STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

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ENVIRONMENTAL
MANAGEMENT
08/22

DRAFT CULTURAL RESOURCES ASSESSMENT SURVEY

Florida Department of Transportation

District 5

S.R. 60 Project Development and Environment (PD&E) Study

Limits of Project: Prairie Lake Road to Florida's Turnpike

Osceola County, Florida

Financial Management Number: 452574-1

ETDM Number: 14563

Date: August 2025

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

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CULTURAL RESOURCE ASSESSMENT SURVEY IN SUPPORT OF THE SR 60 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FROM PRAIRIE LAKE ROAD TO FLORIDA'S TURNPIKE OSCEOLA COUNTY, FLORIDA

FINANCIAL MANAGEMENT NO. 452574-1
SEARCH PROJECT NO. 250129

PREPARED FOR

VOLKERT, INC. AND
FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DELAND, FLORIDA

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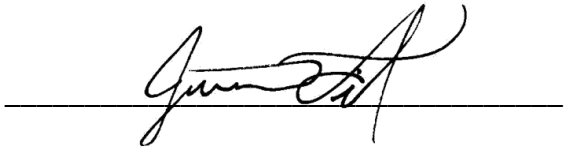

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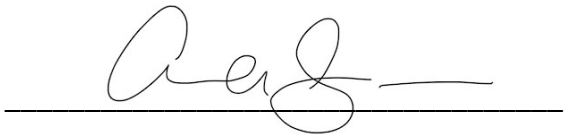

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EXECUTIVE SUMMARY

This report presents the findings of a cultural resource assessment survey conducted in support of improvements to State Road (SR) 60 in Osceola County, Florida. The Florida Department of Transportation District 5 is proposing improvements to SR 60 from Prairie Lake Road to Florida's Turnpike (SR 91), a distance of approximately 32.2 kilometers (20 miles). Proposed improvements include widening the existing roadway from two to four lanes. Additional right-of-way (ROW) is proposed along the northern side of the existing SR 60 corridor. This project is federally funded for 2029.

To encompass the potential improvements, the archaeological area of potential effects (APE) was defined to include the existing and proposed ROW where improvements are proposed. The architectural history APE included the existing and proposed ROW and was extended to the back or side property lines of parcels adjacent to the ROW or a distance of no more than 100 meters (328 feet) from the ROW line.

The archaeological survey consisted of pedestrian survey and systematic subsurface testing. A total of 351 shovel tests were excavated within the archaeological APE, none of which contained artifacts or cultural features. An additional 52 shovel test locations were visited but unable to be excavated due to inundation or buried utilities and were documented as "no-dig" points. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological survey is recommended.

The architectural history survey resulted in the identification and evaluation of five previously recorded resources (8OS01751, 8OS02519, 8OS03001, 8OS03274, and 8OS03484) and five newly recorded buildings (8OS03738–8OS03742) within the APE. One previously recorded building (8OS03484) was identified and evaluated as ineligible for listing in the NRHP by SHPO within the last 10 years. The building has not had substantial additions or alterations; therefore, an updated site form and evaluation was not completed for this resource.

Two previously recorded linear resources (8OS03001 and 8OS03274) were last evaluated by SHPO as having insufficient information to make an NRHP recommendation. SEARCH finds there is insufficient information to make a recommendation of the resources as a whole, because only a small segment of each resource intersects the APE. However, SEARCH recommends both segments are non-contributing to their respective resources as they lack historical significance and engineering distinction. The remaining resources are recommended ineligible for the NRHP. No new or existing historic districts were identified during field survey. No further architectural history work is required.

SEARCH recommends that this project will result in No Historic Properties Affected. No further cultural resources work is recommended.

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INTRODUCTION

PROJECT DESCRIPTION

This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of improvements to State Road (SR) 60 in Osceola County, Florida (**Figure 1**). The Florida Department of Transportation (FDOT) District 5 is proposing to widen SR 60 from Prairie Lake Road to Florida's Turnpike (SR 91), a distance of approximately 32.2 kilometers (km; 20 miles [mi]). The proposed widening will expand the current two-lane roadway to four lanes. Additional right-of-way (ROW) will be required along the north side of the existing SR 60 corridor. This project is federally funded for 2029.

AREA OF POTENTIAL EFFECTS

To encompass the potential improvements, the archaeological area of potential effects (APE) was defined to include the existing and proposed ROW where improvements are proposed. The architectural history APE includes the existing and proposed ROW and was extended to the back or side property lines of parcels adjacent to the ROW or a distance of no more than 100 meters (m; 328 feet [ft]) from the ROW line (**Figure 2**). In this document, the "APE" refers to the combined archaeological APE and architectural history APE.

APPLICABLE LAWS AND GUIDELINES

The work was conducted to comply with Public Law 113-287 (Title 54 USC), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), and the Archaeological and Historic Preservation Act of 1974, as amended, 36 CFR Part 800 (Protection of Historic Properties), and all laws, regulations, and guidelines promulgated by the State of Florida governing cultural resources work, in particular Chapters 267.031(1) and 267.12, Florida Statutes and 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 2024), as well as the Florida Division of Historical Resources' (FDHR) 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 work was performed by professional archaeologists who meet the qualifications established in the Secretary of the Interior's *Standards and Guidelines* (48 FR 44716-42).

Figure 1. The project location in southern Osceola County, Florida.

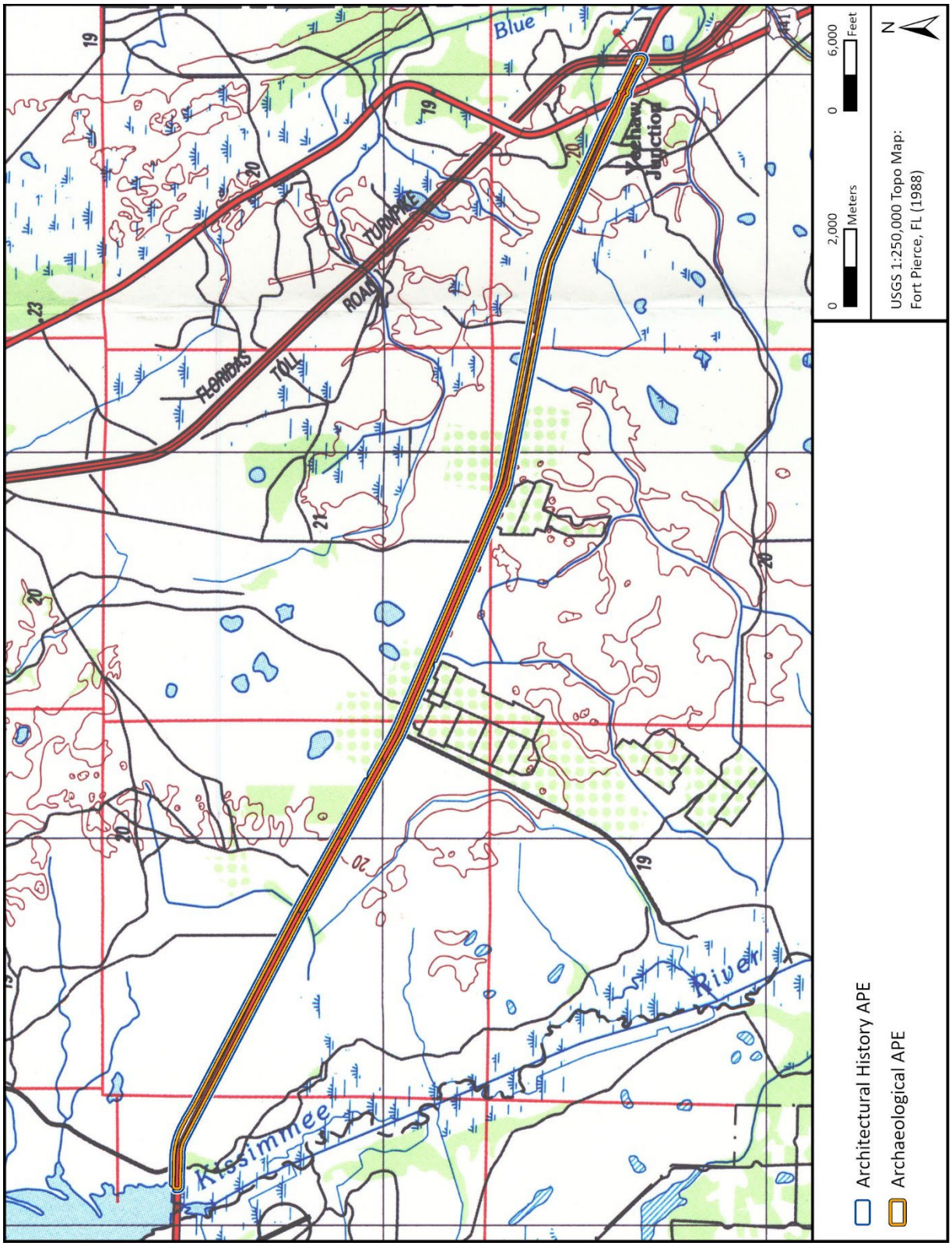

Figure 2. The archaeological and architectural history APE.

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PROJECT LOCATION AND ENVIRONMENT

LOCATION AND MODERN CONDITIONS

The APE is comprised of approximately 32.2 km (20 mi) of existing and proposed SR 60 ROW in the communities of Lake Wales and Yeehaw Junction in Osceola County, Florida. The project area is characterized by agricultural pastures, fallow fields, wooded wetlands, and canals. The project is located within the following sections of the Public Land Survey System:

- Township 31 South, Range 31 East, Sections 1, 2, 11, and 12
- Township 31 South, Range 32 East, Sections 7, 8, 15, 16, 17, 18, 22, 23, 24, 25, and 26
- Township 31 South, Range 33 East, Sections 29, 30, 31, 32, 33, and 34
- Township 32 South, Range 33 East, Sections 1, 2, and 3
- Township 32 South, Range 34 East, Sections 5, 6, 8, 9, 10, 11, 14, and 15

Geologically, the APE is a part of the Kissimmee Valley province of the larger Eastern Flatwoods district. This province consists of seasonally flooded lowlands with river swamps and grassland prairies (Brooks 1981). Soil drainage within the APE is primarily poorly drained to very poorly drained with smaller areas of somewhat poorly drained and excessively drained (**Figure 3**). Lake Kissimmee and the Kissimmee River are west of the APE, and there are many unnamed ponds in the area.

PALEOENVIRONMENT

An understanding of regional paleoenvironmental data is critical to determining how archaeological deposits were affected by post-depositional processes such as water and wind erosion, aggradation, and inundation—forces that impact or destroy archaeological sites or that create palimpsests at surface sites (Rees 2010:36–37). Conversely, sites near rivers or streams may have been buried by alluvium, sometimes deeply, and therefore were preserved. In addition, environmental change may have prompted technological, subsistence, social, and settlement strategy changes (Mandel and Holliday 2017).

Approximately 24,000 to 18,000 years ago, during the Last Glacial Maximum, global ice volumes were at their greatest, and temperatures were about 11 degrees Fahrenheit (˚F) colder than they are today (Ehlers and Gibbard 2004). However, this period was also characterized by a slow warming trend that melted massive ice sheets and resulted in global sea level rise (Rohling et al. 1998). At 22,000 calibrated years before present (cal BP), Gulf of Mexico sea levels were at a low stand of -125.0 to -130.0 m (-410.1 to -426.5 ft) below modern levels (Joy 2019:109), and Pleistocene shorelines extended at least 200 km (124 mi) further south than today (Balsillie and Donoghue 2004; Gagliano et al. 1982; Saucier 1994:49–50). With these conditions, most of Florida's lakes and ponds were dry basins, and water in river channels was variable because water tables are tied to sea level base levels (Thulman 2009).

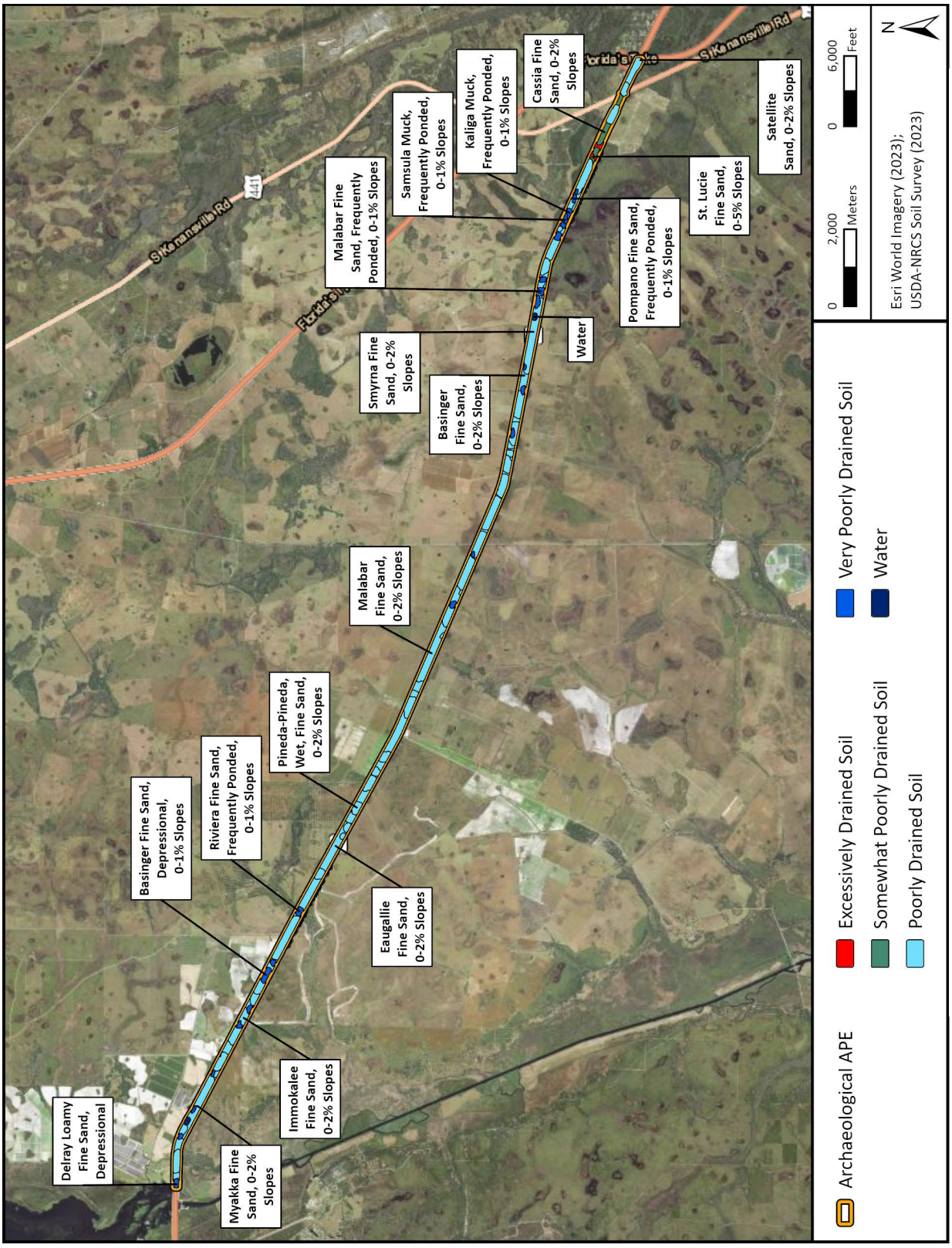

Figure 3. Soil drainage within the archaeological APE.

After about 17,000 cal BP, global melting of the ice sheets (deglaciation) led to sea level rise and transgression of the continental shelves, particularly Florida's western margins that drain the Floridan aquifer-fed rivers. Even during the Younger Dryas, the last return to glacial conditions about 13,800 cal BP, meltwaters slowed, but sea level continued to rise at least 60.0 m (196.9 ft) over the next 2,400 years (Joy 2019). Sea levels, though higher, were still much lower than at present; along the Gulf Coast, extensive grasslands likely existed, possibly attracting mammoth, bison, and other large grazing mammals.

The rate of sea-level rise was generally slow for 13,000 years to about 4500 cal BP; however, the rate and magnitude of ice melt was punctuated by three "melt-water pulses" that occurred in the late Pleistocene and early Holocene at approximately 14,200, 11,400, and 8000 cal BP (Blanchon 2011). Florida's wetlands, lakes, and ponds formed mostly after 9000 cal BP (Watts and Hansen 1988). By 6000 cal BP, Florida's climate included increased precipitation and surface water flow, as indicated by increased pine and wetland pollens, including abundant cypress, which indicates broad new areas of wetland habitat in the later pollen records (Watts and Hansen 1988; Watts et al. 1992). Higher sea levels and elevated water tables created essentially modern conditions by the late Holocene, approximately 4500 cal BP. The climate, water levels, and plant communities of Florida have been relatively stable during the past 4,000 years.

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HISTORIC OVERVIEW

NATIVE AMERICAN CULTURE HISTORY

The following precontact historic overview of central Florida consists of a three-part chronology; archaeologists recognize each period based on distinct cultural and technological characteristics. From oldest to most recent, the three temporal periods are Paleoindian, Archaic, and St. Johns. These periods, and their associated regional subperiods, are presented in **Table 1**. While each period is briefly discussed below, readers are referred to Milanich (1994) for a more comprehensive treatment of central Florida's precontact history.

