

**DOCUMENT ADDENDUM
SECTION 106 CONSULTATION
TECHNICAL MEMORANDUM**

FOR THE

**S.R. 39
BLACKWATER CREEK BRIDGES AND APPROACHES (255536-1)
HILLSBOROUGH COUNTY, FLORIDA**

In support of:

**S.R. 39
FROM I-4 TO U.S. 301
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA**

**Work Program Item Segment Nos: 255099 1 & 256289 1
Federal Aid Project No.: F-321-1(4)**

This proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi)

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612**

April 2001

The attached Section 106 Consultation Technical Memorandum for the Blackwater Creek Bridges and Approaches was completed in October 1999. This addendum provides updated project information that was not available in the previous Section 106 Consultation Technical Memorandum for the Blackwater Creek Bridges and Approaches that was available for public review prior to and at the Public Hearing that was held on April 20, 2000. This addendum improves consistency between the Section 106 Consultation Technical Memorandum for the Blackwater Creek Bridges and Approaches and the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) that was approved by the Federal Highway Administration (FHWA) on November 14, 2000.

INTRODUCTION

Through the Project Development and Environment (PD&E) Study process, the Florida Department of Transportation (FDOT) evaluated the expansion of S.R. 39 to a four-lane facility from the vicinity of Joe McIntosh Road in Hillsborough County to the vicinity of U.S. 301 in Pasco County (Addendum Figure 1). In addition, the FDOT evaluated the extension of Alexander Street Bypass as a four-lane facility from Interstate 4 (I-4) northward to S.R. 39 in the vicinity of Joe McIntosh Road.

The S.R. 39 corridor is functionally classified as a north/south minor arterial facility between I-4 and U.S. 301. S.R. 39 is part of the Federal-Aid Primary and State Highway System and is classified as an emergency evacuation route. The project limits extend from I-4 in Plant City and Hillsborough County to U.S. 301 in Pasco County, a distance of 21.2 kilometers (km) [13.2 miles (mi)].

The existing S.R. 39 within the project limits contains a two-lane undivided typical section with 3.658 meter (m) [12 foot (ft)] wide travel lanes, 1.219 m (4 ft) paved shoulders, and open roadside ditches on both sides of the roadway. The existing right-of-way (ROW) varies from 18.288 m (60 ft) to 45.720 m (150 ft).

S.R. 39 is currently a two-lane undivided roadway with drainage ditches adjacent to the existing roadway. A CSX Transportation railroad line parallels the existing roadway on the east side of S.R. 39 for approximately 17.7 km (11.0 mi) from the existing S.R. 39 and I-4 intersection to a point just north of Crystal Springs in Pasco County.

