: Composition roll

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 6/6 vinyl framed

Distinguishing Features: Corner boards, prominent parapet-like shed roof, large casing around windows

Ancillary Features: Chain link fence to the S, overgrown parcel

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03164 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03165

Name: 1600 Hope Street

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

South shed roof addition; Door replaced

Foundation: Slab

Roof: Gable/Shed

Main Entry: Metal door w/six panels on E façade

Porch(es): None observed from public right of way

Structural System: Concrete block

Exterior Fabric: Stucco, Wood siding

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 aluminum-framed

Distinguishing Features: Wood siding in gable ends, large casing around door but none around windows, closed eaves

Ancillary Features: Fence to S, gable roof shed to S, concrete slab to E

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03165 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03166

Name: 5596 South Orange Blossom Trail

Built: ca. 1945

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E33

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Windows, door replaced

Foundation: Continuous

Roof: Gable

Main Entry: Wood door replacement w/six panels on N façade

Porch(es): Partially enclosed, screened porch on north façade. The hip roof is supported by wood posts set on a partial concrete block wall.

Structural System: Concrete block

Exterior Fabric: Concrete block, Weatherboard

Foundation Material: Concrete Block

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 1

Windows: DHS 1/1 wood-framed; DHS 1/1 vinyl-framed

Distinguishing Features: Weatherboard in gable end, gable vent, chimney on NW Façade, thin barge board

Ancillary Features: Fence S of bldg; concrete slab walkway, planet, and dirt driveway N of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03166 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03167

Name: 5586 South Orange Blossom Trail

Built: ca. 1920

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Store

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Restaurant

Plan: Rectangular

Windows, door replaced

Foundation: Continuous

Roof: Gable/Hip

Main Entry: Wood door with metal/glass storm door on N façade

Porch(es): Open, hipped roof porch supported by plain wood posts on N façade

Structural System: Concrete block

Exterior Fabric: Stucco, Aluminum

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles/Composition roll

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 metal-framed; 3 light commercial style, metal-framed; one light fixed, metal-framed

Distinguishing Features: Vinyl in gable end, large metal vent and flue toward S façade, large casing around windows and door on E façade

Ancillary Features: Parking lot east of restaurant, restaurant sign N of restaurant

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03167 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03168

Name: 1600 Charity Street

Built: ca. 1936

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

E façade add., closed porch

Foundation: Unknown

Roof: Gable

Main Entry: Metal door with jalousie window on N façade

Porch(es): None observed from public right of way

Structural System: Concrete block

Exterior Fabric: Stucco

Foundation Material: Obscured

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: Jalousie, aluminum framed; SHS 1/1 aluminum framed; 1 and 4 light awning window

Distinguishing Features: Shallow gable E addition w/ shed roof carport, carport supported by decorative metal post assemblies. Overgrown vegetation blocks foundation

Ancillary Features: Chain link fence and E of bldg, overgrown parcel, trees to the E and N.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03168 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03169

Name: 1611 Charity Street

Built: ca. 1955

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Enclosed carport to make add.; New windows, enclosed carport

Foundation: Slab

Roof: Gable

Main Entry: Wood door, two upperlights covered by metal storm door on E façade

Porch(es): None observed from public right of way

Structural System: Concrete block

Exterior Fabric: Stucco, Drop siding

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 0

Windows: SHS 1/1 vinyl-framed; 3 light fixed picture window flanked by two casement, vinyl-framed

Distinguishing Features: Drop siding under gable ends, thick textured stucco, shallow pitched roof, faux shutters

Ancillary Features: Chain link fence and tree S of bldg

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03169 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03170

Name: 1608 Shepherd Lane

Built: ca. 1975

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Store

Style: Commercial

Additions and Alterations: None

Present Use: Store

Plan: Rectangular

Structural System: Concrete block

Exterior Fabric: Concrete block, Brick

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Slab

Roof: Flat

Foundation Material: Concrete, Generic

Roof Material: Built-up/Sheet metal:corrugated

Main Entry: Metal framed, glass door on E façade

Porch(es): Concrete walkway and approach under hip roof extension on E façade

Windows: Commercial style, metal framed

Distinguishing Features: Signboard hip roof extension over front entryway, stucco and brick on E elevation, concrete block on remaining sides