Paleoindian Period (10,000–8000 BC)

Table 1. Precontact History 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
St. Johns Tradition	500 BC–AD 1565
St. Johns I	500 BC–AD 100
St. Johns Ia	AD 100–500
St. Johns Ib	AD 500–750
St. Johns II	AD 750–1565
St. Johns IIa	AD 750–1050
St. Johns IIb	AD 1050–1513
St. Johns IIc	AD 1513–1565

The conventional view of Paleoindian existence in Florida is that people were nomadic hunters and gatherers who entered a different environment from that of the present. Excavations at the Harney Flats site in Hillsborough County altered this view, and many archaeologists believe that people during the Paleoindian period lived part of the year in habitation sites near critical resources such as fresh water. The climate during the Paleoindian period was cooler than today's climate, the land was drier, and coastal sea levels and the inland water table were much lower (Carbone 1983; Watts and Hansen 1988). The paucity of potable water sources likely played a crucial role in the distribution of Paleoindian groups across the landscape. Archaeologists hypothesize that these populations frequented sinkholes and springs to collect water and to exploit the flora and fauna that were also attracted to these locations (Dunbar 1991; Milanich 1994; Webb et al. 1984). Numerous freshwater sources were in areas of exposed Tertiary-age limestone that had become silicified, providing people with a 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 shifts prompted pronounced environmental 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 American 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 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 of the Florida Archaeological Regions, evidence of the earliest Archaic-period occupations usually consists of lithic scatters containing chert debitage and occasionally projectile points (Milanich and Fairbanks 1980). 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 human 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 composed 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 pottery traditions and the inception of limited horticulture characterizes this period (Sassaman 1993). In north-central Florida, the development of pottery occurred around 2000 BC. Called Orange pottery, this early 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 formed by coiling. Orange pottery is found sparingly in Florida and is primarily recovered in eastern and central portions of the state.

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

A third fiber-tempered pottery 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 the Upper St. Johns area.

Over time, increasing amounts of sand were 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 northern Florida. St. Johns

ware, the other dominant pottery type that followed the fiber-tempered tradition, was produced in northeastern 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 precontact 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 pottery 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 pottery is 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 from 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 pottery, which originates in the Lake Okeechobee region. This pottery type is 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 (500 BC–AD 750)

The St. Johns I period is divided into three subperiods (I, Ia, and Ib) based on observable changes in material culture, particularly pottery (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, people primarily exploited resources found near freshwater wetlands, swamps, and the coastal zones. 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 pottery is typically plain. As the St. Johns culture progressed, sand mound construction continued; over time, the mounds became larger.

St. Johns II (AD 750–1565)

The 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 pottery marks the beginning of the St. Johns II period, around AD 750. This pottery 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 (1050–1513). Evidence of classic Mississippian traits, such as the construction of large, truncated mounds and the presence of Southern Ceremonial Complex burial paraphernalia in association with perceived elite burials, indicates influence from northwestern Florida (Milanich 1994; Smith 1986). Some sand burial mounds were large and ceremonially complex, including truncated pyramidal mounds with ramps or causeways leading 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 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 populations were more dependent on horticulture during St. Johns II times (Goggin 1952; Milanich 1994:263–264). Although direct evidence of precontact horticulture is lacking for the St. Johns region, sixteenth-century French and Spanish documents report that the Timucua of northern Florida extensively cultivated beans, squash, and maize (Bennett 1964, 1968, 1975; Lawson 1992).

The St. Johns IIc period (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 Spanish made several forays into Florida, beginning with Juan Ponce de León in 1513. Apart from 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 American artisans also acquired and reworked metals, including copper, silver, and gold.

POSTCONTACT HISTORY

Early Exploration and First Spanish Period, 1513–1763

This historic context presents an overview of Osceola County from the early period of European contact to recent times. Florida served as an important stage for early European explorations of North America. First Spanish contact with many natives of central Florida, including the Ais and Mayaca of present-day Osceola County, may have happened in the 1560s with the arrival of Pedro Menéndez de Avilés and the first permanent Spanish settlements at St. Augustine. Menendez's travels served to secure the territory for Spain and to ward off French interests in the peninsula (Lyon 1996). Early Spanish settlements in Florida were concentrated on the coasts and in the northern half of the peninsula. Menéndez had been ordered by the crown to implement a massive missionizing effort among the natives, focusing these missionizing efforts on the villages around St. Augustine, along the lower St. Johns River, and among the Guales and Oristas who lived farther north (Thomas 1990). A few missions were established in central Florida during the early seventeenth century but were soon abandoned (Milanich 1995; Deagan 1978). A line of missions was established linking St. Augustine on the east coast to Apalachee province in the panhandle. However, this focus on the northern and coastal regions meant little Spanish activity in the early period in present-day Osceola County (Wickman 1999).

By the 1690s, the Spanish actively sought to set up missions among the Jororo Indians, who the Spanish combined in their writings with the Mayaca, as both spoke a similar language. The Spanish traveled down the St. John's River into Mayaca territory (Seminole and Lake Counties, and possibly Osceola County) and then farther south to the Jororo (Orange and Osceola Counties). This area was so far from established Spanish settlements that the Spaniards called the Mayaca and Jororo region *la rinconada*, meaning "a corner or nook, a place away from major activities" (Milanich 1995:63–64). The Spanish showed little interest in the area until the late 1600s, particularly after the decline of native populations in other parts of the territory.

British Colonial Period and Second Spanish Period, 1763–1821

The English, who had settled along the Atlantic Coast to the north, began pushing for more territory and influenced various American Indian groups to overthrow the Spanish in Florida (Tebeau 1981). In response, the Spanish began building a stone fort in St. Augustine, forcing Apalachee Indians to provide labor for its construction (Paisley 1989). During the ever-shifting alliances between native groups and colonial powers, the Spanish began courting Creeks to settle in the once-thriving Apalachee region. Many accepted the invitation after the British defeated the Creeks in the Yamassee War of 1715 (Paisley 1989). The Spanish mission system caused a drastic decline in Florida's American Indian populations. Their numbers dropped significantly due to war and disease, allowing Creeks from Georgia and the Carolinas to migrate into the area. In 1765, these migrating Indians were referred to with the Spanish term *cimarrón*, meaning "wild" or "runaway," in the field notes accompanying de Brahm's 1765 map of Florida, as they moved into wild or unsettled territories (Fairbanks 1975). The name "Seminole" may have derived from this reference (Fernald and Purdum 1992). The British continued to vie for Florida, but not until

the Seven Years' War with Spain and England on opposing sides did the British realize their dream. In 1763, at the end of the war, the British traded their recent conquest of Havana to Spain for the Florida peninsula. The new acquisition was divided along the Apalachicola River into East and West Florida. Present-day Osceola County was part of East Florida, with its capital at St. Augustine (Wright 1975).

The American colonies declared their independence from British rule in 1776. Georgia and South Carolina required their citizens to take a strict oath of loyalty to the cause of the American colonies, thus forcing many British loyalists to seek shelter in British Florida (Wright 1975). In 1783, the Treaty of Paris ended the American Revolution and returned Florida to Spain. In the early decades of the nineteenth century, the United States placed increasing pressure on Spain to surrender its claim to Florida. Rising conflict often involved the British, American Indians, and formerly enslaved Black people who had found refuge in Florida. Andrew Jackson's invasion of Florida in 1818 highlighted Spain's weak control over the region and led to the transfer of the territory to the United States several years later. During the First Seminole War, Jackson marched into Pensacola and across the Florida panhandle. Though the move was criticized by many in the U.S., it led to Spain's cession of Florida to the United States in 1821. Jackson's move also drove the Seminole deeper into the interior of Florida, including Osceola County (Coker and Parker 1996).

American Territorial Period, Early Statehood, and Civil War, 1821–1865

Much of what is now Osceola County lay within the boundaries of the Seminole Reservation that the United States established with the Treaty of Moultrie Creek in 1823. The treaty restricted the Seminole to just over four million acres of land in the center of the state (Mahon 1985). The territorial legislature created Orange County, initially known as Mosquito County, in 1824 as the eleventh county. The new county was carved from St. John's County and covered a broad territory, including parts of present-day Osceola, Brevard, Flagler, Indian River, Lake, Marion, Martin, Palm Beach, Seminole, and Volusia Counties (Drayton 1827; Porter et al. 2009). Seminole dissatisfaction with the land set aside for their reservation eventually led to the Second Seminole War (1835-1842). During this conflict, several forts were established in the region including Fort Taylor (1837), west of Lake Winder. Though no known forts were created in southern Osceola County, some of the earliest transportation infrastructure in Florida developed to connect these posts (Mahon 1985; Roberts 1988).

Following the Second Seminole War, the US government attempted to encourage settlement by passing the Armed Occupation Act in 1842. The act made 80,900 hectares (200,000 acres) of land that was once the Seminole Reservation available for homesteading. Homesteads of 65 hectares (160 acres) were awarded to any head of a family or single man, 18 years of age or older, who would agree to cultivate at least five acres, build a dwelling, and defend the land for five years. The Homestead Acts of 1866 and 1876 provided further incentives to settlers (Tebeau 1981).

Florida gained admission to the Union as the twenty-seventh state in March 1845 (Schafer 1996). Soon after, Mosquito County was renamed Orange County by an act of the new legislature. The

population in the county remained miniscule at the time of statehood; however, it would continue to increase over the following decades, reaching nearly 1,000 by the start of the Civil War. Orange County, inclusive of present-day Osceola County, remained frontier-like for decades to come. Cattle ranching remained the dominant economic activity of the area until after the Civil War (Blackman 1927). Perhaps the first settler in the vicinity of present-day Kissimmee, Jimmie Yates, arrived in the 1850s (Crow 1987).

Florida seceded from the United States and joined the Confederacy in January 1861. Most of Florida's involvement in the Civil War (1861–1865) was relegated to the coastal regions, where Union forces raided and occupied Florida coastal communities at will. Though Orange County did send men to join the Confederate Army as soldiers, no major battles were fought in and around this central portion of the state (Bacon 1975).

Late Nineteenth Century, 1865–1899

Settlement in much of Orange County, particularly the area that is now Osceola County, remained sparse up through the immediate 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 million acres of Florida land for $1 million. He planned extensive drainage projects that reached southward into the Everglades. Disston established his headquarters, dubbed Kissimmee City, on the northern shore of Lake Tohopekaliga, one of the region's largest lakes that connected 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 would push up the Caloosahatchee River out of Fort Myers in southwest Florida and unite with Lake Okeechobee. In doing so, lands adjacent to the rivers would be drained for agricultural development, and the project would create a continuous waterway from Kissimmee to Fort Myers and, ultimately, the Gulf of Mexico. Suddenly, the once quiet cattle country became busy with new activity. By 1883, four steamships operated out of Kissimmee City and connected with various parts of central, southern, and southwestern Florida (Dovell 1952; Gannon 1993; Reeves 1989).

Once this land was drained, Disston began work on various agricultural ventures in the same area. He focused mainly on sugar cultivation and milling; in 1885, Disston bought a half-interest in an existing sugar plantation on East Lake Tohopekaliga, investing to expand the acreage of sugar cane from 20 to 1,800 acres and build a massive sugar mill, said to have been the largest in the country when it was first established (Robinson and Fisk 2002; Crow 1987). The St. Cloud Sugar Plantation, reorganized as the Florida Sugar Manufacturing Company, tripled its acreage by 1890 and was valued at $1M. Disston also experimented with rice cultivation on the newly drained lands, though it was much less successful and short-lived (Knetsch 2018; Crow 1987).

Disston's sugar plantation proved instrumental in bringing rail service to Kissimmee and St. Cloud, allowing the settlements to blossom (Dovell 1952; Gannon 1993; Reeves 1989). The South Florida Railroad reached Kissimmee in the early 1880s. Henry B. Plant, a wealthy entrepreneur who had

grand plans for Florida, much like Disston, spearheaded the development of the railroad. Plant sought to unite Sanford (Seminole County) with Tampa and numerous points in between, including the rising town of Kissimmee. Working from both ends of the line with two crews of over 1,000 men each, Plant facilitated the completion of the railroad in a little over seven months. New towns sprang up all along the lines (Brown 1991; Dovell 1952; Johnson 1966). Then, a spur from Kissimmee to St. Cloud—and then around East Lake Tohopekaliga to Narcoossee—was built between 1886 and 1889, named the Sugar Belt Railway (*Osceola News-Gazette* 8 March 2018). The railroads focused most of the area's growth to the Lake Tohopekaliga region, leaving the areas not touched by the railroad thinly settled (Norton 1892).

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, with territory from both Orange and Brevard Counties totaling nearly 851,000 acres. Kissimmee became the county seat (Morris 1995; The Record Company 1935; Reeves 1989). 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 he constructed was dismantled (Robinson and Fisk 2002; *Osceola News-Gazette* 8 March 2018).

Twentieth and Twenty-First Centuries, 1900–Present

Outside of American Indian trails and primitive roads made to connect military forts in the mid-nineteenth century, few roads existed in early twentieth century Florida. With the increase in automobile ownership in the 1910s and 1920s, the state made a concerted effort to develop its road system. In southern Osceola County, two dirt paths used by cattle ranchers, logging outfits, and turpentine workers crossed at an area that became known as Yeehaw. The area had long been used as a trading post and water stop for those passing through. The intersecting roads were improved beginning in the 1920s, designated US 441 (north–south) and SR 30 (east–west). The routes were further improved in the 1930s and 1940s, including updated paving methods. The route of the east–west road was adjusted and the designation changed to SR 60; the route connected Vero Beach (Indian River County) on the Atlantic Coast with Lake Wales (Polk County). The name Yeehaw was updated to Yeehaw Junction (Rights and Thurston 1993; Robinson 2009).

Osceola was a vast cattle country where, for many decades, cattlemen had ranged their herds on the open range. Fences to confine cattle to certain tracts of land became more common in the early twentieth century. The cattle industry ultimately was successful against the cattle tick by the 1930s, although outbreaks were not unknown in later decades. The thriving industry supported Osceola County through the 1930s and 1940s. A large stockyard in Kissimmee shipped out some 6,000 cattle each year, signifying the importance of the industry (Akerman 1976; Florida Department of Agriculture 1927). In addition to cattle, timber and naval stores were the most important industries in Osceola County, while other types of agriculture were beginning to spread. Timber interests took advantage of the county's large stands of virgin yellow pine, with timber processed into crates and other products at several mills throughout the county. The naval stores industry also relied on the abundant pine forests. Agriculture was not extensive, although

truck farming, citrus growing, poultry and livestock raising increased during this period (Florida State Road Department [FSRD] 1934/35; The Record Company 1935).

At the start of World War II, the population of Osceola County was around 10,000 (Forestall 1996). World War II (1941-1945) left a noticeable mark on Osceola County, as many local men and women served between 1941 and 1945. 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, with nearly 2,000 men training at the airfield. The facility was deactivated following the war's end in 1945 (Osceola County Centennial Book Committee 1987).

The most significant change in the history of Osceola County since World War II has been population growth and development. In the twenty years after the war, the county seat of Kissimmee was still described as the cow capital of the state of Florida. In 1960, only 19,000 residents lived in the county. Planned communities proved particularly popular in Florida in the postwar years, and the retirement industry grew significantly in central Florida during the latter half of the twentieth century. In addition, the development of Walt Disney World in 1971, the entrance for which lay 16.1 km (10 mi) from Kissimmee, reshaped the county and its economy. A service economy quickly arose in Kissimmee and the surrounding area to serve the crowds of tourists who visited the theme park. Motels, hotels, restaurants and 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 by the early twenty-first century (Mormino 2005).

These developments, coupled with the construction of Interstate 4, Interstate 75 and Florida's Turnpike, brought extensive growth and additional development to Osceola County in recent decades (Reeves 1989). A population that slowly grew to over 25,000 in 1970 expanded more than four-fold to 107,728 in 1990. This growth became nearly exponential in the twenty-first century, with a resident count of over 268,000 in 2010, an additional 70% increase to over 388,000 in 2020, and an estimated 468,000 in 2024 (US Census Bureau 2001, 2024).

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BACKGROUND RESEARCH

FLORIDA MASTER SITE FILE REVIEW

SEARCH reviewed Florida Master Site File (FMSF) data from July 2025 to identify previously recorded cultural resources within the project APE. The FMSF review indicates that 14 previous surveys intersect portions the current APE (**Table 2; Figure 4**). Of these, the most relevant to the current project are Survey Nos. 14829, 20783, 27146, 29302, and 29795. The remaining surveys either do not meet current *Module Three* standards or intersect small portions of the APE.

FMSF Survey No. 14829 was a CRAS conducted in support of a proposed church development on approximately 12,141-hectares (ha; 30,000 acres [ac]) in southern Osceola County. The survey overlapped the APE along the south side of the SR 60 corridor from the eastern terminus to approximately 200 m (656 ft) east of SR 60 and Peavine Road. Field methods included systematic shovel testing, pedestrian survey, and architectural history survey resulting in the recording of 24 cultural resources. Of the identified resources, two are within the current APE and are further discussed below (8OS02514 and 8OS02519).