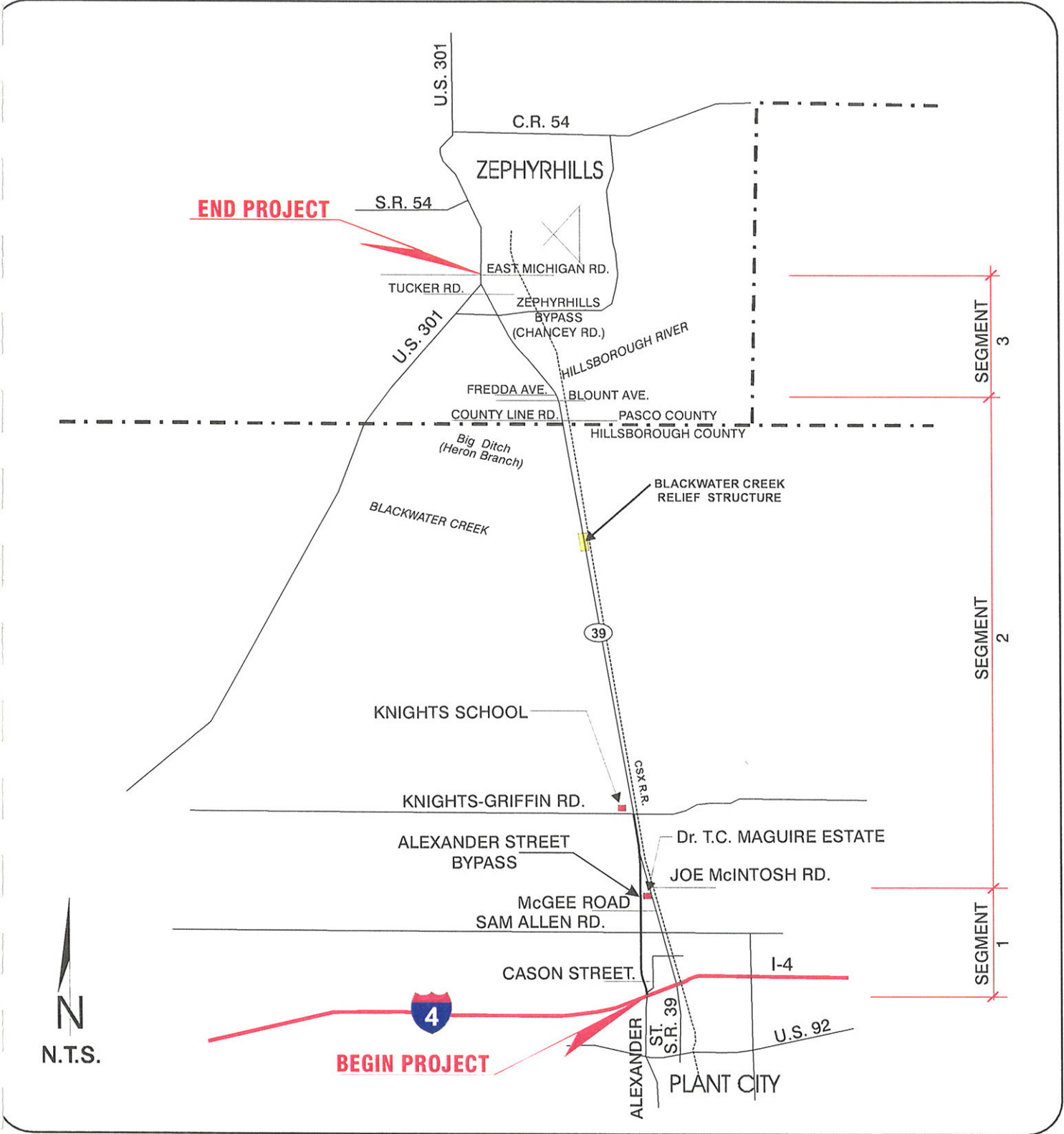
PROPOSED IMPROVEMENTS

The FHWA approved project involves multi-lane improvements to S.R. 39 and the planned extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi). The Alexander Street Bypass portion from I-4 to the vicinity of Joe McIntosh Road is approximately 4.02 km (2.5 mi). This new alignment alternative is located to the west of S.R. 39 between I-4 and Joe McIntosh Road due to significant land use constraints on S.R. 39, including the Memorial Park Cemetery in the vicinity of I-4. Overall, improvements will consist of a four-lane divided roadway on new alignment (the Alexander Street Bypass) and improvement to S.R. 39 north of the merge point with the Alexander Street Bypass northward. The existing S.R. 39 north of the merge point will be improved from a two-lane undivided roadway to a four-lane divided facility.

DOCUMENT SPECIFIC UPDATES

This update to the Section 106 Consultation Technical Memorandum for the Blackwater Creek Bridges includes the following:

- Project Location Map has been updated (Addendum Figure 1).



FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39

From I-4 to U.S. 301
Pasco County, Florida

PROJECT LOCATION MAP

Work Program Item Segment #: 255099 1 & 256289 1
FAP #: F-321-1(4)

FIGURE 1

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**SECTION 106 CONSULTATION
TECHNICAL MEMORANDUM**

FOR THE
**STATE ROAD 39
BLACKWATER CREEK BRIDGES AND APPROACHES
HILLSBOROUGH COUNTY, FLORIDA**

Financial Project No. 255536 1

Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6403

October 1999

1.0 INTRODUCTION

This project involves the resurfacing and rehabilitation of a short section of State Road (S.R.) 39 at Blackwater Creek, located north of Plant City. The project includes resurfacing the roadway, replacing the Blackwater Creek Bridge and rehabilitating the Blackwater Creek Relief Structure. This project was omitted from a previous Resurfacing, Reconstruction, Rehabilitation (RRR) project along S.R. 39 since it would be accomplished as a separate project in the Department's Five Year Work Program. Although this is a state-funded project, it is being developed to follow the Section 106 process to qualify it for federal aid eligibility in the future.

At the same time, a Project Development and Environment (PD&E) Study is being conducted to evaluate providing a multi-lane roadway facility to serve future traffic growth on S.R. 39 from Interstate 4 (I-4) in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.6 km (13.5 miles). Included in the S.R. 39 PD&E Study is the proposed Alexander Street Bypass which will provide a multi-lane facility on a new alignment in lieu of widening S.R. 39 from I-4 to Joe McIntosh Road. This PD&E Study originated in the early 1990s but was subsequently put on hold for several years and has now been resumed. Both project locations are shown on Figures 1 and 2.

The Hillsborough County Metropolitan Planning Organization's (MPO's) Cost Feasible Plan (CFP) only includes improving S.R. 39 and the Alexander Street Bypass from I-4 north to Knights-Griffin Road. The segments north of Knights-Griffin Road to U.S. 301, which include the Blackwater Creek Bridge and Relief Structure, are not in the MPO's CFP. Therefore, future Location Design Concept Acceptance (LDCA) will be sought for the remainder of the corridor at a later date.