Ancillary Features: Gas pumps northeast of store with plan, flat roof supported by metal posts with a concrete base.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03170 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03171

Name: 5548 South Orange Blossom Trail

Built: ca. 1912

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Irregular

W gable add., E shed add.; Doors, windows replaced

Structural System: Wood frame

Exterior Fabric: Stucco

Relocated: NO

Stories: 1

Chimneys: 1



Foundation: Unknown

Roof: Gable

Foundation Material: Obscured

Roof Material: Sheet metal:corrugated

Main Entry: Wood door w/ one upper light, two lower panels on N façade

Porch(es): Small, open porch with shed roof with a small arcade and a concrete block platform. The arcade consists of a central arch in front of the main entryway and two flanking arched with a raised wall.

Windows: SHS 6/6 vinyl-framed; Fixed picture windows, vinyl-framed; DHS 2/2 aluminum framed

Distinguishing Features: Plaster quoins on N facade on the E & W corners. Porch arcade w/3 arches. Shed roof additions to S & W, gable add. to W. Stucco obscures foundation.

Ancillary Features: Vinyl fence to the E, W, and S. Planters along N facade. S facade corrugated metal porch cover supported by wood posts.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03171 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03172

Name: 5536 South Orange Blossom Trail

Built: ca. 1955

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Minimal Traditional

Additions and Alterations: None

Present Use: Private Residence

Plan: Rectangular

Structural System: Concrete block

Exterior Fabric: Concrete block, Drop siding

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Gable

Foundation Material: Obscured

Roof Material: Composition shingles

Main Entry: Wood door with one upper light on NE façade

Porch(es): None observed from public right of way

Windows: Multi-light jalousie, aluminum framed, paired and single

Distinguishing Features: Drop siding on gable ends, gable vents, large casing around windows and doors. Foundation obscured by planted box and items.

Ancillary Features: Dirt driveway to the NE, slightly overgrown and wooded parcel

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03172 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03173

Name: 5532 South Orange Blossom Trail

Built: ca. 1957

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Ranch

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

NW corner carport enclosed; Windows/Doors replaced

Foundation: Slab

Roof: Hip

Main Entry: Wood door, N façade

Porch(es): Open porch on north façade w/ shed roof supported by wood posts set on concrete blocks.

Windows: SHS 6/6, vinyl framed, paired

Distinguishing Features: Enclosed carport to make addition on the western corner of north facade, shallow pitched hipped roof, large casing around windows

Ancillary Features: Dirt driveway to N, wooded parcel, chain link fence to the east on parcel boundary

Structural System: Concrete block

Exterior Fabric: Stucco

Foundation Material: Concrete, Generic

Roof Material: Built-up

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03173 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03174

Name: 5535 Orange Avenue

Built: ca. 1962

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Ranch

Additions and Alterations: None



Foundation: Unknown

Roof: Gable

Main Entry: Wood door obscured by metal storm door w/ Jalousie window on S façade

Porch(es): None observed from public right of way

Windows: SHS 8/8 aluminum window. Other windows obscured

Distinguishing Features: Metal roof ridge. Items and overgrown grass obscures the foundation.

Ancillary Features: Wooded, overgrown parcel

Foundation Material: Obscured

Roof Material: Sheet metal:3V crimp

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03174 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03175

Name: 5517 Orange Avenue

Built: ca. 1965

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E3

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

N addition; Doors, windows replaced

Foundation: Slab

Roof: Gable

Main Entry: Metal door with six panels on S façade

Porch(es): Enclosed porch on S facade, open small porch w/shed roof supported by wood posts on W façade

Windows: DHS 6/6 vinyl-framed, individual

Distinguishing Features: Large casing around doors and windows, gable vents

Ancillary Features: Wooded parcel with trees close to bldg

Structural System: Concrete block

Exterior Fabric: Stucco

Foundation Material: Concrete, Generic

Roof Material: Composition roll

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03175 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

80S03176

Name: CSX RR Bridge 1

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 80S03176 is significant under Criteria A as a contributing element to the NRHP-eligible South Florida Railroad (80S02540) and Criteria B as a contributing element to the South Florida Railroad (80S02540) for its association with Henry Plant.