FMSF Survey No. 20783 was CRAS conducted in support of a proposed 205 km (127 mi) natural gas pipeline in Osceola, Polk, Okeechobee, St. Lucie, and Martin Counties (Janus 2014). The survey overlapped the majority of the current APE. The survey included pedestrian reconnaissance and systematic shovel testing at high, moderate, and low probability. A total of 2,951 shovel tests were excavated as part of Survey No. 20783, many of which were in the current APE. The survey resulted in the documentation of 14 new cultural resources, none of which fall within the APE.

FMSF Survey No. 27146 was a CRAS conducted by SEARCH in 2020 in support of six proposed stormwater management ponds adjacent to SR 60. The survey included the excavation of 17 shovel tests, six of which were excavated within the current archaeological APE. Each test was negative for cultural material, and the survey did not result in the identification of cultural resources.

FMSF Survey No. 29302 was a CRAS conducted by SEARCH in 2022 as an addendum to FMSF Survey No. 27246 in support of proposed improvements to SR 60. The survey area included two pond locations as well as three smaller segments of the SR 60 ROW. Field methods included the excavation of four judgmental shovel tests in the SR 60 ROW as well as pedestrian survey and architectural history survey. The survey resulted in the identification and evaluation of one new historic linear resource (8OS03274) which is further discussed below.

FMSF Survey No. 29795 was a CRAS conducted by SEARCH in 2024 in support of proposed improvements to Florida's Turnpike (SR 91) in Osceola, Indian River, Okeechobee, and St. Lucie counties (Parker-Hutzel et al.). The project overlapped the easternmost portion of the current APE. Survey methods included systematic shovel testing, pedestrian survey, and architectural

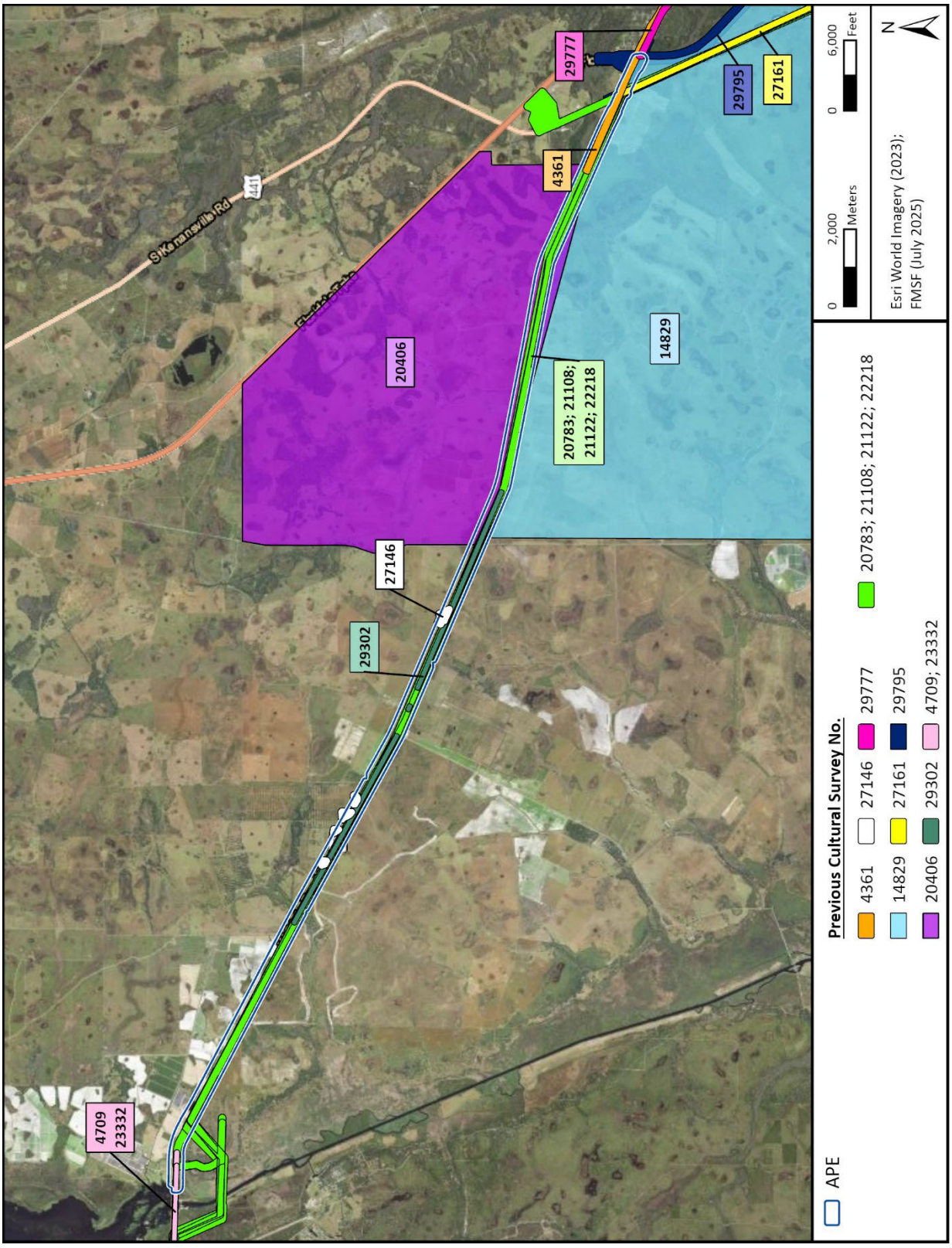

Figure 4. Previous cultural resource surveys within the APE.

history survey resulting in the identification of 13 previously recorded resources and the recording of 12 new cultural resources. Three of the surveyed resources (8OS00099, 8OS03001, and 8OS03485) are within the current APE and are discussed below.

Table 2. Previous Cultural Resources Assessment Surveys within the APE.

FMSF No.	Title	Year	Consultant/Author(s)
4361	*Cultural Resource Assessment Survey of the Proposed Improvements to State Road 60 From Yeehaw Junction to SR 9 (I-95) in Osceola and Indian River Counties, Florida*	1994	Janus Research
4709	*Cultural Resource Assessment Survey Report, SR 60 Kissimmee River Bridge Replacement PD&E, Osceola County, Florida*	1996	Archaeological Consultants Inc. (ACI)
14829	*Cultural Resource Survey and Assessment City of Destiny, Osceola County, Florida*	2007	Rayle, Christopher E. et al.
20406	*Phase I Cultural Resource Survey and Assessment, City of Destiny North DRI, Osceola County, Florida*	2008	Dickinson, Martin F., Christopher E. Rayle, and Lucy B. Wayne
20783	*Cultural Resource Assessment Survey of the Florida Southeast Connection Natural Gas Pipeline, Osceola, Polk, Okeechobee, St. Lucie and Martin Counties*	2014	Janus Research
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
21122	*Cultural Resource Assessment Survey of Latt Maxy Segment-Florida Southeast Connection Project (Supplemental Report 1) Osceola, Florida*	2014	Loger, Michele Cotty
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
23332	*Cultural Resource Assessment Survey, State Road (SR) 60 from County Road (CR) 630 to Prairie Lake Road, Polk and Osceola Counties, Florida*	2016	ACI
27146	*Cultural Resource Assessment Survey in Support of the State Road 60 Passing Lanes Ponds, Osceola County, Florida*	2020	Armstrong, Kristen, and Angela Matusik
27161	*Technical Memorandum: Cultural Resource Assessment Survey for the SR 15 Improvements from Okeechobee County Line to SR 60, Osceola County, Florida*	2020	Armstrong, Kristen, Kelly Guerrieri, and Angela Matusik
29302	*Cultural Resource Assessment Survey Addendum for SR 60 Roadway Improvements and Ponds, Osceola County, Florida*	2022	McManus, Alyssa, Angela Matusik, and Kristina Altes
29777	*Cultural Resource Assessment Survey SR 60 from the Turnpike to the Indian River County Line, Osceola County, Florida. FPID No.: 450623-1-52-01*	2024	ACI
29795	*Cultural Resource Assessment Survey of Turnpike Widening from SR 70 to SR 60, Osceola, Indian River, Okeechobee, and St. Lucie Counties, Florida*	2024	Parker-Hutzel, Kathryn, Nicole Tozzi, Alyssa Costas, and Ashley Parham

The FMSF review indicates that five previously recorded historic resource groups and three historic buildings have been recorded within the APE (**Table 3**; **Figure 5**). Of these resources, two linear resources (8OS02514 and 8OS02519) and two historic buildings (8OS01751 and 8OS03484) have been evaluated ineligible for the NRHP by the SHPO. The other three linear resources (8OS03001, 8OS03274, and 8OS03485) have not yet been evaluated by SHPO or do not yet have sufficient information to be evaluated for NRHP eligibility. The Desert Inn (8OS00099) was listed in the NRHP in 1994. Further detail for all eight of these resources is provided below.

Table 3. Previously Recorded Cultural Resources within the APE.

Resource Groups				
FMSF No.	**Name**	**Period of Significance**		**SHPO Evaluation**
8OS02514	Yeehaw Logging Tram	Unspecified		Ineligible for NRHP
8OS02519	Log Branch Canal II	1944–1953		Ineligible for NRHP
8OS03001	State Road 15	Twentieth-century American, 1900–present		Insufficient Information
8OS03274	State Road (SR) 60	Twentieth-century American, 1900–present		Insufficient Information
8OS03485	2640 E State Road 60	Twentieth-century American, 1900–present		Not evaluated by SHPO
Historic Buildings				
FMSF No.	**Address**	**Year Built**	**Surveyor Evaluation**	**NRHP Eligibility Status**
8OS00099	Desert Inn	ca. 1924	Eligible	NRHP listed (January 1994)
8OS01751	Desert Inn Trailers	ca. 1940	Ineligible	Ineligible
8OS03484	2687 E State Road 60	ca. 1966	Ineligible	Ineligible

Linear Resource 8OS02514 (Yeehaw Logging Tram) was recorded in 2007 as a narrow-gauge railway used for logging activities west of Florida's Turnpike in the eastern portion of the APE. No details regarding the features of the resource were recorded, but the FMSF data states that no remnants of the original rail remain (FMSF Survey No. 14829; Batun-Alpuche et al. 2007). Resource 8OS02514 was recommended ineligible for listing in the NRHP by SHPO in 2008.

Linear Resource 8OS02519 (Log Branch Canal II) is a drainage canal constructed post-1941 but prior to 1953 according to the recording surveyor (Rayle et al. 2007; FMSF Survey No. 14829). Resource 8OS02519 intersects the APE at two locations, the first approximately 2.6 km (1.6 mi) west of SR 60 at SR 15 and the second within a wetland approximately 3.5 km (2.2 mi) west of the same intersection. As drainage canals in this region are common and the resource lacks significant historical association, SHPO recommended the resource ineligible for the NRHP.

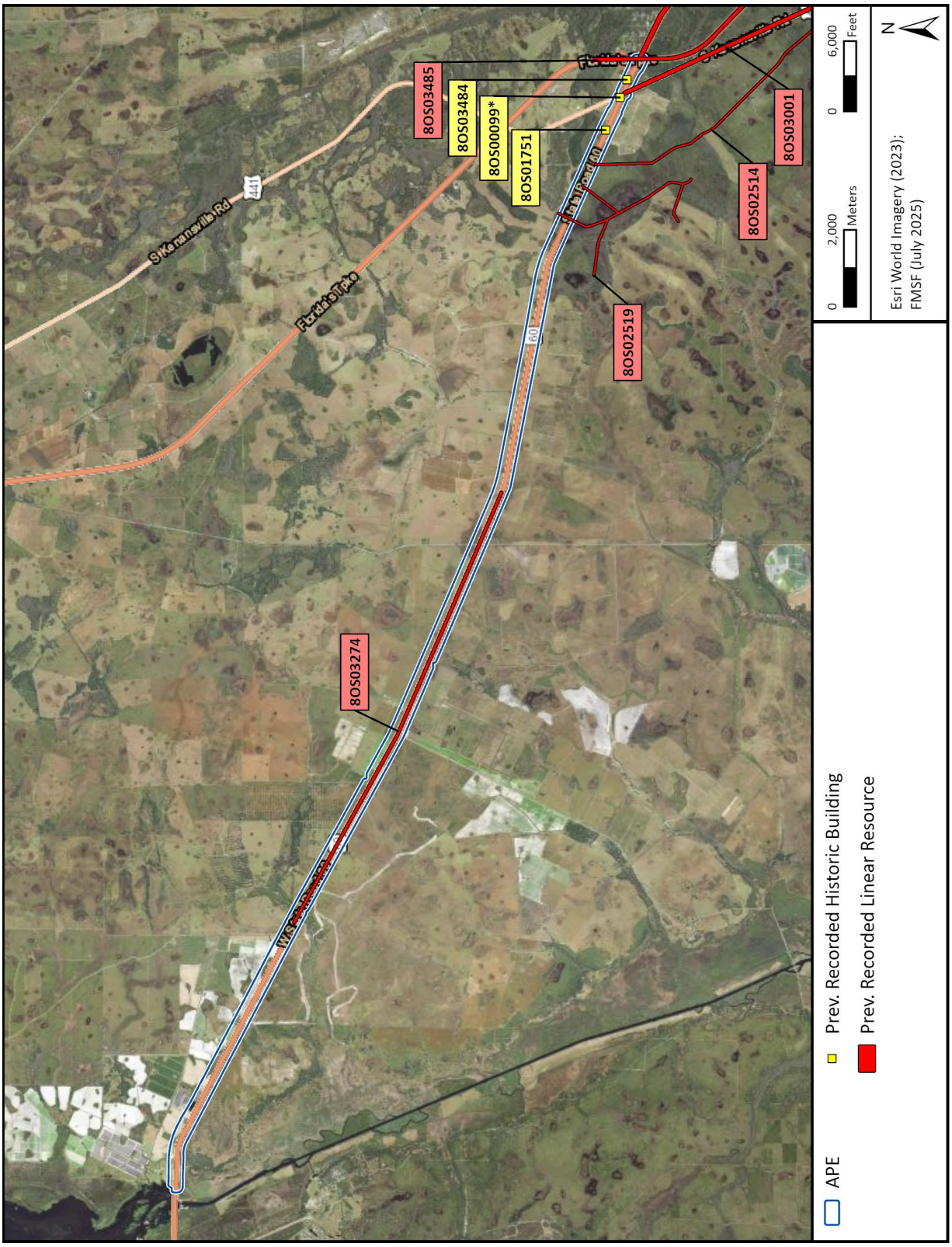

Figure 5. Previously recorded cultural resources within the APE.

Linear Resource 8OS03001 consists of a portion of SR 15 located at the eastern end of the APE just west of Florida's Turnpike. The recording surveyor identified 8OS03001 as an undivided, two-lane, asphalt-paved roadway (Armstrong et al. 2020; FMSF Survey No. 27161). The roadway was constructed in 1917 to connect the northern and southern portions of Florida from Belle Glade to Jacksonville. As the entirety of the SR 15 roadway has not been recorded as part of 8OS03001, SHPO determined that there is presently insufficient information to provide an NRHP eligibility recommendation.

Linear Resource 8OS03274 consists of a segment of the SR 60 roadway recorded in 2022 as a two-lane, rural highway with northwest to southeast travel lanes. The segment of 8OS03274 within the current APE was constructed circa 1944 and the recorder of the resource noted that it maintains its integrity and alignment but lacks any known historical significance (McManus et al. 2022; FMSF Survey No. 29302). Because the entirety of the SR 60 roadway has not been recorded as part of 8OS03274, SHPO determined that there is presently insufficient information to provide an NRHP eligibility recommendation.

Linear Resource 8OS03485 consists of a portion of Florida's Turnpike (SR 91) within Osceola County that was constructed circa 1964. Although documented in the FMSF as a historic resource, SHPO has determined that Florida's Turnpike is exempt from documentation as a historic linear resource and evaluation of the roadway for NRHP eligibility is neither necessary nor required (Division of Historic Resources [DHR] 2022).

Historic building 8OS00099 (Desert Inn) is an NRHP-listed (January 1994) resource that was located at the intersection of Highway 441 and SR 60 in the eastern end of the current APE. The building was constructed in 1924 and had been previously used as a bar, hotel, restaurant, and gas station. In December 2019, a semi-truck crashed into the front façade of the building which caused massive structural damage to the resource. The FMSF Survey No. 29795 report noted this damage and recommended the building as no longer remaining eligible for the NRHP, but 8OS00099 is not marked "destroyed" in the FMSF database (Parker-Hutzel et al. 2024).

Historic building 8OS01751 is a Depressional/New Deal–era residence recorded in 1994 along the north side of SR 60 west of Highway 441. The recorder noted that the building was a good example of rural development within the Yeehaw Junction area in the 1940s, but due to the common nature of the building type, its significance was limited (Janus Research 1994). As such, SHPO recommended 8OS01751 as ineligible for the NRHP in 1994.