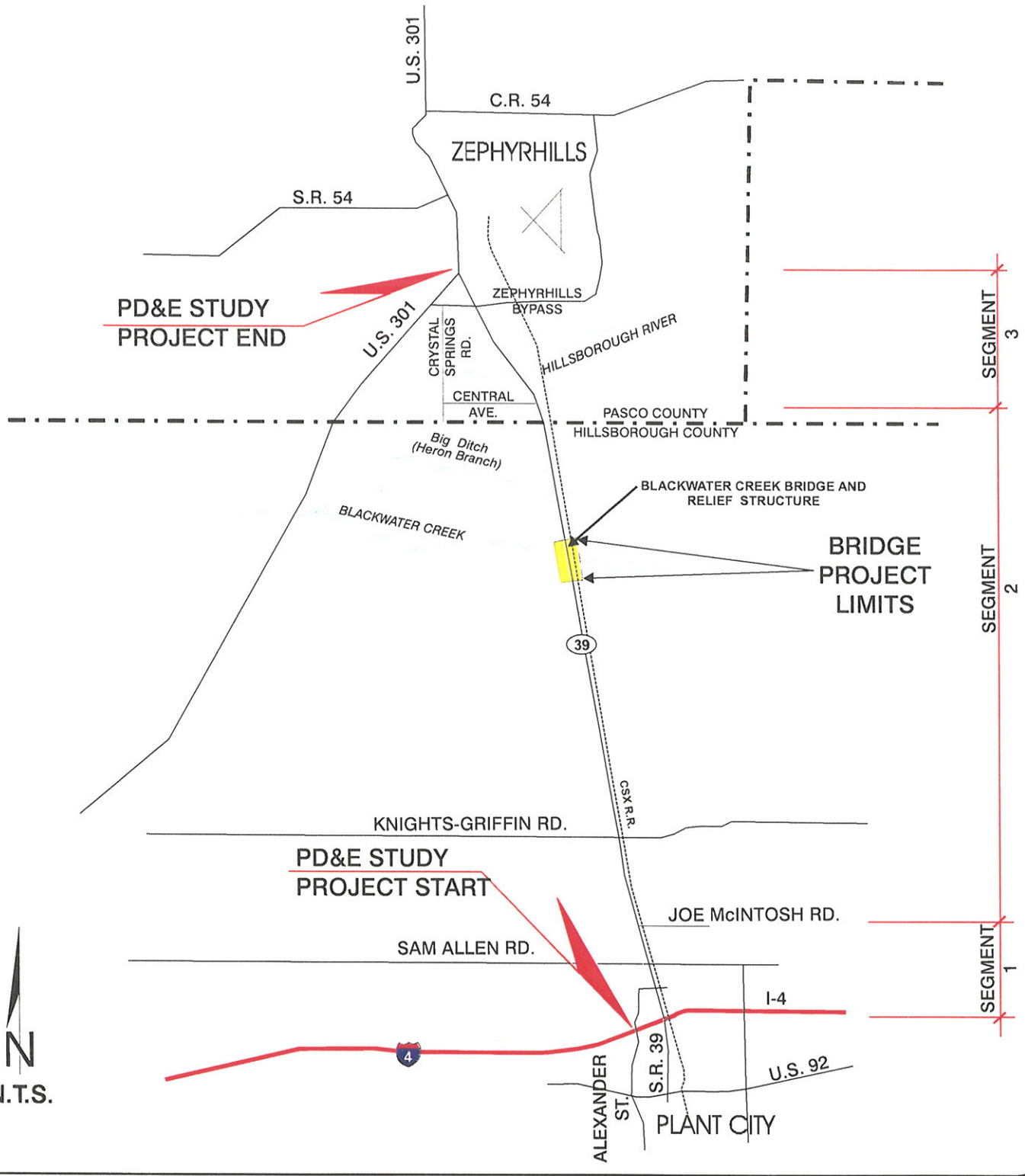
The Blackwater Creek Relief Structure is a triple arch bridge culvert that is eligible for listing in the National Register of Historic Places (NRHP). Constructed sometime between 1915 and the 1930s, this structure features corrugated steel arches and concrete rubble and granite block facades.

In accordance with the provisions of the National Historic Preservation Act of 1966 and Chapter 267, Florida Statutes, potential project impacts to this NRHP-eligible property have been evaluated. This Technical Memorandum describes the potential effects (primary and secondary) of the proposed project on the Blackwater Creek Relief Structure, as well as the various alternatives considered in an effort to avoid or minimize adverse effects to this historic property.