Contributing Resource: YES

80S03177

Name: CSX RR Bridge 2

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 80S03177 is significant under Criteria A as a contributing element to the NRHP-eligible South Florida Railroad (80S02540) and Criteria B as a contributing element to the South Florida Railroad (80S02540) for its association with Henry Plant.

Contributing Resource: YES

80S03178

Name: CSX RR Bridge 3

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Resource 80S03178 is significant under Criteria A as a contributing element to the NRHP-eligible South Florida Railroad (80S02540) and Criteria B as a contributing element to the South Florida Railroad (80S02540) for its association with Henry Plant.

Contributing Resource: YES

Historic Resources within the Project APE

80S03179

Name: 5560 Myakka Avenue

Built: ca. 1947

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Enclosed porch addition; Windows replaced

Foundation: Slab

Roof: Hip

Main Entry: N façade, W of center, obscured by screen door, simple surround, flanked by original and modern wind

Porch(es): E end of N facade, enclosed partial width porch clad in stucco with a screen storm door and SHD 4/4 vinyl window under shed extension

Windows: SHS, vinyl-framed, paired and single, 4/4; 3 light awning, metal-framed, paired and single

Distinguishing Features: Enclosed porch and Clam shell awning on N façade. Drop siding on gable ends, closed eaves, concrete block chimney with metal cap/vent on W façade

Ancillary Features: Detached shop/garage east of main structure, chain link fence north of main structure

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Relocated: NO

Stories: 1

Chimneys: 1

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03179 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03180

Name: 5517 South Orange Blossom Trail

Built: ca. 1955

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:



Present Use: Private Residence

Plan: Rectangular

Window/siding replaced

Foundation: Piers

Roof: Gable

Main Entry: E façade, off-center, multipanel wood door sheltered by glass door, simple surround

Porch(es): E façade open, stoop porch with wooden stairs and railing

Windows: SHS, 1/1 vinyl-framed, paired and single

Distinguishing Features: Crawl space obscured by lattice board, attic vent observed in gable end, exposed eaves

Ancillary Features: Rectangular concrete block, ca. 1955, building, chain link fence south of main structure; concrete slab driveway east of main structure

Foundation Material: Obscured

Roof Material: Sheet metal:3V crimp

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03180 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

80S03181

Name: 5515 South Orange Blossom Trail, Bldg 23

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

Original Use: Office

Style: Masonry Vernacular

Additions and Alterations:



Present Use: Office

Plan: Rectangular

Window/door replaced

Foundation: Slab

Roof: Gable

Main Entry: Vinyl door with nine upper lights and two lower panels on south façade center

Porch(es): Open porch, S facade concrete slab patio with roof overhang sheltering the main entry.

Windows: SHS, 1/1 vinyl-framed, single individual

Distinguishing Features: Vents in gable ends, metal roof ridge, wood fixed window shutters

Ancillary Features: Shares parcel with 80S03181 and is within resource group 80S03183. Parking lot to the west.

Foundation Material: Concrete, Generic

Roof Material: Sheet metal:standing seam

Relocated: NO

Stories: 1

Chimneys: 0

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 80S03181 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8OS03182

Name: South Orange Blossom Trail Bridges

Built: ca. 1938

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E32

See Report for Description and Assessment

Individually Eligible: YES

Evaluation: Resource 8OS03182 is significant under Criterion C as a distinct collection of 1930s unadorned concrete bridges (8OS01747-8OS01749) and retains integrity. It is therefore eligible for listing in the NRHP.