Historic building 8OS03484 is a commercial building constructed circa 1966 along the north side of SR 60 between Highway 441 and Florida's Turnpike (SR 91) (Parker-Hutzel et al. 2024). The one-story gas station building was recorded in 2024 and was recommended ineligible for the NRHP by SHPO in April 2025.

HISTORIC MAP AND AERIAL PHOTOGRAPH REVIEW

Historic maps and aerial photographs were examined to identify past land use in the vicinity of the APE. The earliest detailed maps consulted were General Land Office (GLO) survey maps, created by government land surveyors during the nineteenth century as part of the surveying, platting, and sale of public lands. GLO maps of Florida Township 31 South, Ranges 31, 32, 33, and 34 East and Township 32 South, Ranges 33 and 34 East show no clear signs of development within the APE. These maps do not include any roads, agricultural fields, structures, villages, or other signs of settlement within the APE boundary. Most of the evident features within these township sections are naturally occurring, including the Kissimmee River and other waterways, bodies of water, and vegetation. The one exception is a feature labeled as an "Indian Mound" in Sections 4 and 9 of Township 32 South, Range 34 East. This mound is illustrated on the north side of the APE and does not appear to cross into its boundary. These maps do not include roads, railroads, structures, agricultural fields, or other signs of settlement in this area (**Figures 6** and **7**) (GLO 1855a, 1855b, 1855c, 1856, 1859a, 1859b).

Late nineteenth- and early twentieth-century maps show little to no development in this area. The first town noted on maps in the vicinity of the project area is Whittier, noted to the east of Lake Marian on an 1897 map (The Century Co. 1897). A 1910 map includes the community of Alger near present-day Yeehaw Junction. However, no roads or railroads are illustrated within this southern portion of Osceola County (C.S. Hammond & Company 1910).

Early twentieth century state highway maps show that transportation lines had made their way through the area by the 1910s. A 1917 map illustrates a railroad line traveling from the north to Kenansville, east of Whittier. From Kenansville, the railroad branches to the south-southeast to Lokosee and to the south-southwest into Okeechobee County, with the latter line crossing through the APE. Additionally, this area includes unimproved roads largely traveling north–south which pass through the APE. No road following the route of present-day SR 60 is evident (Florida State Road Department [FSRD] 1917). A 1926 state highway map does not include the south-southwest railroad line evident on the 1917 map, while the south-southeast route is illustrated and labeled as part of the Florida East Coast Railway (FEC). This map does include an east–west road, labeled SR 30, traveling from near Lokosee to the Kissimmee River where a ferry crossing is marked. This highway intersects the river farther south than present-day SR 60, though eastern portions of this road appear to have followed a similar path as the current route (FSRD 1926).

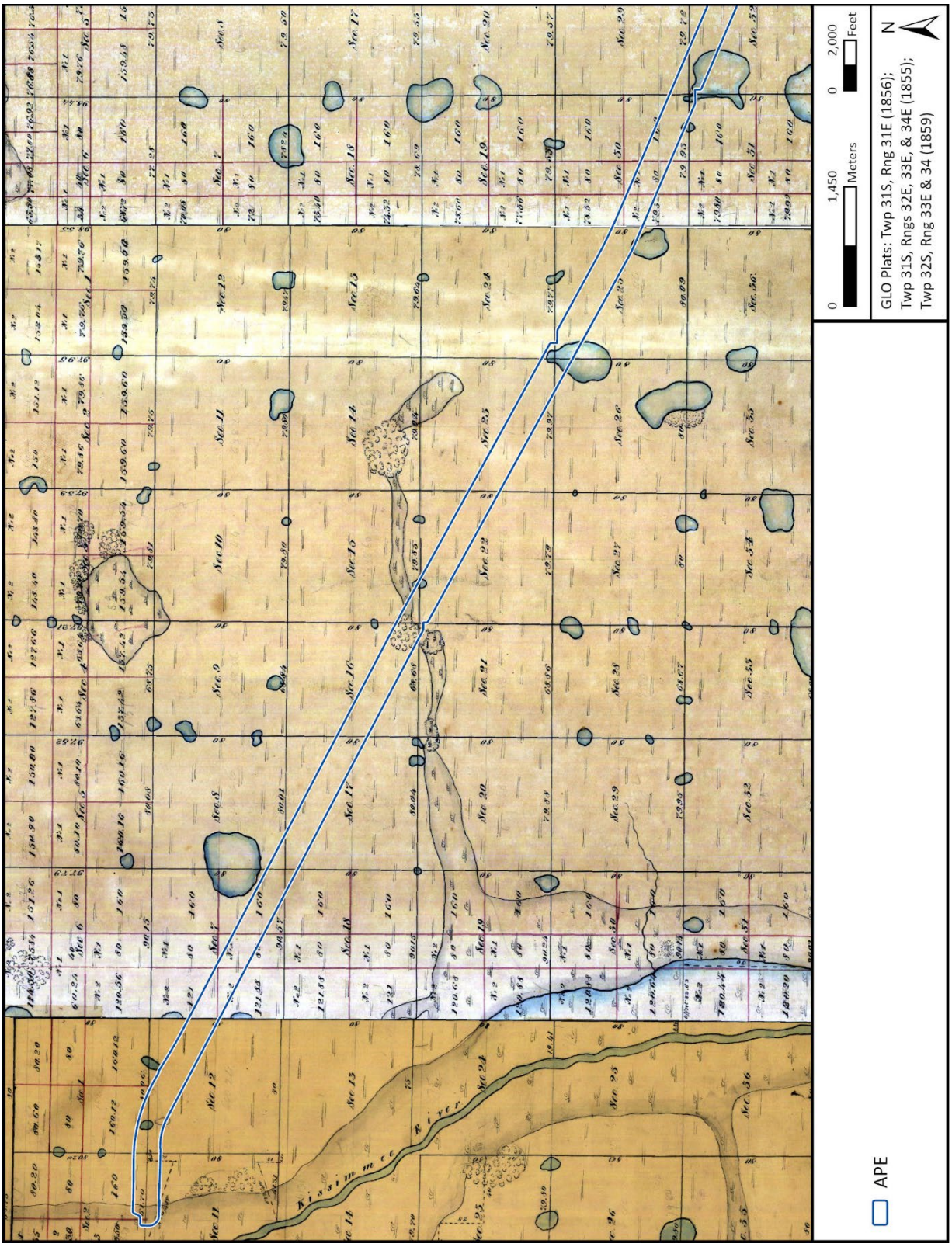

Figure 6. GLO maps of Township 31 South, Ranges 31, 32, and 33 East (GLO 1855a, 1855b, 1856).

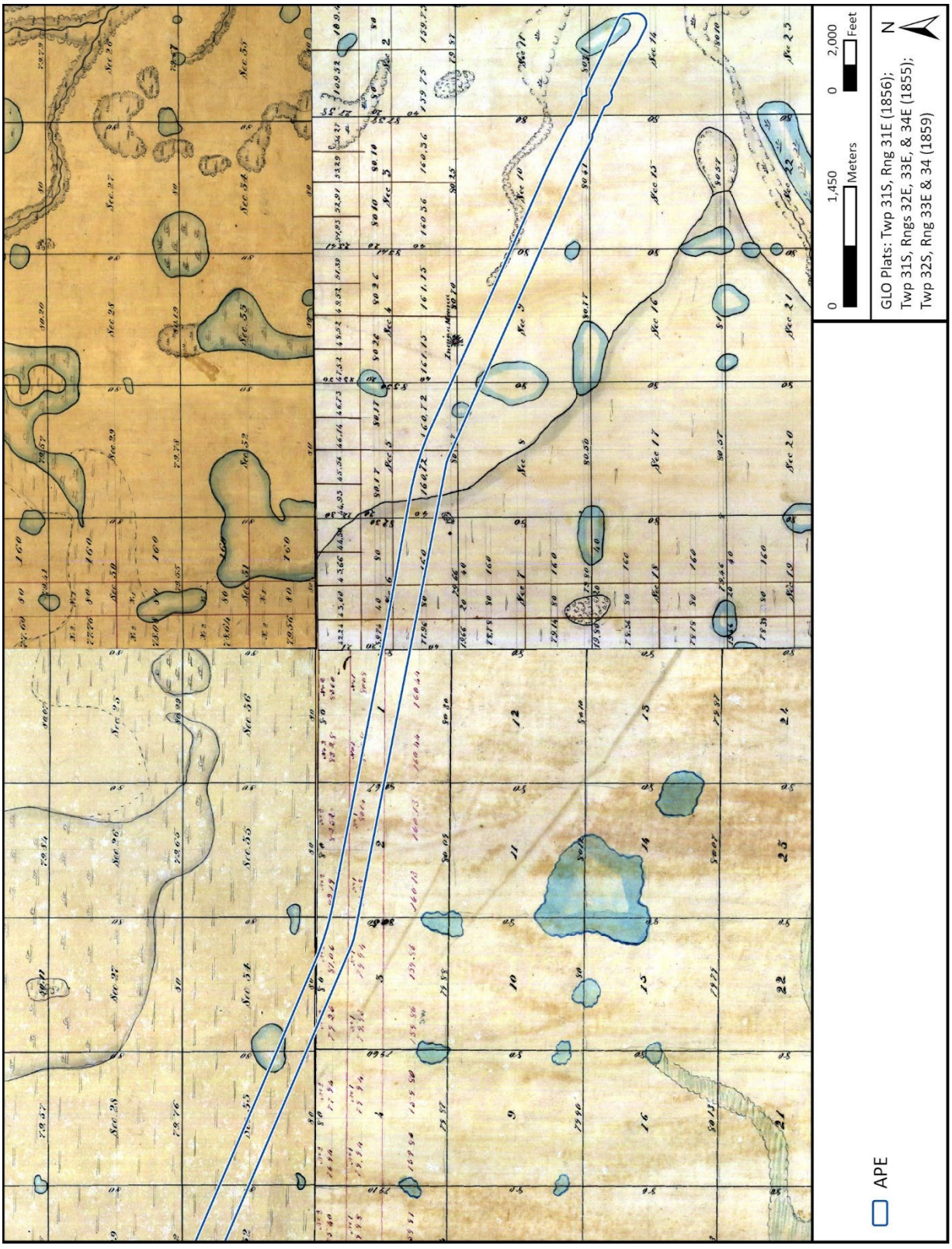

Figure 7. GLO maps of Township 31 South, Ranges 33 and 34 East; Township 32 South, Ranges 33 and 34 East (GLO 1855b, 1855c, 1859a, 1859b).

A 1934 highway map of Osceola County illustrates SR 30 largely following the path of today's SR 60. This map shows the roadway connecting with the southern portion of Lake Kissimmee farther north than the route shown in 1926. The highway is illustrated as a second-class, lower type pavement road. The FEC line from Kenansville is illustrated to the east of the APE and does not cross through its boundary. The south-southwest railroad line illustrated in 1917 is not apparent on this map. Two third-class graded roads cross north–south through the APE. One travels from Kenansville through the central portion of the APE. The second road travels south and south-southeast from Lokosee and is labeled SR 29. Additionally, a trail starting in Lokosee travels on the west side of SR 29 and crosses through the APE. In the eastern portion of the APE, near the intersection with the trail, the highway travels east and out of the APE briefly before turning back to the south and then east-southeast through the end of the APE. No towns are listed along SR 60 within the APE (**Figure 8**) (FSRD 1934–35).

Topographic maps created in the 1950s show the highway traveling the same path as evident on the 1930s map. The highway, here labeled SR 60, largely follows the path of the present-day highway throughout the APE. A portion of the road travels outside of the eastern portion of the APE as described above. Several unimproved roads and one canal cross into or through the APE. The trail evident in the 1930s is also illustrated here and labeled Peavine Trail. Additionally, US 441/SR 15 travels through the southeastern portion of the APE. Seven structures are illustrated at this intersection and within the APE; the area is marked as Yeehaw Junction (**Figure 9**) (US Geological Survey [USGS] 1952, 1953a, 1953b, 1953c, 1953d, 1953e). A 1972 topographic map illustrates the highway traveling its present-day route and traveling through the entirety of the APE. Three unimproved roads or trails, including the trail previously labeled Peavine Trail, and one improved road intersect SR 60 and cross into the APE. In addition to US 441/SR15 intersecting the highway in the far eastern portion of the APE, this map also illustrates Florida's Turnpike within this area, labeled again as Yeehaw Junction (**Figure 10**) (USGS 1972).

Figure 8. FSRD highway map of Osceola County, Florida (FSRD 1934/35).

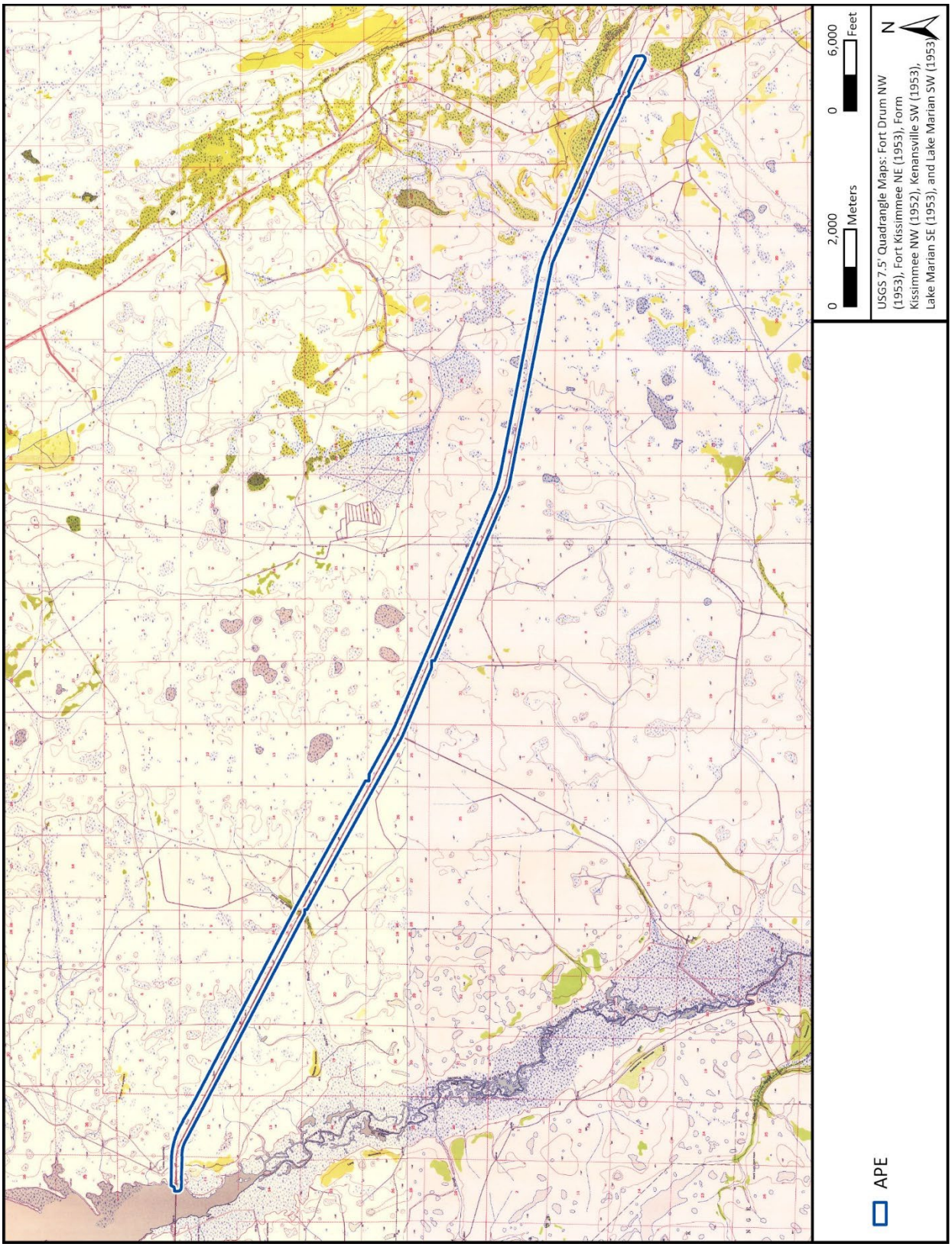

Figure 9. USGS topographic maps of Fort Drum NW, Fort Kissimmee NE, Fort Kissimmee NW, Kenansville SW, Lake Marian SE, and Lake Marian SW (USGS 1952, 1953a, 1953b, 1953c, 1953d, 1953e).