2.0 PROJECT DESCRIPTION

2.1 Blackwater Creek Bridges and Approaches

This project includes improving S.R. 39 over Blackwater Creek by replacing the Blackwater Creek Bridge (#100036) with a new structure (#100646) and rehabilitating the Blackwater



FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

PROJECT LOCATION MAP

FIGURE 1



COREL REVISED BLACKWATER CREEK RELIEF STRUCTURE REPORT REVISION HISTORY 9/25/2019

FLORIDA DEPARTMENT OF TRANSPORTATION

**S.R. 39 BLACKWATER CREEK
 RELIEF STRUCTURE**
 Hillsborough County, Florida

PROJECT AERIAL

FIGURE 2

Creek Relief Structure (#100037; new #100647). Both structures are functionally obsolete since the existing shoulder widths and traffic barriers do not meet the current FDOT roadway and traffic design standards. Only the Blackwater Creek Relief Structure is considered NRHP-eligible. The proposed rehabilitation of the Blackwater Creek Relief Structure will include widening of the structure to meet current FDOT design standards and replacement in-kind of most of the substructure and paving materials but will reuse as much of the existing east and west facade materials to the greatest extent possible, as described in Section 5.0. According to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68.2 (b)), rehabilitation means the act or process of making possible an efficient compatible use for a property through repair, alterations and additions while preserving those portions or features that convey its historical, cultural or architectural value.

2.2 PD&E Study

The ongoing SR 39/Alexander Street Bypass PD&E Study proposes construction of the new Alexander Street Bypass as a four-lane facility from I-4 to the vicinity of Joe McIntosh Road. Existing S.R. 39 would remain as a two-lane roadway from I-4 to Joe McIntosh Road. From the vicinity of Joe McIntosh Road northward, two lanes will be added to the existing two-lane S.R. 39 to provide a continuous four-lane facility to U.S. 301. The approaches to I-4 and to U.S. 301 will be a four-lane urban roadway, with the remaining roadway being a four-lane rural facility.

The project has been divided into the following three segments, as shown on Figure 1:

- Segment 1 From I-4 to the vicinity of Joe McIntosh Road. This segment covers the Alexander Street Bypass and is in the MPO's CFP.

- Segment 2 From the vicinity of Joe McIntosh Road to the vicinity of Date Avenue. This segment covers the area of S.R. 39 that parallels the CSX railroad and includes the Blackwater Creek Bridge and Relief Structure. The southernmost portion of this segment is in the MPO's CFP.

- Segment 3 From the vicinity of Date Avenue to U.S. 301. This segment covers the area where S.R. 39 diverges from the CSX railroad.

The average daily traffic on S.R. 39 currently ranges from about 11,000 vehicles per day north of I-4 to about 7,000 vehicles per day south of U.S. 301. This traffic demand is forecast to increase to approximately 38,000 vehicles per day north of I-4 and approximately 18,000 vehicles per day south of U.S. 301 by the year 2015. This increase in traffic would result in forced flow traffic on the existing two lanes of S.R. 39. The proposed four-lane facility, therefore, is required to provide an acceptable level of service for the forecast traffic demand.

In addition, the I-4 PD&E Study has recommended that the I-4 interchange at S.R. 39 be reconfigured and replaced by a new interchange at I-4 and Alexander Street. This would be consistent with the planned extension of Alexander Street northward from I-4 to connect to S.R. 39.

The PD&E Study was originally started in the early 1990s. A Cultural Resources Assessment Survey (CRAS) Report was prepared by Archaeological Consultants, Inc. (ACI) and completed in April 1992. The purpose of the cultural resources survey was to locate and identify any archaeological and historical resources within the project area and to assess their significance in terms of eligibility for listing in the NRHP.

The CRAS results determined three individual historic structures (two buildings and one bridge) to be potentially eligible for the NRHP. These include the Dr. T. C. Maguire Estate (8HI5025); Knights School (8HI5031); and the Blackwater Creek Overflow Bridge (8HI5042). This bridge is now known as the Blackwater Creek Relief Structure.

In May 1993, the SHPO concurred with the FHWA in the determination that the three resources were eligible for the NRHP (Appendix A). A Section 106 Consultation Case Report was prepared (ACI 1994) which addressed the potential effects to the three NRHP-eligible historic properties. In June 1995, FHWA, in consultation with the Florida SHPO, determined that the preferred alternative at that time would have no effect on the Maguire Residence or the Knights School, and an adverse effect on the Blackwater Creek Relief Structure. Subsequently, mitigation measures for the Blackwater Creek Relief Structure were discussed among the FDOT, FHWA and the SHPO.

The S.R. 39 PD&E Study, which was suspended for several years, has now been resumed. The FDOT is now updating the CRAS of the project corridor, including the proposed pond sites within Segment 1 (I-4 to Joe McIntosh Road).