Contributing Resource: NO

8OS03183

Name: Rainbow Trailer Park

Built: ca. 1950

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 25S28E34

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8OS03183 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

8PO07156

Name: 6703 US Highway 17/92 N

Built: ca. 1950

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E6

Original Use: Private Residence

Present Use: Vacant

Structural System: Wood frame

Relocated: NO

Style: Minimal Traditional

Plan: Rectangular

Exterior Fabric: Horizontal plank, Wood/Plywood

Stories: 1

Additions and Alterations:

Boarded windows, entryway

Chimneys: 0

Foundation: Unknown

Foundation Material: Obscured

Roof: Gable

Roof Material: Composition roll/Sheet metal:corrugated

Main Entry: Covered by plywood on NW façade

Porch(es): None visible from public right of way

Windows: All covered by plywood

Distinguishing Features: Corner boards, barge board, boarded windows and entryway. Foundation obscured by vegetation.

Ancillary Features: Shares a parcel with 8PO08198, 8PO8199, and 8PO8200 to the NE, overgrown parcel



Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO07156 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

Historic Resources within the Project APE

8PO07157

Name: +/- 6604 US Highway 17/92

Built: ca. 1955

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations: None

Present Use: Vacant

Plan: Rectangular

Structural System: Wood frame

Exterior Fabric: Horizontal plank

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Gable

Foundation Material: Obscured

Roof Material: Sheet metal:corrugated

Main Entry: Door removed, front entryway frame on to the W of the NW façade

Porch(es): None observed from public right of way.

Windows: DHS 1/1, wood framed

Distinguishing Features: Metal roof ridge, corner boards. Vegetation is growing over the N facade of the structure and is obscuring the foundation.

Ancillary Features: Shares parcel with burned indistinguishable building to the north and a ca. 1976 mobile home to the south.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO07157 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO07718

Name: 131 Parker Road

Built: ca. 1965

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E6

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: L-shaped

Gable addition, N; Windows/doors replaced

Structural System: Wood frame

Exterior Fabric: Stucco

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Slab

Roof: Hip/Gable

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles

Main Entry: Vinyl door with single upper light, architrave trim on E façade

Porch(es): Partial width, incised porch with a shed roof supported by a wood post

Windows: SHS, 1/1, vinyl framed, individual

Distinguishing Features: Quoins on northern facade of hipped structure, casing around windows and doors, shallow pitched gable

Ancillary Features: Chain link fence to the N, wood fence to the E, metal framed and vinyl gazebo to E. Small pole frame shed east of residence

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO07718 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO08198

Name: 6703 US Highway 17/92 N Building 2

Built: ca. 1972

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E6

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Rectangular

S façade addition

Structural System: Wood frame

Exterior Fabric: Aluminum

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Gable

Foundation Material: Obscured

Roof Material: Asphalt shingles

Main Entry: Single solid wood door in center of NW façade

Porch(es): None visible from public right of way

Windows: Jalousie, aluminum-framed, individual; windows boarded with plywood.

Distinguishing Features: Prominent barge board, large rear gable, corner boards. Foundation obscured by vegetation and parked cars.

Ancillary Features: Shares parcel with 8PO08200 to the NW, PO08199 to SW, and PO07156 to the S

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, PPO08198 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8PO08199

Name: 6703 US Highway 17/92 N Building 3

Built: ca. 1972

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E6

Original Use: Private Residence

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: Irregular

Addition to W; West boarded door

Structural System: Masonry - General

Exterior Fabric: Stucco

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Continuous

Roof: Gable/Pyramid

Foundation Material: Concrete, Generic

Roof Material: Asphalt shingles

Main Entry: Covered by plywood on N façade

Porch(es): None visible from public right of way

Windows: SHS 2/2, aluminum-framed, paired

Distinguishing Features: Gable vents, metal security bars. Western addition w/pyramidal roof connecting to main gable roof

Ancillary Features: Shares parcel with 8PO08200 and 8PO07156 to S, chain link fence to N

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08199 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO08200

Name: 6702 US Highway 17/92 N

Built: ca. 1962

Original or Update: Update

US Quad Map: DAVENPORT (2021)

TRS: 26S28E6

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: L-shaped

NE add, SE add; Stucco board siding W façade

Structural System: Wood frame

Exterior Fabric: Drop siding, Wood/Plywood

Relocated:

Stories: 1

Chimneys: 0



Foundation: Continuous

Roof: Gable

Foundation Material: Concrete Block

Roof Material: Composition roll

Main Entry: Covered by plywood on NE façade

Porch(es): Open, partial width porch with a flat roof extension, supported by large square columns on NW façade

Windows: SHS, 1/1 & 2/2, aluminum-framed, individual; DHS 1/1, vinyl-framed, individual; DHS 1/1, wood-framed, individual

Distinguishing Features: Addition has a gable portico over the entryway. The structures are in a deteriorated condition with siding and decorative features falling off.