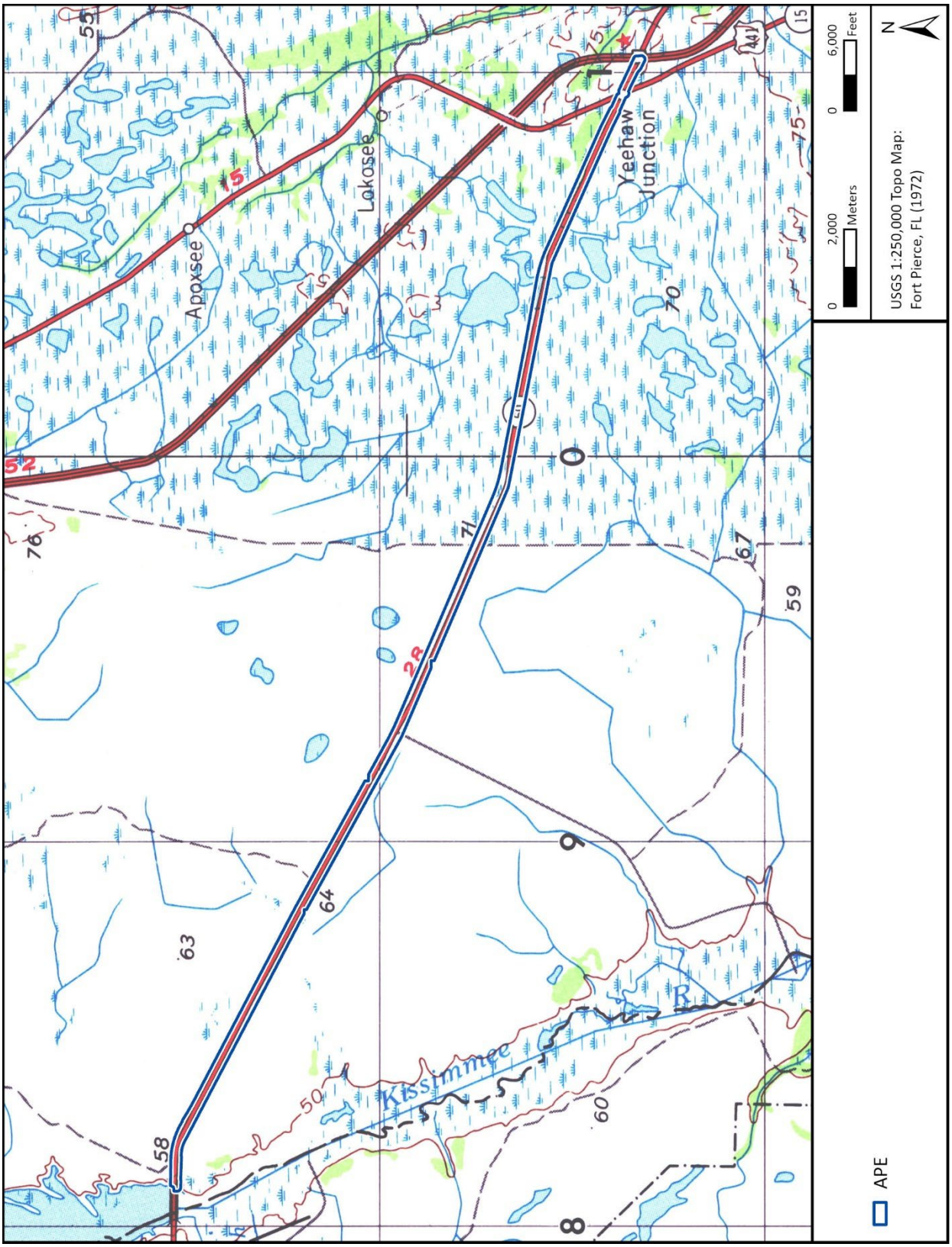

Figure 10. USGS topographic map of Fort Pierce (USGS 1972).

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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, at minimum (1) make explicit the goals and intentions of the research, (2) define the sequence of events to be undertaken in pursuit of the research goals, and (3) provide a basis for evaluating the findings and conclusions drawn from the investigation.

The goal of this cultural resource survey was to locate and document evidence of historic or Native American occupation or use within the APE and to evaluate these findings' potential eligibility for NRHP listing. Such evidence includes archaeological or historic sites, historic resources, or archaeological occurrences (isolated artifact finds). 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 Native American 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 and a review of the FMSF for previously recorded historic resources. The original township plat maps, early aerial photographs, and other relevant sources were checked for information pertaining to the existence of historic structures or buildings, sites of historic events, and historically occupied or noted Native American settlements within the project limits.

NRHP CRITERIA

Cultural resources identified within the 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 (NPS 1997 [1990]). 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), and the results of previously conducted surveys, the potential for Native American archaeological sites to be present within the APE was considered low to moderate. No previously recorded Native American sites have been identified within 1 km (0.62 mi) of the archaeological APE; additionally, the right-of-way within which the proposed improvements will be built has undergone extensive disturbance and modification (such as the excavation of canals for modern agricultural practices).

Based on the results of the historic map review and the Osceola County Property Appraiser's database, the APE was judged to have a low to high potential for historic-period archaeological sites and historic resources. As such, the eastern portion of the APE presents the highest probability for historic-period cultural resources.

SURVEY METHODS

Archaeological Field Methods

The archaeological field survey consisted of systematic subsurface shovel testing according to the potential for buried archaeological sites. The intensity of subsurface testing was based on the presence or absence of conditions conducive to human habitation (i.e., proximity to fresh water, topography, soil drainage). Proximity to previously recorded sites and evidence of existing disturbance was also considered. Based on these factors, subsurface tests were excavated at intervals of 25, 50, and 100 m (82, 164, and 328 ft), according to high, medium, and low probability for archaeological resources along one transect within the right-of-way.

Shovel tests measured 50 cm (20 in) in diameter and were excavated to a minimum depth of 100 cm below surface (cmbs; 39 inbs), subsurface conditions permitting. All excavated sediments were screened through 0.64 cm (0.25 in) mesh hardware cloth. The location of each shovel test

was marked on aerial photographs and recorded on handheld GPS units. The cultural content, soil strata, and environmental setting of each shovel test were recorded on field forms.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for locating, investigating, and recording historic properties. In addition to a search of the FMSF for previously recorded historic resources within the project area, USGS quadrangle maps were reviewed for structures built prior to 1981. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the project APE. The location of each historic resource was plotted on US Geological Survey 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 present condition was recorded on FMSF resource forms. Upon fieldwork completion, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the resource, and how the resources relate to the surrounding landscape, were carefully considered. The resources were evaluated regarding their eligibility for listing in the NRHP, then recommended eligible, not eligible, or as having insufficient information for SEARCH to make a recommendation.

Laboratory Methods

SEARCH did not recover any artifacts as a result of this survey; therefore, no laboratory analysis was required.

Curation

The original maps and field notes are presently housed at the New Orleans, Louisiana SEARCH office. The original maps and field notes will be turned over to the FDOT District 5 upon project completion; digital copies will be retained by SEARCH.

Certified Local Government Consultation

As of July 20, 2025, no Certified Local Government exists for Osceola County; therefore, Certified Local Government consultation was not conducted as part of the current survey.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of Native American 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 precontact or

historic pottery, stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should potential cultural artifacts or features be uncovered during the excavation of the project area, representatives of FDOT District 5 will assist in the identification and preliminary assessment of the resources. If such evidence is found, the FDHR will be notified within two working days.

In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, 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 or not the state archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

RESULTS

ARCHAEOLOGICAL SURVEY RESULTS

The archaeological APE consists of 32.2 km (20 mi) of existing and proposed SR 60 ROW which is characterized by agricultural pastures, fallow fields, wooded wetlands, and inundated canals (**Figures 11 and 12**). The archaeological survey consisted of pedestrian survey and systematic subsurface testing. The excavation of shovel tests was limited to locations that did not contain buried utilities and were not inundated on the ground surface. As such, 351 shovel tests were excavated within the APE, none of which contained artifacts or cultural features. An additional 52 shovel test locations were visited but unable to be excavated due to inundation or buried utilities and were documented as "no-dig" points (**Figures 13–18**). An FDHR survey log sheet is provided in **Appendix A**.

Figure 11. Representative views of the western portion of the archaeological APE. Top left: Overview of the western end of the APE with buried utilities, view east. Top right: Overgrown and inundated canal, view west. Bottom left: View west of APE at the bridge over Blanket Bay Slough. Bottom right: Typical inundated shovel test within the APE.

Excavated tests within the APE terminated at varying depths, primarily due to the fluctuation of the water table. Inundation from the water table was observed from 30 to 100 cmbs (11.8 to 39.4 inbs) (**Figures 12** and **13**). A typical soil profile within the APE consisted of dark gray (10YR 4/1) sand from 0 to 20 cmbs (0 to 7.9 inbs; Stratum I) above gray (10YR 6/1) sand from 20 to 75 cmbs (7.9 to 29.5 inbs; Stratum II) (see **Figures 12** and **13**).

No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological survey is recommended.

Figure 12. Representative views of the eastern portion of the archaeological APE. Top left: View east of palmetto and overgrown brush in eastern end of APE. Top right: View west of open pasture with inundated canal. Bottom left: Typical soil profile within the APE. Bottom right: Overview of wooded wetland within the APE, view east.

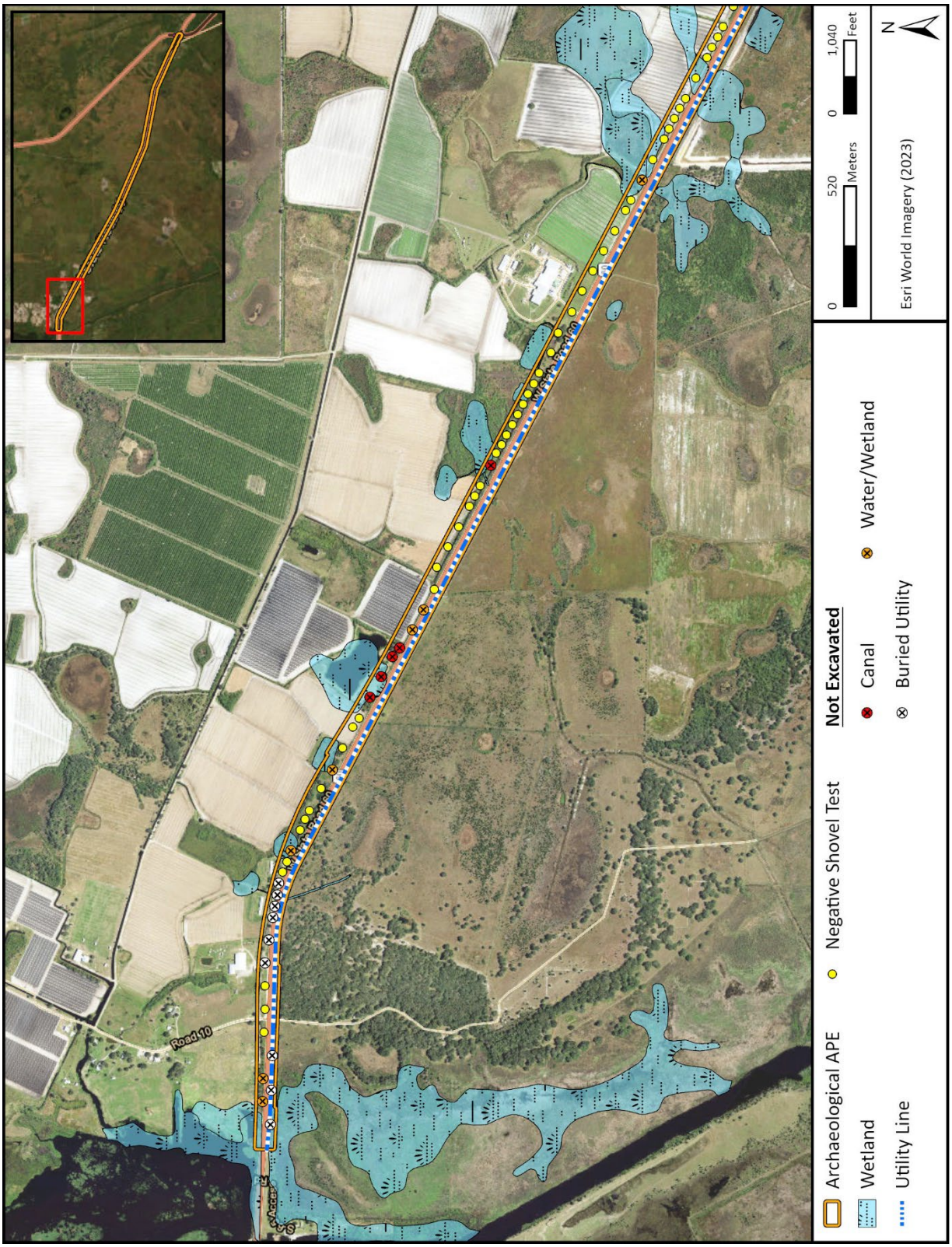

Figure 13. Results of archaeological testing within the APE, map 1 of 6.

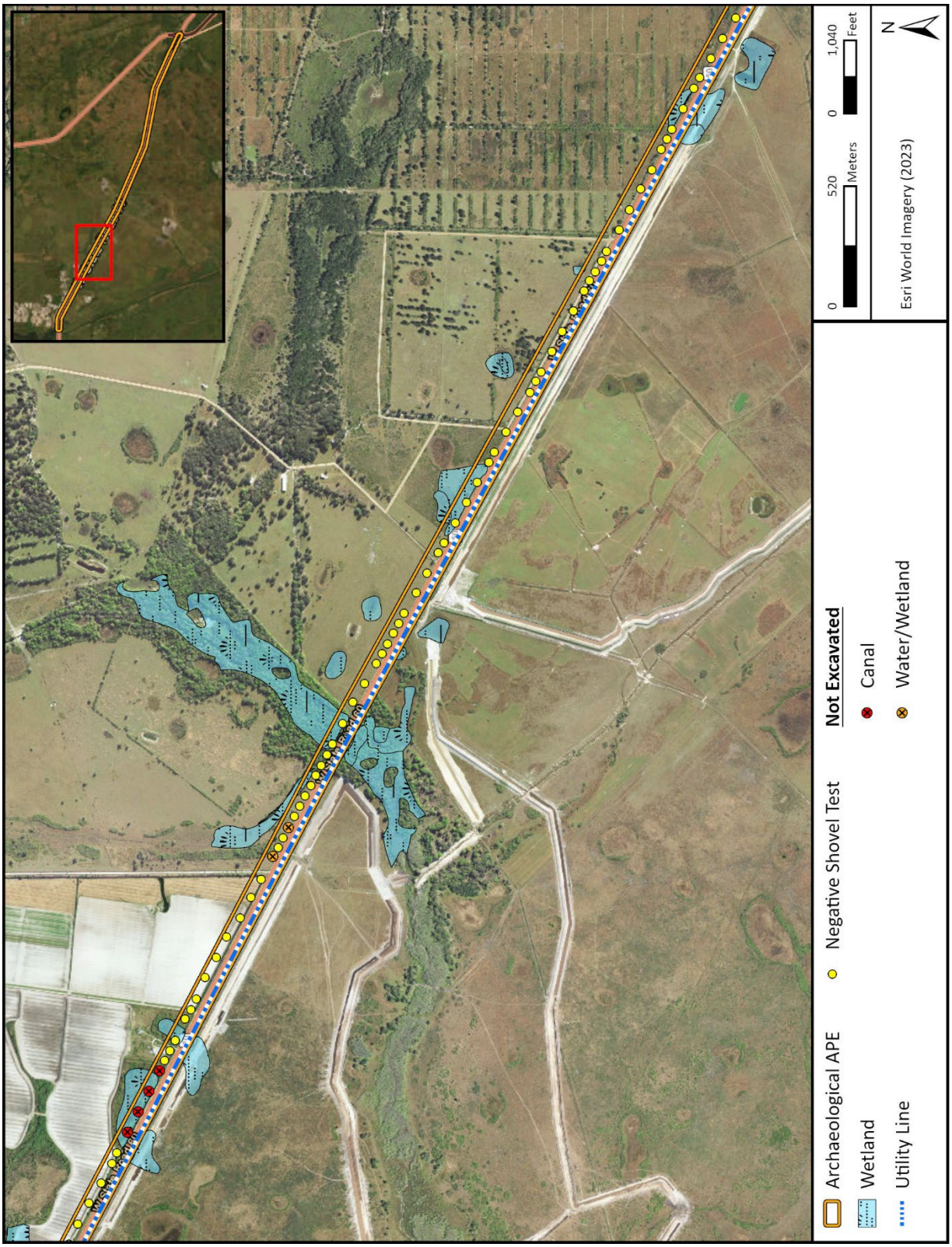

Figure 14. Results of archaeological testing within the APE, map 2 of 6.