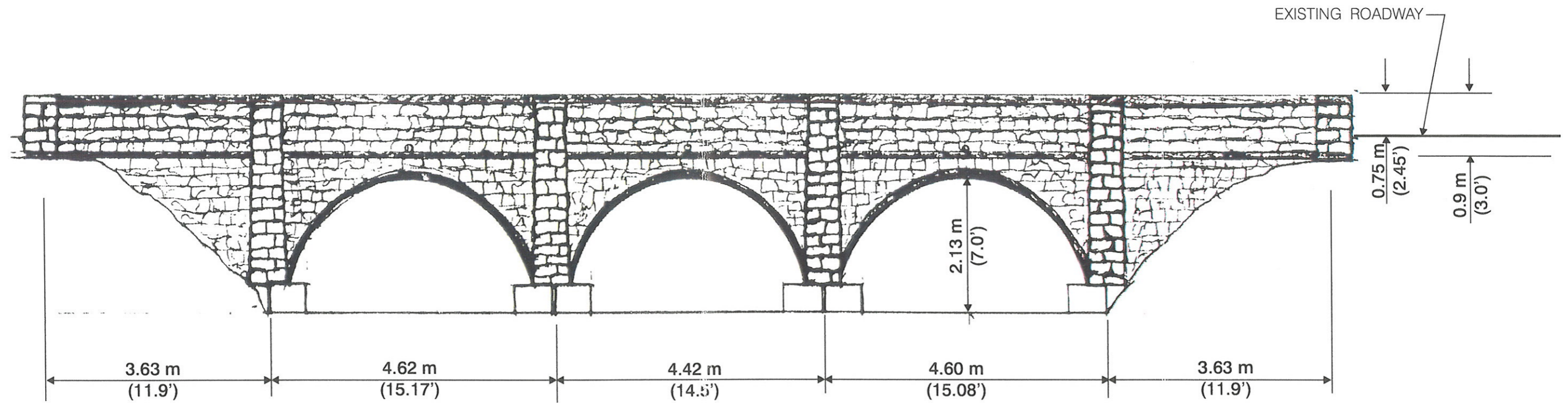
3.0 CULTURAL SETTING

An extensive Prehistoric Review and Historical Overview was included in the S.R. 39 Cultural Resources Assessment Survey Report and in the related requests for Determination of Eligibility (DOE) forms prepared by ACI in April 1992. The DOE form for the Blackwater Creek Relief Structure is included as Appendix B to this Technical Memorandum.

4.0 BLACKWATER CREEK RELIEF STRUCTURE (8HI5042)

4.1 Physical Description

The Blackwater Creek Relief Structure is a two-lane 21.4 m (70.2 ft) long triple barrel, semi-circular corrugated steel-arched structure, with a concrete rubble and granite block veneer on a cast-in-place concrete foundation (Figure 3). The existing roadway is a rural two-lane crowned undivided facility with 3.45 m (11.3 ft) wide lanes and open parallel drainage



**EXISTING AND PROPOSED ELEVATIONS
(EAST AND WEST ARE IDENTICAL)**

COREL REVISED BLACKWATER CREEK REPORT REBECCA FIG 3A DIB 9/22/09

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

**EXISTING & PROPOSED
ELEVATIONS**

swales. The bridge section lacks standard shoulders (Figures 4 & 5). The existing facade of the relief structure consists of random size concrete rubble laid in horizontal rows. Smaller rough-finished granite blocks, placed in a single row, are used to accentuate the arches and road level. A course of poured concrete caps the top of the balustrade. The irregular shape of the blocks which face both sides of the overflow relief structure, and form the balustrade, give this structure a primitive and attractive quality (Figures 6 & 7).

This structure was built sometime between 1915 to 1930, although the exact date is unknown, as a relief structure in the event of an overflow from the main Blackwater Creek channel bridge. The relief structure appears to be largely in its original condition, with some evidence of maintenance, especially at the ends of the balustrades where some damage has occurred. The presentation of this rough-finished concrete rubble and granite block relief structure in its rural setting is unique.