Ancillary Features: Attached gable structure to the NE of main structure, mature tree E of dwelling

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08200 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO08615

Name: 6110 US Highway 17/92 N Building 1

Built: ca. 1953

Original or Update: Original

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Private Residence

Style: Ranch

Additions and Alterations:

Present Use: Private Residence

Plan: Irregular

Connection garage to house

Structural System: Concrete block

Exterior Fabric: Concrete block

Relocated: NO

Stories: 1

Chimneys: 1



Foundation: Unknown

Roof: Hip

Foundation Material: Obscured

Roof Material: Asphalt shingles

Main Entry: Wood door w/ three upper lights, covered by a fully-glazed metal-framed storm door on NW elevation

Porch(es): Incised porch in the center of the NW elevation. Second incised porch on N elevation.

Windows: 16 light fixed picture, aluminum-framed; 4 light awning, aluminum-framed

Distinguishing Features: A small, dentil-like frieze located above the incised porch on NW facade. Hip extension on SE façade.

Ancillary Features: Shares parcel with 8PO08616 to the SE, concrete slab driveway to the NE, wood fence to N.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08615 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8PO08616

Name: 6110 US Highway 17/92 Building 2

Built: ca. 1958

Original or Update: Original

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Private Residence

Style: Frame Vernacular

Additions and Alterations:

Present Use: Private Residence

Plan: L-shaped

Vegetation obscures residence

Structural System: Wood frame

Exterior Fabric: Drop siding

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Shed

Foundation Material: Obscured

Roof Material: Composition roll

Main Entry: Not visible from public right of way

Porch(es): Closed, screened in porch on S elevation with a shed roof supported by wood posts and lattice wood under screen windows. The porch entry is found on the E end of the S façade

Windows: None visible from public right of way

Distinguishing Features: Resource is a Shed style residence as exhibited by the the multi-directional & multilevel shed roofs. The resource is heavily obscured by vegetation.

Ancillary Features: Shares parcel with 8PO08615 to the NW, carport to the N.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, PO08616 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO08617

Name: 6118 US Highway 17/92 N

Built: ca. 1958

Original or Update: Original

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Farm

Style: Masonry Vernacular

Additions and Alterations:

Present Use: Vacant

Plan: Rectangular

Converted carport to office

Structural System: Concrete block

Exterior Fabric: Concrete block

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Unknown

Roof: Hip

Foundation Material: Obscured

Roof Material: Composition shingles

Main Entry: Glass door w/ metal from and two large side lights on NW façade

Porch(es): Open, shed roof porch with a concrete slab floor, a concrete block wall to the S, and a decorative metal posts on the northern section of the porch.

Windows: Jalousie, aluminum-framed grouping; awning, aluminum-frame, paired, 4-light

Distinguishing Features: Gabled vents, carport addition. Wood fence and overgrown vegetation obscure foundation.

Ancillary Features: One barn with a shed roof clad in horizontal wood plank NE of bldg. One gable barn E of bldg, visible on 2021 aerials. Wood fence to N

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08617 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8PO08618

Name: Casa De Israel Yarah Church; 6311 US Highway 17/92

Built: ca. 1970

Original or Update: Original

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Church

Style: Masonry Vernacular

Additions and Alterations: None

Present Use: Church

Plan: Rectangular

Structural System: Masonry - General

Exterior Fabric: Concrete block

Relocated: NO

Stories: 1

Chimneys: 0



Foundation: Continuous

Roof: Gable

Foundation Material: Concrete, Generic

Roof Material: Composition shingles

Main Entry: Double vinyl doors s with 9 upper lights on SE façade

Porch(es): Small, incised porch with a concrete slab landing and thin, concrete block steps on SE façade

Windows: SHS vinyl-framed 1/1, 4/4 & 9/9, individual

Distinguishing Features: Unelaborate square, concrete block buttresses on the east and west facades between windows, T1-11 siding on gable end.