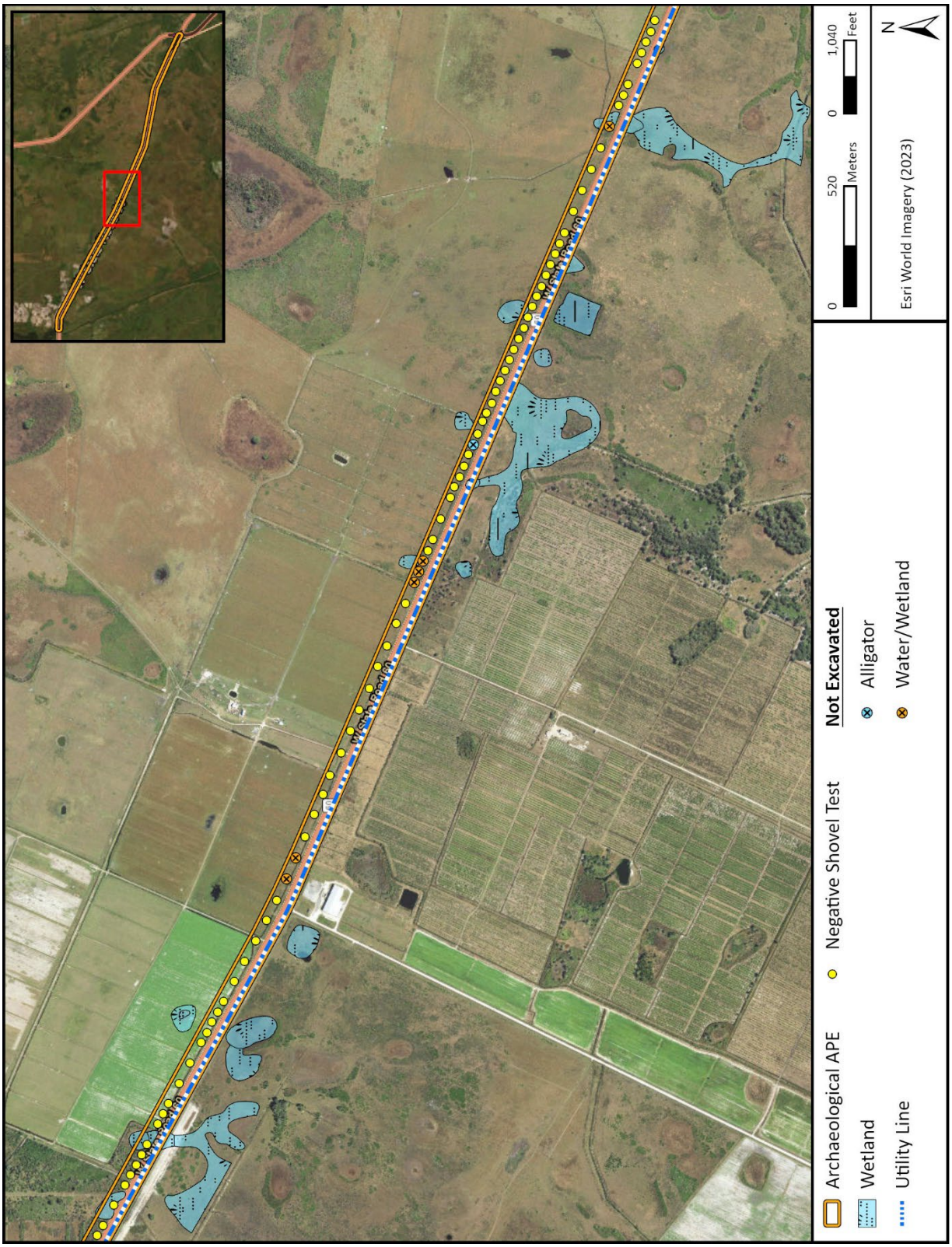

Figure 15. Results of archaeological testing within the APE, map 3 of 6.

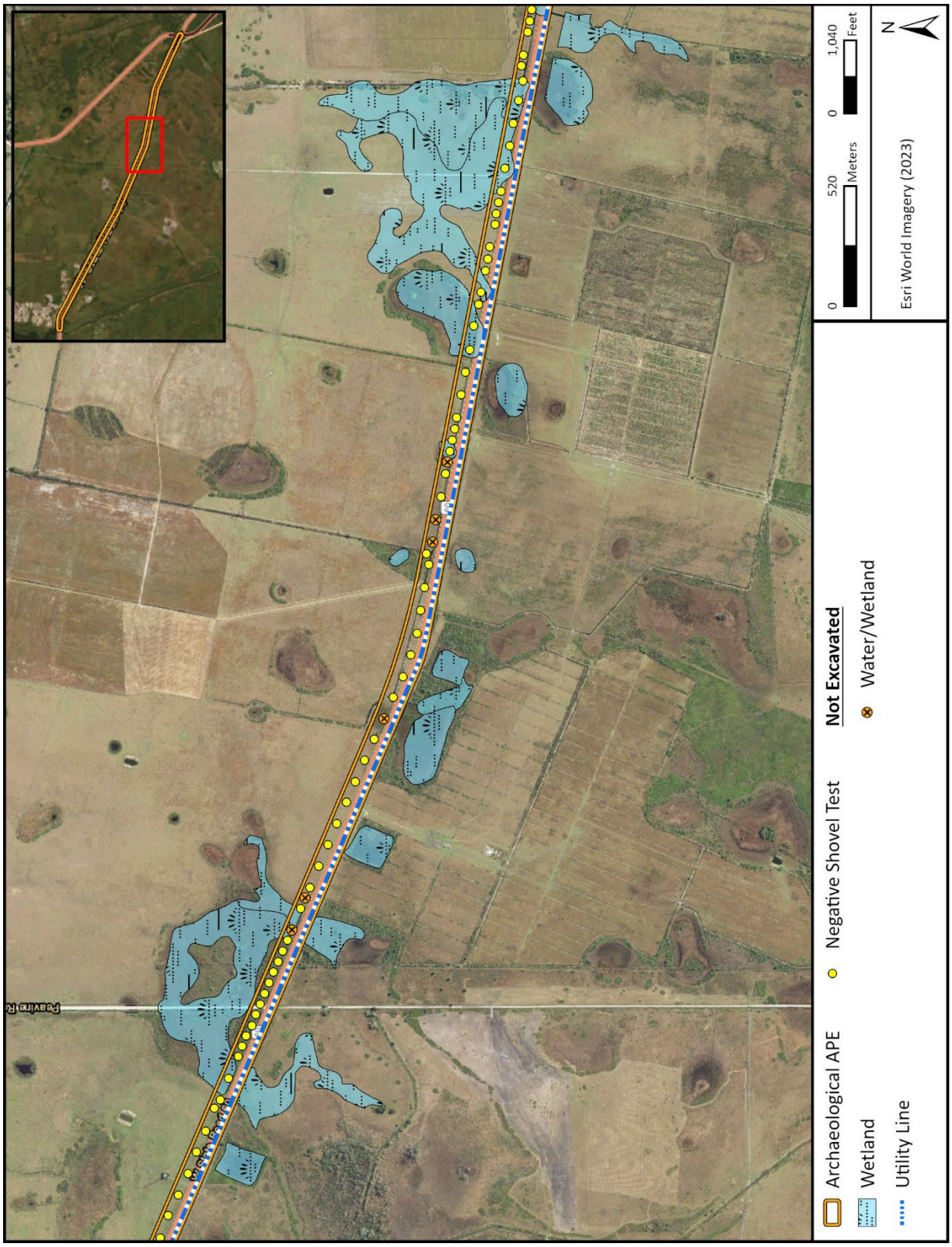

Figure 16. Results of archaeological testing within the APE, map 4 of 6.

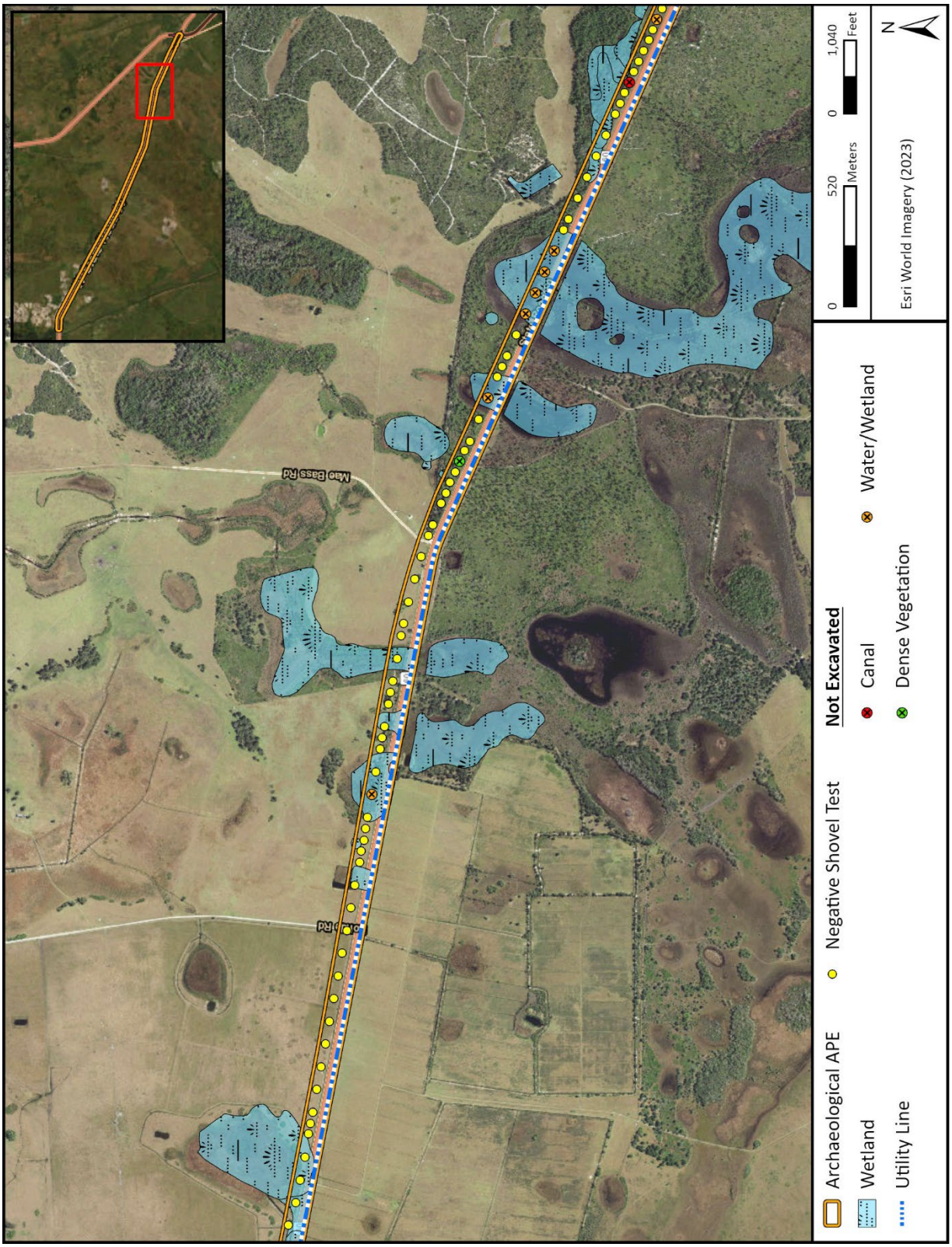

Figure 17. Results of archaeological testing within the APE, map 5 of 6.

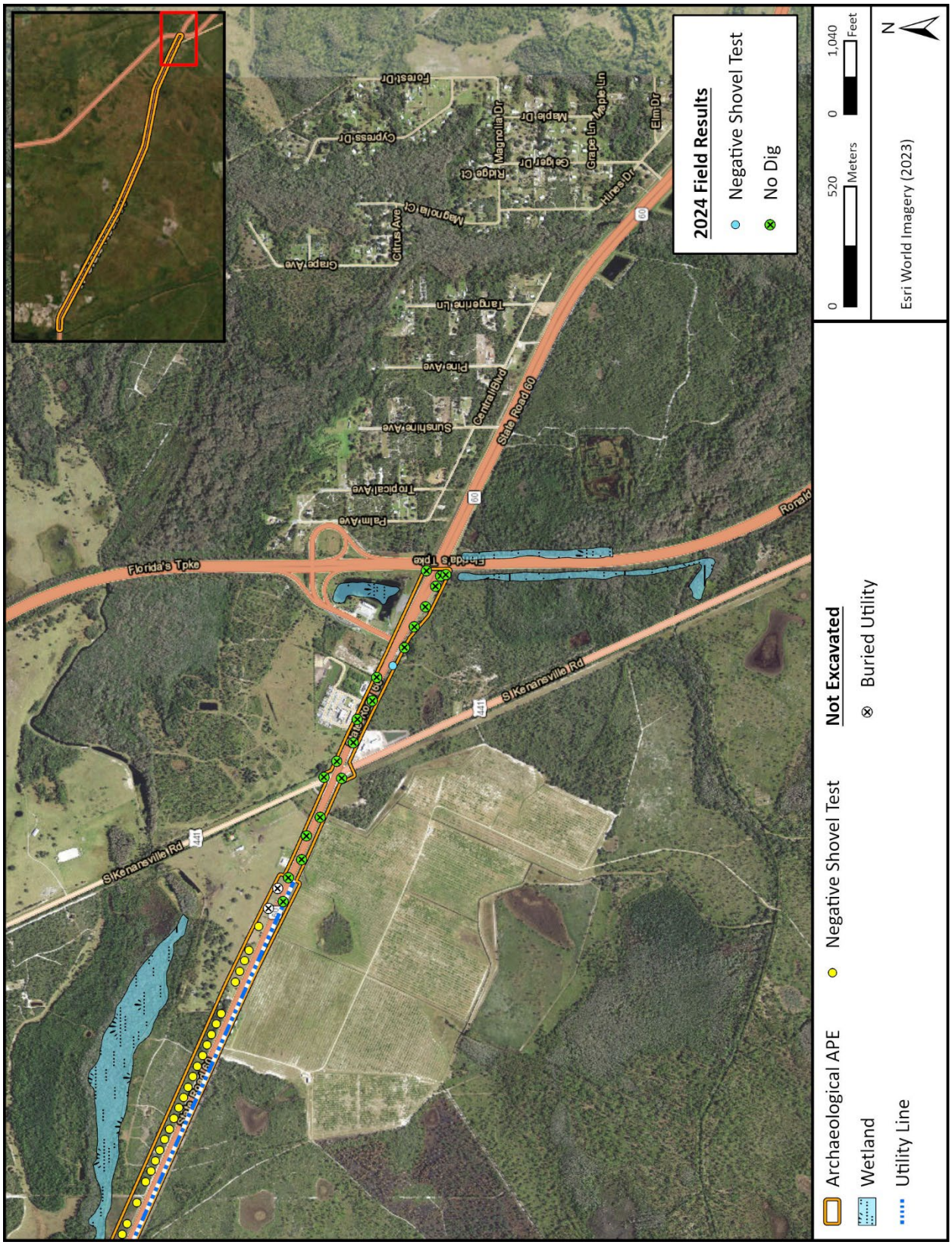

Figure 18. Results of archaeological testing within the APE, map 6 of 6.

ARCHITECTURAL RESOURCES

The architectural history survey resulted in the identification and evaluation of five previously recorded resources (8OS01751, 8OS02519, 8OS03001, 8OS03274, and 8OS03484) and five newly recorded buildings (8OS03738–8OS03742) within the APE (**Tables 4** and **5**; **Figure 19**). One previously recorded building (8OS03484) was identified and evaluated as ineligible for listing in the NRHP by SHPO within the last 10 years. The resource was recorded by SEARCH as a part of the 2024 *Cultural Resource Assessment Survey of Turnpike Widening from SR 70 to SR 60, Osceola, Indian River, Okeechobee, and St. Lucie Counties, Florida* (FMSF Survey No. 29795; Parker-Hutzel et al. 2024). The building has not had substantial additions or alterations; therefore, an updated site form and evaluation was not completed for this resource.

Two previously recorded linear resources (8OS03001 and 8OS03274) were last evaluated by SHPO as having insufficient information to make an NRHP recommendation. SEARCH finds there is insufficient information to make a recommendation of the resources as a whole as only a small segment of each resource intersects the APE. However, SEARCH recommends both segments are non-contributing to their respective resources as they lack historical significance and engineering distinction. The remaining seven resources are recommended ineligible for the NRHP. No new or existing historic districts were identified during field survey. No further architectural history work is required. A survey log sheet is included in **Appendix A**. The completed FMSF forms for the nine historic resources included in the current survey are provided in **Appendix B**.

One previously recorded NRHP-listed resource (Desert Inn [8OS00099]) was found to be demolished at the time of survey. As the resource is no longer extant, SEARCH finds the resource no longer retains integrity and is recommended ineligible for listing in the NRHP and an effects assessment is not required. A demolition letter is included in **Appendix C**. Additionally, a small portion of the Yeehaw Logging Tram (8OS02514) is mapped within the APE. This resource was recorded as being non-extant during the time of its original recording in 2007 during FMSF Survey No. 14829 (Batun-Alpuche et al. 2007). No elements of the railroad were found during the current survey; therefore, it was not included in the results. Background research identified one previously recorded linear resource, the Turnpike (8OS03485), within the APE. This resource was excluded from the survey as SHPO determined that the road is exempt from documentation and an evaluation is neither necessary nor required (FDOT 2022).

Field survey identified several minor drainage and agricultural canals within the western portion of the APE. Research found these canals are not associated with significant events and are not of significant engineering, as such they were not recorded as a part of this survey per the *Canal Memorandum* (rev 2012) (FDOT 2022).

Ineligible resources do not require consideration of effects per Section 267.061(2)(a), Florida Statutes, and the criteria of adverse effect are not applicable to ineligible resources per 36 Code of Federal Regulations 800.5(a) and 36 Code of Federal Regulations Part 800.16 (i and l).

Table 4. Summary of Previously and Newly Recorded Historic Resources.