4.2 Statement of Significance

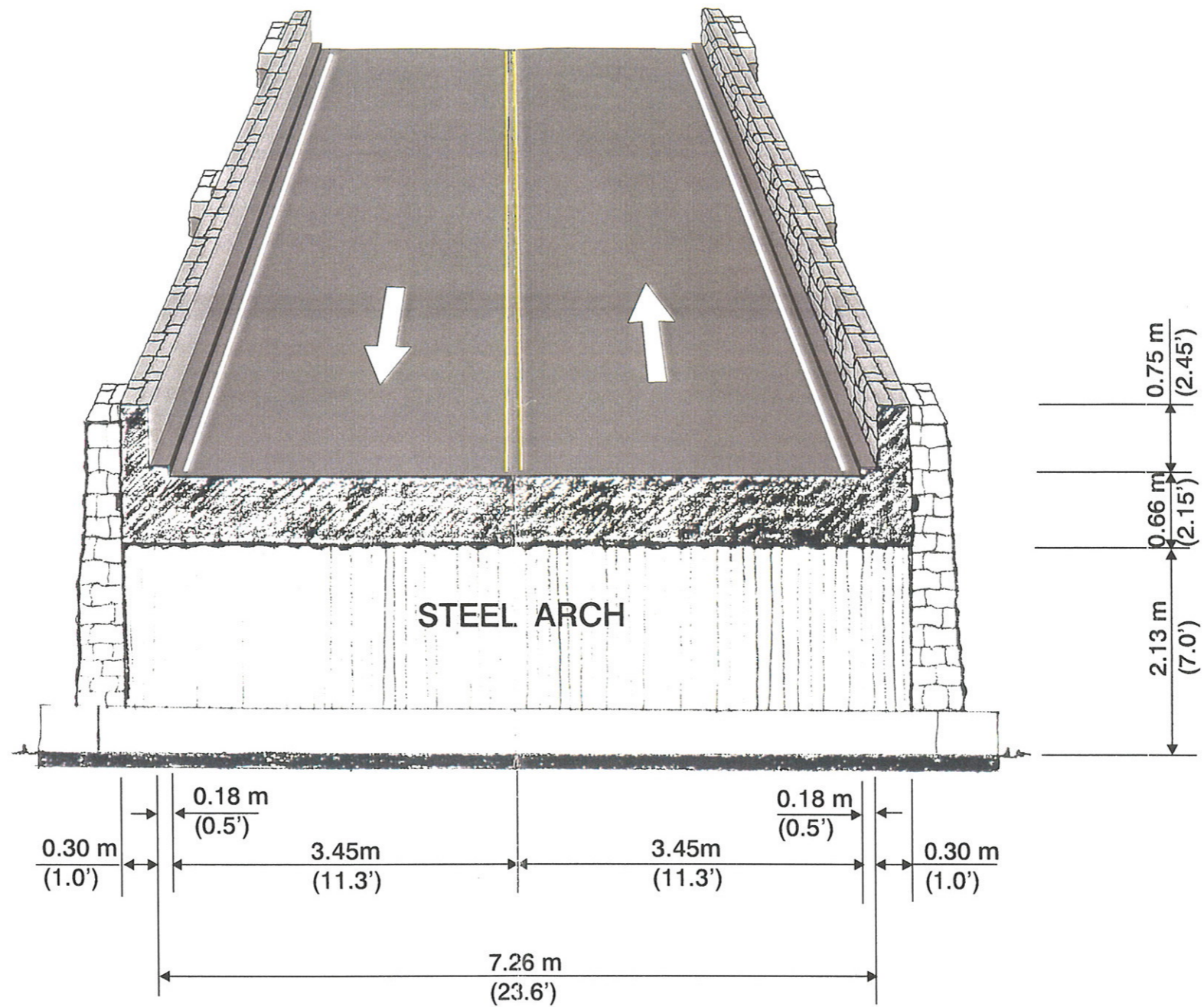
The Blackwater Creek Relief Structure is eligible for listing in the NRHP under Criterion A because of its association with the early 20th century expansion of paved roads to link rural communities in Florida, and Criterion C because of its unusual construction and materials in a unique rural setting. This relief structure is the only bridge example of its type in this part of Florida, built with a concrete rubble and granite block facade. According to Roy Jackson of FDOT's Central Environmental Management Office, based upon the results of his current state-wide bridge inventory update, this bridge is the largest and may be one of the best, if not the best, example of rubble-faced culverts in the state. The primary architectural significance of the relief structure lies in its rubble facade, possibly representing the type of work done during the Depression by the Civilian Conservation Corp, although the specific dates and builders for this bridge remain unknown (Jackson 1998). The bridge also relates to a significant period of road development in rural areas of the state, as well as to local historical events such as reconstruction after the 1926 hurricane. The bridge serves as part of the transportation link important to Plant City and the surrounding communities.

5.0 ALTERNATIVES

5.1 Previous Alternatives Considered

The preferred alternative presented in the original PD&E Study and the Preliminary Engineering Report included replacing the Blackwater Creek Bridge with a 63 m (207 ft) long bridge and rehabilitating the Blackwater Creek Relief Structure. At that time, FDOT planned to widen the relief structure only on the west side. In 1994, the FHWA and SHPO conceptually agreed to this widening as long as the existing facade material would be reused on the new west facade in a manner to match the appearance of the existing facade.

Subsequently, the Department has resumed study of the Blackwater Creek Bridge and Relief Structure. The study has determined the need to 1) improve the rideability and service life of the roadway surface; 2) upgrade the facility to FDOT Design Standards; and 3) make



COREL REVISED BLACKWATER CREEK RELIEF STRUCTURE REPORT REBELLA FIG 4.10R 9/27/99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