Ancillary Features: Gabled historic outbuilding west-northwest of main structure, planters and concrete slab walkway on E, W, and N facade.

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08618 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8PO08619

Name: 6506 US Highway 17/92 N

Built: ca. 1962

Original or Update: Original

US Quad Map: DAVENPORT (2021)

TRS: 26S28E7

Original Use: Private Residence

Present Use: Private Residence

Structural System: Concrete block

Relocated: NO

Style: Ranch

Plan: Rectangular

Exterior Fabric: Stucco

Stories: 1

Additions and Alterations:

Vinyl windows

Chimneys: 0



Foundation: Slab

Foundation Material: Concrete, Generic

Roof: Gable

Roof Material: Composition shingles

Main Entry: Wood door w/21 panels on center of N façade

Porch(es): Open porch w/ concrete slab approach under shed roof extension on N façade

Windows: SHS vinyl-framed 1/1 & 6/6, individual and paired

Distinguishing Features: Asphalt roof ridge, roof overhang on northwestern façade, vents on gable end, faux window sills on N facade, secondary entrance on E facade.

Ancillary Features: Gable roof shed with concrete block walls N of bldg; dirt driveway N of bldg

Individually Eligible: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8PO08619 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Contributing Resource: NO

8PO08622

Name: US 17/92

Built: ca. 1953

Original or Update: Original

US Quad Map: INTERCESSION CITY (2021)

TRS: 26S28E6

See Report for Description and Assessment

Individually Eligible: NO

Evaluation: It is the opinion of SEARCH that this section of 8PO08622 within the APE lacks the minimum criteria for NRHP listing and is ineligible as a non-contributing segment to the overall linear resource.

Contributing Resource: NO

APPENDIX F

DEMOLITION AND MISLOT LETTER



September 22, 2021

Dr. Eman M. Vovsi
Historical Data Analyst
Florida Master Site File
500 S. Bronough St.
Tallahassee, Florida 32399-0250

Subject: Demolished/Misplotted Buildings for the Cultural Resource Assessment Survey of US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida (Financial Management No. 437200-1-22-01)

Dear Dr. Vovsi,

Three previously recorded structures, 5535 South Orange Blossom Trail (8OS01740), Lun House (6115 US Highway 17/92; 8PO06825), and 6801 US Highway 17/92 (8PO07155), located within the area of potential effects (APE) of the above-referenced project, were determined to have been removed or demolished. The removal/demolition of these previously recorded structures was verified during fieldwork conducted on August 10 and 11, 2021.

One previously recorded structure, Fletcher Park Monument (8OS01746), plotted within the APE of the above-referenced project, was determined to have been relocated to the Osceola County Welcome Center and History Museum at 4155 West Vine Street, Kissimmee, Florida. The relocation of this previously recorded structure was verified during fieldwork conducted on August 10 and 11, 2021, and via consultation with the Osceola County Historical Society on July 21, 2021.

In addition, 12 previously recorded structures, plotted within the APE of the above-referenced project, were determined to have been misplotted, but remain within the APE (see table). The correct locations of these previously recorded resources were verified during fieldwork conducted on August 10 and 11, 2021.

FMSF No.	Name/Address
8OS01733	5508 South Orange Blossom Trail
8OS01734	5505 South Orange Blossom Trail
8OS01735	5509 South Orange Blossom Trail
8OS01737	5540 South Orange Blossom Trail
8OS01738	5544 South Orange Blossom Trail
8OS01741	5551 South Orange Blossom Trail
8OS01742	5569 South Orange Blossom Trail
8OS01743	5599 South Orange Blossom Trail
8OS01744	5605 South Orange Blossom Trail
8OS01745	1574 Tallahassee Boulevard
8PO07156	6703 US Highway 17/92 North
8PO07157	6606 US Highway 17/92

If there are any questions, please feel free to contact me at jason.newton@searchinc.com.

Sincerely,

Jason Newton, MA, MLIS
Architectural Historian, Principal Investigator