Resource Type	Number of Resources Identified	Number of Resources with Updated FMSF Forms	Number of Resources Determined National Register Eligible*
Previously Recorded Resources			
Linear Resources	3	3	0
Buildings	2	1	0
Newly Recorded Resources			
Buildings	5	5	0
Total	**10**	**9**	**0**

Table 5. Historic Resources Recorded within the Architectural History APE.

FMSF Number	Name/Address	Resource Type/Style	Year Built	Recommended NRHP Status
Previously Recorded Resources				
8OS01751	Desert Inn Trailers 2703 E SR 60	Residence/Mobile Home	ca. 1953	Ineligible
8OS02519	Log Branch Canal II	Canal/No Style	ca. 1944	Ineligible
8OS03001	State Road 15/ US 441	Road/No Style	ca. 1917	Insufficient Information
8OS03274	State Road 60	Road/No Style	ca. 1931	Insufficient Information
8OS03484*	3055 E SR 60	Gas station/Masonry Vernacular	ca. 1966	Ineligible
Newly Recorded Resources				
8OS03738	2648 E SR 60	Residence/Ranch	ca. 1959	Ineligible
8OS03739	2650 E SR 60	Residence/Ranch	ca. 1959	Ineligible
8OS03740	2702 E SR 60	Residence/Masonry Vernacular	ca. 1955	Ineligible
8OS03741	2701 E SR 60	Residence/Masonry Vernacular	ca. 1955	Ineligible
8OS03742	2855 E SR 60	Warehouse/Masonry Vernacular	ca. 1968	Ineligible

* Indicates the resource was not evaluated as a part of the current survey.

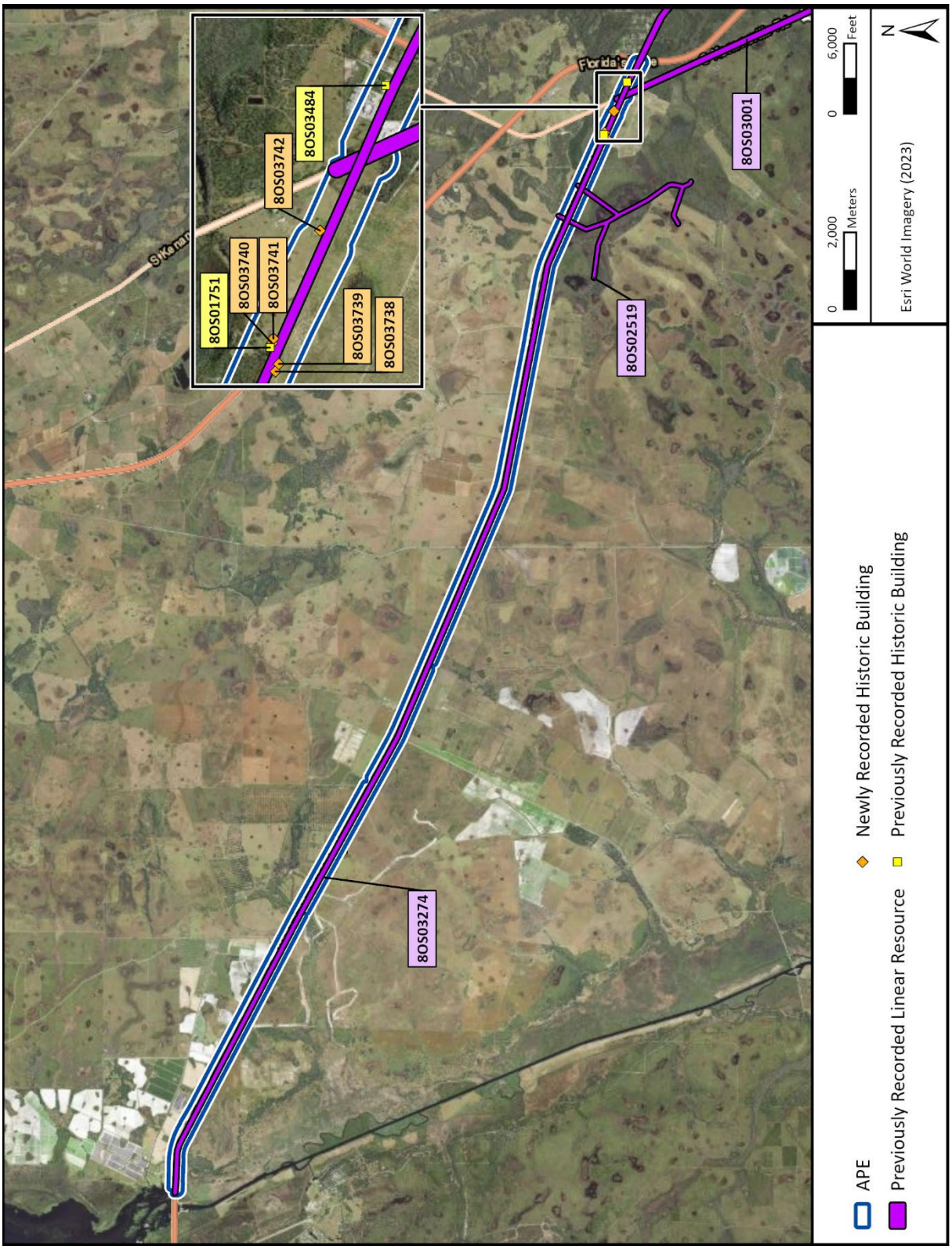

Figure 19. Results of architectural history survey within the APE.

NRHP EVALUATIONS

Linear Resources

8OS02519, Log Branch Canal II

Figure 20. Resource 8OS02519, facing northeast.

Resource 8SL02519, Log Branch Canal II, is a previously recorded canal in Sections 8 and 9 of Township 32 South, Rage 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This canal is located on the south side of SR 60 (8OS03274) (see **Figure 19**). Approximately 0.6 km (0.4 mi) of the canal is included in the APE in two segments spaced 0.9 km (0.6 mi) apart. These segments of the canal are constructed in a northeast–southwest orientation and are approximately 9.5 m (31 ft) wide. Dense vegetation is featured along its earth banks (**Figure 20**). The canal segments are crossed by SR 60; at these intersections, the canal continues flowing under the road likely via metal or concrete culverts enclosed in dirt or concrete abutments. This canal (8OS02519) was constructed between 1944 and 1953 as one of the four primary drainage canals built in this agricultural and wetland area. The canal continues extending southeast to meet the Yeehaw Central Canal before finally discharging into the Cow Log Branch Canal (Batun-Alpuche et al. 2007).

Assessment

Resource 8OS02519 was last recorded during FMSF Survey No. 14829 by SouthArc, Inc., and was evaluated by SHPO as ineligible for listing in the NRHP in January 2008, due to its lack of historic significance and engineering distinction (Batun-Alpuche et al. 2007). This resource has not undergone any significant changes since its last recording. Therefore, SEARCH recommends this evaluation remains unchanged. As such, an assessment of effects is not provided.

8OS03001, State Road (SR) 15/US 441

Resource 8OS03001, SR 15/US 441, is a previously recorded road in Osceola County (see **Figure 19**). The portion south of the road's intersection with SR 60 (8OS03274) is previously recorded while the portion within and north of the intersection is newly recorded. The segment within the APE is in Sections 2 and 14 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. The approximately 0.4 km (0.2 mi) long segment is bound roughly by its intersection with SR 60, as well as by private parcels to the east and west. The resource is a paved, two-lane highway with grassy shoulders and a modern intersection (**Figure 21**). A concrete median divides the traffic lanes on the south side of the SR 60 intersection.

Figure 21. Resource 8OS03001, facing northwest.

SR 15, also designated as US 441, is part of a roadway system connecting the northern and southern parts of Florida. It begins at Belle Glade, south of Lake Okeechobee, and extends north as SR 15. The highway connects to US 192 into St. Cloud, where County Road 15 continues the route north into Orlando and onto US 17. US 17 carries the route north to Jacksonville, continuing into Georgia carried on Interstate 95 and then Georgia SR 15. An unimproved road on a similar alignment of SR 15 within the current APE is seen on FSRD maps from 1917 (FRSD 1917). By 1936, the roadway within the APE is marked as SR 29, and the map legend indicates that it was a hard-surfaced road (FRSD 1936). The route was renamed SR 15 during the 1945 renumbering of Florida's highways (The Miami News 1946). The 1950 Official Road Map of Florida depicts this segment as US 441 as well as SR 15 (FSRD 1950). Aerials from 1944 and 1952 showcase the roadway within the APE, and it appears that by 1953, the road surface was improved and potentially expanded (US Department of Agriculture [USDA] 1944, 1952; Matusik et al. 2023).

SR 15 from Canal Point to the northern point of Lake Okeechobee was historically associated with Conners Highway, a significant east–west private toll road connecting Palm Beach to Tampa. The July 4, 1924, grand opening of the roadway through the Everglades kicked off with a celebration in Okeechobee, including a local orchestra, parade, and motorcade (Florida History Blog 2016). Conners Highway was acquired by the state in 1930. Although Conners Highway holds significance for its connection of the east and west coasts of Florida through the Everglades, none of SR 15 in the current APE is associated with Conners Highway (Matusik et al. 2023). SR 15 as it presents in the current APE does not hold these associations. No overarching significance of these segments of the roadway within the APE were found.

Assessment

The southern portion of Resource 8OS03001 within the APE was first recorded by SEARCH in 2020 during FMSF Survey No. 27161. Due to a lack of historical significance and engineering distinction, SEARCH recommended the resource ineligible both individually and as part of a district, which SHPO concurred in May 2020 (Matusik et al. 2020). This portion was recorded again by SEARCH in 2023 during FMSF Survey No. 29324. SEARCH reported there was insufficient information to provide an NRHP recommendation for the entire resource as most of the road is unrecorded and occurred outside the APE, which SHPO concurred (Matusik et al. 2023). Based on the historic context, this segment of Resource 8OS03001 within the APE is not significant under NRHP Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. Additionally, the resource is not significant under Criterion B because it lacks association with a person or people significant in history. The resource is not significant under Criterion C due to its lack of engineering distinction. Finally, Resource 8OS03001 is not

significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's opinion that the segment within the APE is non-contributing to the overall resource due to a lack of historical significance and engineering distinction, but there is insufficient information to provide an NRHP recommendation for the entire resource as only a small portion of the road is within the current APE. As such, an assessment of effects is provided below.

Assessment of Effects

The proposed improvements for the current project include widening the existing SR 60 roadway from two to four lanes. Additional ROW is proposed along the northern side of the existing SR 60 corridor. Relative to SR 15 (8OS03001), the improvements will be restricted to the SR 15 and SR 60 intersection. While the proposed improvements will not alter the current alignment of the historic roadway, the improvements will require additional ROW on the north side of the intersection. The proposed project will not impact the defining characteristics of this resource in a manner that diminishes its integrity, which is necessary to convey the significance of the larger resource. As such, this project poses no adverse effect to SR 15 (8OS03001).

8OS03274, State Road 60

Figure 22. Resource 8OS03274, facing east.

Resource 8OS03274, SR 60, is a previously recorded road in Osceola County (see **Figure 19**). Approximately 9 km (5.6 mi) of SR 60 (8OS03274) within the APE is previously recorded roughly from the Florida Scenic National Trail to just east of Peavine Road. The remainder of SR 60 within the APE is newly recorded. The segment within the APE is located in Sections 23, 25, and 26 of Township 31 South, Range 32 East; Sections 30, 31, 32, 33, and 34 of Township 31 South, Range 33 East; Sections 1, 2, and 3 or Township 32 South, Range 33 East; and Sections 2, 5, 6, 8, 9, 10, and 14 of Township 32 South, Range 34 East, as depicted in the 2024 *Lake Marion SE*, *Lake Marian SW*, *Fort Kissimmee NE*, *Fort Drum NE*, and *Fort Drum NW, Fla.* USGS quadrangle maps. The approximately 32 km (20 mi) long segment is bound roughly by its intersection with the Florida Turnpike and Prairie Lake Road, as well as by private parcels to the north and south. The resource is a paved, two-lane highway that features grassy shoulders, rumble strips, and modern intersections (**Figure 22**). The road expands at Yeehaw Junction to include additional turn lanes.

SR 60 currently spans a total of 257 km (160 mi) in Florida from Clearwater on the west coast to Vero Beach on the east coast. SR 60 (8OS03274) was originally known as SR 30 and was conceptualized as an important link in Florida to boost Florida's economic value, the "Atlantic and Gulf cross state highway" (*Indian River Press Journal* 1931:1). A survey for the road was

completed in 1925 and 1926 and work began in February 1927, a total length spanning approximately 84 km (52 mi) from Vero Beach to the Kissimmee River, which includes the segment within the APE (*Indian River Press Journal* 1931:1, 8). Although the road's corridor was largely completed in 1931, the road still required surfacing in January 1932 but was opened to motorists shortly after (*Indian River Press Journal* 1931:1, 1932:1). The road was designated as SR 60 by 1946 (Almy et al. 2025).

Assessment

SR 60 (8OS03274) has been recorded twice in Osceola County. The last recordation occurred during FMSF Survey No. 29777, just east of the APE. The surveyors recommended there is insufficient information to provide an NRHP recommendation, which SHPO concurred (Almy et al. 2025). The segment within the current APE was last recorded by SEARCH during FSMF Survey No. 29302. The surveyors recommended there was insufficient information to provide an NRHP recommendation, which SHPO also concurred (McManus et al. 2022). Based on the historic context, this segment of Resource 8OS03274 is not significant under NRHP Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. Additionally, the resource is not significant under Criterion B because it lacks association with a person or people significant in history. The resource is not significant under Criterion C due to its lack of engineering distinction. Finally, Resource 8OS03274 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. SEARCH recommends the segment within the APE is non-contributing to the overall resource due to a lack of historical significance and engineering distinction, but there is insufficient information to provide an NRHP recommendation for the entire resource as only a small portion of the road is within the current APE. As such, an assessment of effects is provided below.

Assessment of Effects

The proposed improvements for the current project include widening the existing SR 60 roadway from two to four lanes. Additional ROW is proposed along the northern side of the existing SR 60 corridor. The proposed improvements will not alter the current alignment of the historic roadway. The proposed project would not impact the defining characteristics of this resource in a manner that diminishes its integrity, which is necessary to convey the significance of the larger resource. Although this segment is recommended as non-contributing to the overall resource, the qualities that may render Resource 8OS03274 significant as a whole, namely its location and the connections SR 60 provides between Clearwater and Vero Beach, would not be compromised or diminished by the proposed work in a manner that would disqualify the entirety of this resource for inclusion in the NRHP. As such, this project poses no adverse effect to SR 60 (8OS03274).

Buildings

8OS01751, Desert Inn Trailers

Figure 23. Resource 8OS01751, facing northeast.

Resource 8OS01751, Desert Inn Trailers located at 2703 E SR 60, is a previously recorded ca. 1953 residence located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the north side of SR 60 approximately 1.0 km (0.7 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS01751 is a one-story Mobile Home residence with a rectangular plan set slightly above grade on a concrete block pier foundation (**Figure 23**). The exterior fabric of the building consists of T1-11 siding, corrugated sheet metal, and plywood. The visible windows include single-hung, one-over-one, metal-sash windows and a fixed, one-light, vinyl-framed window. The main entrance is a single-leaf metal panel door with an upper fanlight set on the southwest facade and is partially obscured by a metal-framed storm door. A shed-roofed porch clad in standing seam metal supported by metal posts is attached to the southwest facade and shelters the main entrance. Pencil seam sheet metal covers the bowed-arched roof. A west addition was constructed ca. 2007.

This building shares a parcel with three additional historic buildings recorded during the present survey (8OS03740, 8OS03741, and 8OS03742). This building also shares a parcel with the now demolished NRHP-listed Desert Inn (8OS00099). Research efforts did not reveal that this residence has any significant association with the Desert Inn aside from being reportedly used as a rental home for the Desert Inn's owner's employees. The original surveyors reported this building did not have an address at the time of recordation; thus, it was given its current name (Janus Research 1994).

Assessment

Resource 8OS01751 was originally recorded during FMSF Survey No. 4361 by Janus Research in 1994 and was recommended ineligible for listing in the NRHP, which SHPO concurred (Janus Research 1994). This building has had minor changes since its last recording in 1994, including a west enclosed addition and a shed-roofed porch. Based on the historic context, Resource 8OS01751 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Mobile Home residence because it is a common form and design that does not stand out against other Mobile Home residences. Finally, Resource 8OS01751 is not significant under Criterion D because

it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS01751 remains ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

8OS03738, 2648 E SR 60

Figure 24. Resource 8OS03738, facing south.

Resource 8OS03738, 2648 E SR 60, is a newly recorded ca. 1959 residence located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the south side of SR 60 approximately 1.2 km (0.7 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS03738 is a one-story Ranch residence with a rectangular plan set at grade on a concrete slab foundation (**Figure 24**). The exterior fabric of the building consists of concrete block. The visible windows include single-hung, two-over-two, metal-sash windows. The main entrance is a single-leaf wood panel door set on the northeast facade. A porch covered by the gabled roof overhang supported by square columns is incised into the northeast facade and shelters the main entrance. Standing seam sheet metal covers the gabled roof. This building shares its parcel with 8OS03739 to the south.