EXISTING CROSS SECTION

FIGURE 4



COREL \ BLACKWATER CREEK \ REPORT \ REBECCA \ FIG 5.CDH - 9.22.99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

**ROADWAY LOOKING
SOUTH**

FIGURE 5



COREL1 BLACKWATER CREEK - REPORT - REBECCA - FIG 6 CDM 9-22-99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

EAST ELEVATION

FIGURE 6



COREL: BLACKWATER CREEK REPORT REBECCA FIG 7 CUR 9-22-99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

WEST ELEVATION

FIGURE 7

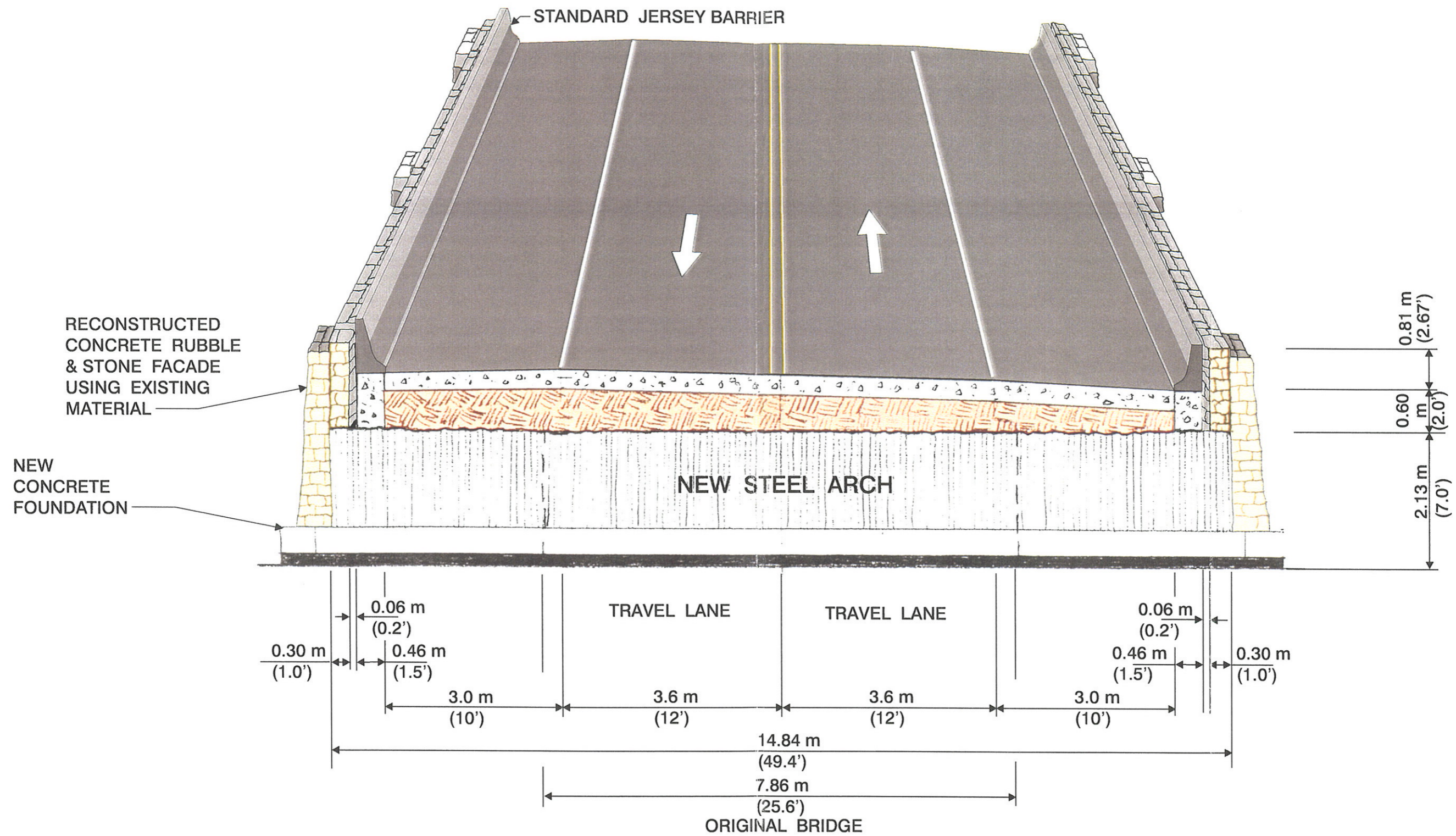
improvements to enhance the safety and traffic capacity of the facility. Informal coordination with the SHPO occurred in December 1998. At that time, conceptual sketches were shown which depicted a proposal to widen the existing Blackwater Creek Relief Structure on both sides. Based upon the conceptual information presented, the SHPO informally agreed that the existing bridge could remain in place and be rehabilitated as proposed. Further, the SHPO reiterated that as much of the original facade material as possible should be preserved for the rehabilitation of the facades. Since December 1998, a new alternative, described below and in the Bridge Development Report and 30% Structural Plans (PBS&J, September 1999), has been developed. It involves more extensive rehabilitation that would include rehabilitating the relief structure in a manner that would replicate the existing historic Blackwater Creek Relief Structure in appearance.

5.2 Preferred Alternative

The present preferred alternative proposes replacement of the Blackwater Creek Bridge with a new bridge structure and rehabilitation of the Blackwater Creek Relief Structure. The rehabilitated structure will have the same span length and arch geometry, two 3.6 m (12 ft) travel lanes, 3.0 m (10 ft) wide shoulders on both sides, concrete pavement, existing facade materials reused where feasible, and standard crash worthy Jersey shape barriers (Figure 8). In order to accommodate appropriate standard shoulder widths, it becomes necessary for the existing 7.9 m (25.6 ft) wide Relief Structure to double in width to 14.8 m (49.4 ft).