Assessment

Based on the historic context, Resource 8OS03738 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Ranch residence because it is a common form and design that does not stand out against other Ranch residences. Finally, Resource 8OS03738 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS03738 is ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

8OS03739, 2650 E SR 60

Resource 8OS03739, 2650 E SR 60, is a newly recorded ca. 1959 residence located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the south side of SR 60 approximately 1.2 km (0.7 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS03739 is a one-story Ranch residence with a rectangular plan set at grade on a concrete slab foundation (**Figure 25**). The exterior fabric of the building consists of concrete block and wood. The visible windows

include single-hung, one-over-one, metal-sash windows. The main entrance is a single-leaf wood panel door set on the northeast facade. A porch covered by the gabled roof overhang supported by wood posts is incised into the northeast facade and shelters the main entrance. Standing seam sheet metal covers the gabled roof. This building shares its parcel with 8OS03738 to the north.

Assessment

Figure 25. Resource 8OS03739, facing south.

Based on the historic context, Resource 8OS03739 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Ranch residence because it is a common form and design that does not stand out against other Ranch residences. Finally, Resource 8OS03739 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS03739 is ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

8OS03740, 2702 E SR 60

Figure 26. Resource 8OS03740, facing northwest.

Resource 8OS03740, 2702 E SR 60, is a newly recorded ca. 1955 residence located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the north side of SR 60 approximately 1.0 km (0.7 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS03740 is a one-story Masonry Vernacular residence with an L-shaped plan set at grade on a concrete slab foundation (**Figure 26**). The exterior fabric of the building consists of concrete block. The visible windows include single-hung, two-over-two, metal-sash windows. The main entrance is a single-leaf panel door set on the southwest facade. A screened porch with a flat roof is attached to the southwest corner of the building and shelters the main entrance. Composition roll clads the flat roof. This building shares a parcel with three additional historic buildings recorded during the present survey (8OS01751, 8OS03741, and 8OS03742).

Assessment

Based on the historic context, Resource 8OS03740 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Masonry Vernacular residence because it is a common form and design that does not stand out against other Masonry Vernacular residences. Finally, Resource 8OS03740 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS03740 is ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

8OS03741, 2701 E SR 60

Figure 27. Resource 8OS03741, facing northeast.

Resource 8OS03741, 2701 E SR 60, is a newly recorded ca. 1955 residence located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the north side of SR 60 approximately 1.0 km (0.7 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS03741 is a one-story Masonry Vernacular residence with an L-shaped plan set at grade on a concrete slab foundation (**Figure 27**). The exterior fabric of the building consists of concrete block and stucco. The visible windows include single-hung, one-over-one, vinyl-sash windows. The main entrance is a single-leaf door set on the southwest facade. The main entrance is sheltered by the flat roof overhang supported by wood posts. Composition roll clads the flat roof. This building shares a parcel with three additional historic buildings recorded during the present survey (8OS01751, 8OS03740, and 8OS03742).

Assessment

Based on the historic context, Resource 8OS03741 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Masonry Vernacular residence because it is a common form and design that does not stand out against other Masonry Vernacular residences. Finally, Resource 8OS03741 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS03741 is ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

8OS03742, 2855 E SR 60

Figure 28. Resource 8OS03742, facing northwest.

Resource 8OS03742, 2855 E SR 60, is a newly recorded ca. 1968 auto repair shop located in Section 10 of Township 32 South, Range 34 East, as depicted in the 2024 *Fort Drum NW, Fla.* USGS quadrangle map. This building is located on the north side of SR 60 approximately 0.4 km (0.3 mi) northeast of the SR 60 and SR 15 intersection (see **Figure 19**). Resource 8OS03742 is a one-story Masonry Vernacular shop with a rectangular plan set at grade on a concrete slab foundation (**Figure 28**). The exterior fabric of the building consists of metal. The visible windows include fixed, one-light, metal-framed windows, as well as glass block windows. The main entrance is a single-leaf door set on the southwest facade. The main entrance was obscured from view during field survey but is located on the southwest facade. Standing seam sheet metal clads the gabled roof. This building shares a parcel with three additional historic buildings recorded during the present survey (8OS01751, 8OS03740, and 8OS03741).

Assessment

Based on the historic context, Resource 8OS03742 is not significant under Criterion A because it does not indicate a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history, and the resource is not significant under Criterion C due to its lack of architectural distinction as a Masonry Vernacular auto repair shops because it is a common form and design that does not stand out against other Masonry Vernacular commercial shops. Finally, Resource 8OS03742 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. It is SEARCH's recommendation that Resource 8OS03742 is ineligible for listing in the NRHP. As such, an assessment of effects is not provided.

CONCLUSION AND RECOMMENDATIONS

This report presents the findings of a CRAS conducted in support of improvements to SR 60 in Osceola County, Florida. FDOT District 5 is proposing improvements to SR 60 from Prairie Lake Road to Florida's Turnpike (SR 91), a distance of approximately 32.2 km (20 mi). Proposed improvements include widening the existing roadway from two to four lanes. Additional ROW is proposed along the northern side of the existing SR 60 corridor. This project is federally funded for 2029.

The archaeological survey consisted of pedestrian survey and systematic subsurface testing. A total of 351 shovel tests were excavated within the archaeological APE, none of which contained artifacts or cultural features. An additional 52 shovel test locations were visited but unable to be excavated due to inundation or buried utilities and were documented as "no-dig" points. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological survey is recommended.

The architectural history survey resulted in the identification of five previously recorded resources (8OS01751, 8OS02519, 8OS03001, 8OS03274, and 8OS03484) and five newly recorded buildings (8OS03738–8OS03742) within the SR 60 APE. One previously recorded building (8OS03484) was identified and evaluated as ineligible for listing in the NRHP by SHPO within the last 10 years. The building has not had substantial additions or alterations; therefore, an updated site form and evaluation was not completed for this resource. Two previously recorded linear resources (8OS03001 and 8OS03274) were last evaluated by SHPO as having insufficient information to make an NRHP recommendation. SEARCH recommends the segments recorded as a part of this survey are noncontributing segments of each resource; however, there is insufficient information to provide a recommendation for the overall resources. The remaining resources are recommended ineligible for the NRHP. No new or existing historic districts were identified during field survey. No further architectural history work is required.

SEARCH recommends that this project will result in No Historic Properties Affected. No further cultural resources work is recommended.

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APPENDIX A.

FDHR SURVEY LOG

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)
SR 60 Phase I

Report Title (exactly as on title page)
Cultural Resource Assessment Survey in Support of the SR 60 Project Development and Environment Study from Prairie Lake Road to Florida's Turnpike, Osceola County, Florida

Report Authors (as on title page)
1. Kyle Feriend
2. Drew Kinchen
3. Brittaney London
4. Allen Kent

Publication Year 2025 **Number of Pages in Report** (do not include site forms) 53

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On file at SEARCH. Project No. 250129

Supervisors of Fieldwork (even if same as author) Names Drew Kinchen

Affiliation of Fieldworkers: Organization Southeastern Archaeological Research City Orlando

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey, architecture, etc.*)
1. FDOT 2. PD&E 3. SR 60 4. _____ 5. _____ 6. _____ 7. _____ 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)
Name Volkert Organization _____
Address/Phone/E-mail _____

Recorder of Log Sheet Kristina Altes **Date Log Sheet Completed** 7-31-2025

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. Osceola 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name FORT PIERCE Year 1988
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 7-9-2025 End 7-15-2025 **Total Area Surveyed** (fill in one) _____ hectares 2228.00 acres
Number of Distinct Tracts or Areas Surveyed 1
If Corridor (fill in one for each) **Width:** 82 meters _____ feet **Length:** 32.20 kilometers _____ miles

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

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures

pedestrian inspection; shovel testing at 25-, 50-, and 100-m intervals, 50 cm diameter, to 100 cmbs, 1/4" mesh

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

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

☐other (describe): _____

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

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)	☐metal detector
☐surface collection, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒pedestrian survey
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar	☐unknown
☐shovel test 1/16"screen	☐coring	☐ground penetrating radar (GPR)	
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐LIDAR	

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☐windshield survey	☐occupant interview	☒tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☒other (describe): pedestrian inspection

Survey Results

Resource Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Resources 4 **Count of Newly Recorded Resources** 5

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

OS01751, OS02519, OS03001, OS03274

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

OS03738-OS03742

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

REQUIRED: Attach Map of Survey or Project Area Boundary

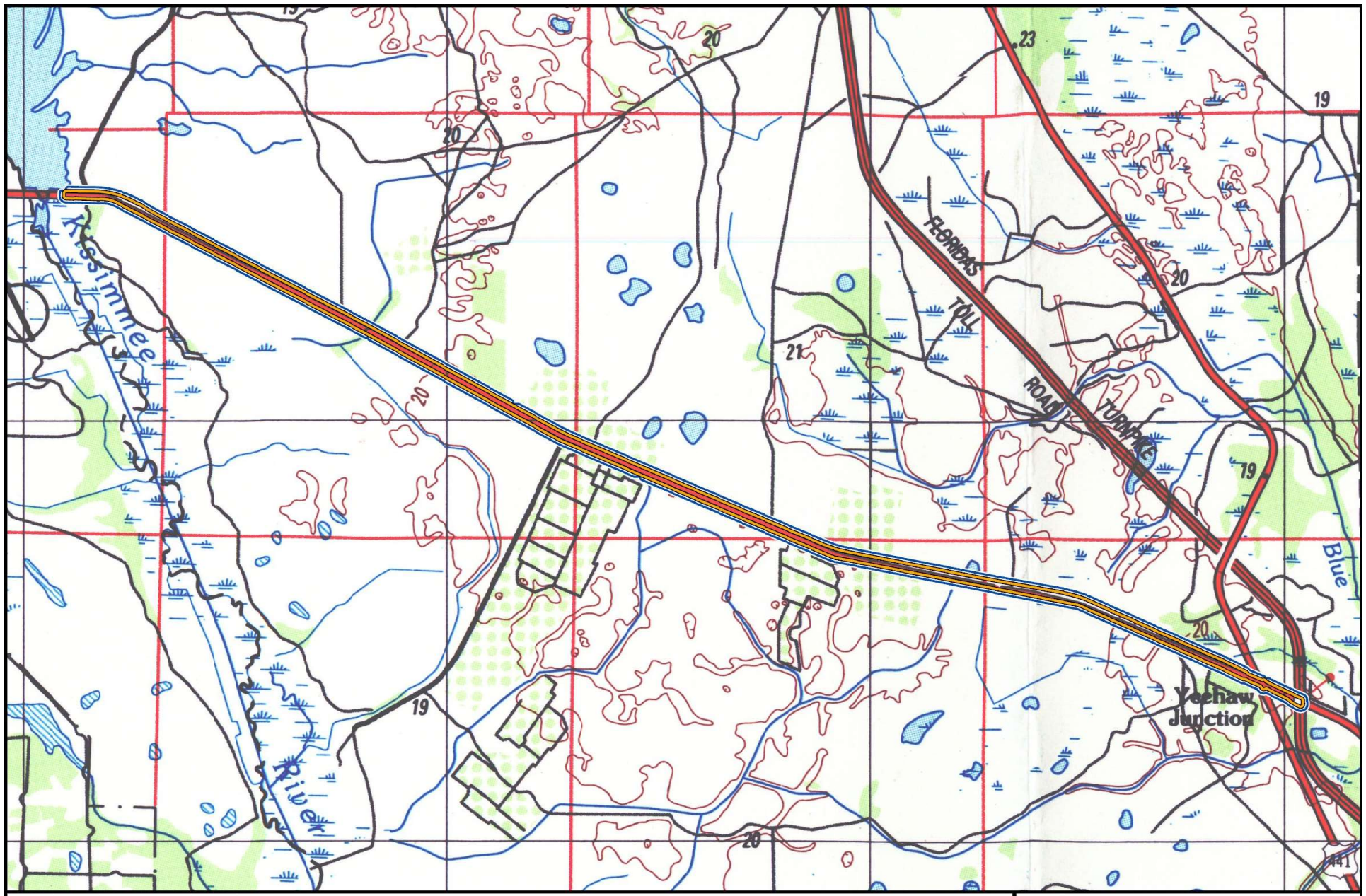
SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational
☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report
☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc
☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

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

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



Architectural History APE

Archaeological APE

0 2,000 Meters

0 6,000 Feet

USGS 1:250,000 Topo Map:
Fort Pierce, FL (1988)

N

APPENDIX B.

FMSF RESOURCE FORMS

APPENDIX C.

DEMOLITION LETTER

July 14, 2025

Florida Master Site File
500 S. Bronough Street
Tallahassee, FL 32399-0250

Subject: Cultural Resource Assessment Survey in Support of the SR 60 PD&E from Prairie Lake Road to Florida's Turnpike, Osceola County, Florida

Field survey revealed one previously recorded building within the above APE was demolished (**Table 1**; **Figure 1**). This resource was listed in the NRHP in 1994. Research efforts revealed that a semi-truck crashed into the building in 2019, and then the building remained vacant before being completely demolished between July 2024 and July 2025.

Table 1. Demolished Resource within the APE

Resource	Name/Address	Resource Type / Style	Year Built	Previous SHPO Evaluation
8OS00099	Desert Inn 5570 S Keenansville Road	Commercial/Frame Vernacular	ca. 1924	NRHP-listed (January 3, 1994)

Sincerely,

Kate Willis, MPS
Architectural Historian

Encl: Figure 1

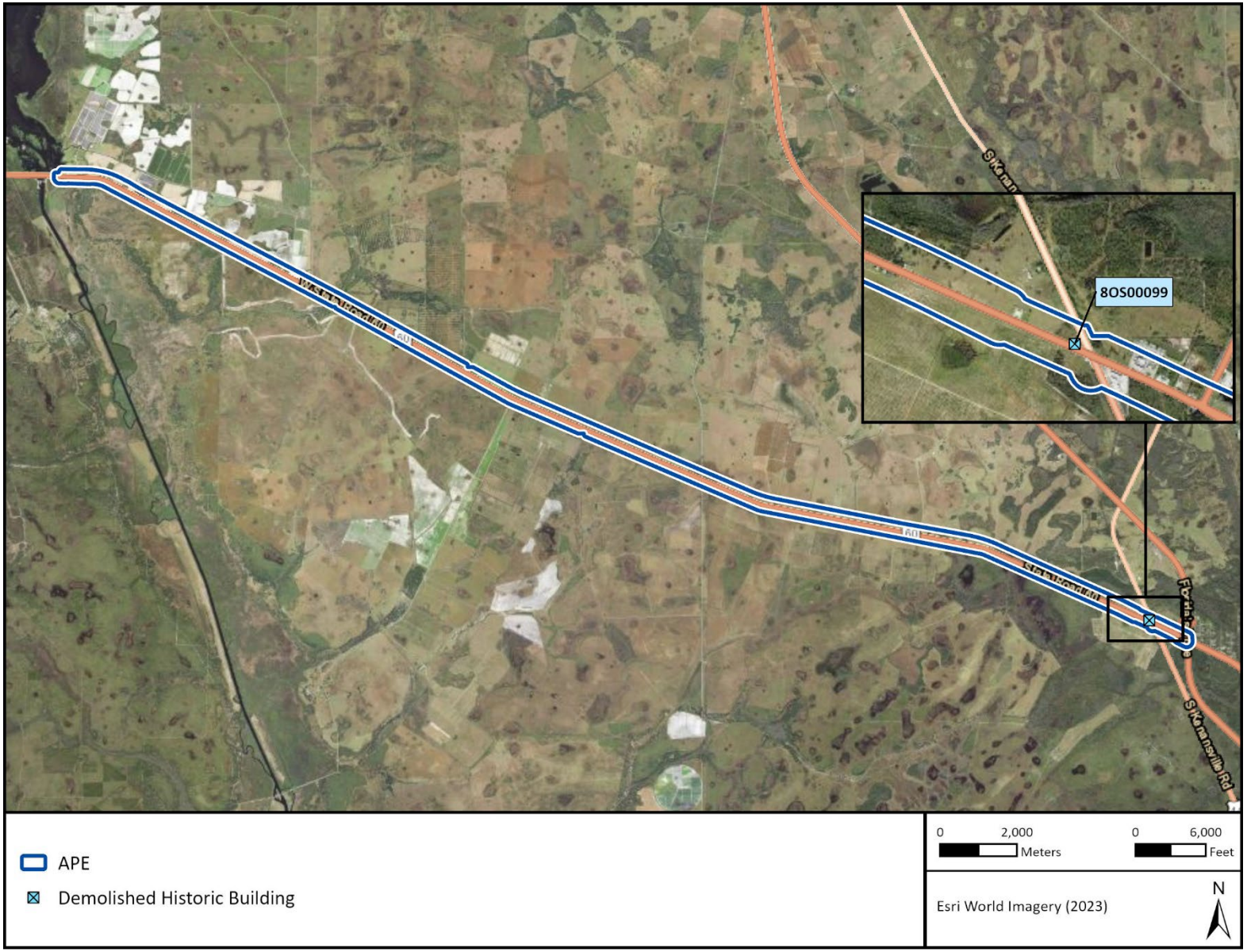


Figure 1. Demolished resource within the APE.