In order to avoid ROW acquisition and maintain the current alignment of the travel lanes, widening will take place evenly on both the east and the west sides of the new structure. The centerline of the reconstructed roadway and new bridges will match the existing and proposed roadway centerline (Figure 9). The east and west facades of the rehabilitated relief structure would be approximately 3.5 m (11.4 ft) outward on each side compared to the existing relief structure's facade locations. As much of the original concrete rubble and granite block veneer would be retained and reused on the new relief structure as possible, although it is not intended to place each piece of granite and concrete rubble in their original position. Methods for removing, cleaning, and replacing the existing facade materials are described in Appendix A of the Bridge Development Report and 30% Structural Plans (PBS&J, September 1999) and will conform to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings (U.S. Department of the Interior, National Park Service, 1990). The preferred alternative would therefore retain the existing visual appearance and aesthetic qualities of the historic relief structure's exterior elevations.

The height of the reconstructed facades would remain the same as the existing facades (Figure 3). The length of the rehabilitated relief structure would also remain the same. To accommodate the increase in width of the rehabilitated relief structure, the existing corrugated steel arches would be replaced. This aspect is also evaluated in the Bridge Development Report and 30% Structural Plans (PBS&J, September 1999). New longer arches, of similar material, dimensions and configuration would be used.



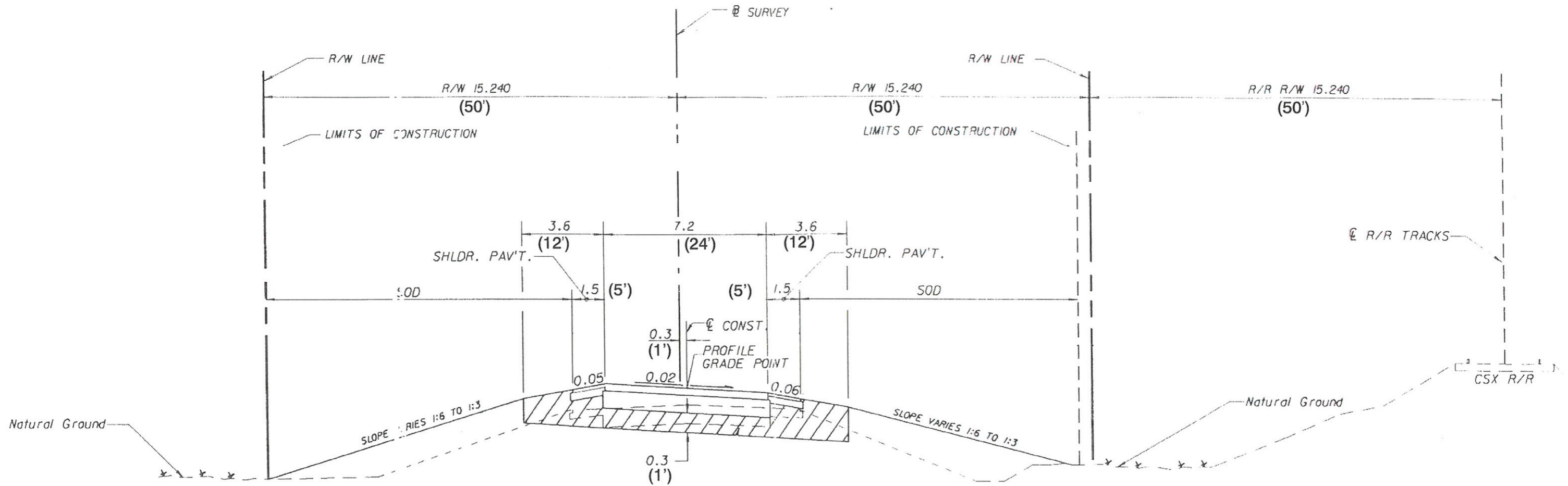
COREL REVISED BLACKWATER CREEK REPORT REBECCA FIG. 8 CUR 19 29 99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

PROPOSED CROSS SECTION

FIGURE 8



COREL: BLACKWATER CHK. REPORT: REBECCA, FIG. 9, L.P. 9/29/99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
OVERFLOW BRIDGE
Hillsborough County, Florida

**PROPOSED ROADWAY
TYPICAL SECTION**

FIGURE 9

The existing facade of the relief structure consists of random size concrete rubble laid in horizontal rows. Smaller rough-finished granite blocks, placed in a single row, are used to accentuate the arches and road level. The top of the balustrade is capped by a course of poured-in-place colored concrete. Since some of the concrete rubble and granite blocks are already damaged and it is expected that some more will be damaged beyond use during the project, it is intended that replicas for any lost pieces will be created on site. The concrete rubble and granite blocks will then be attached with metal anchors, set into the mortar of the facade and the relief structure's new concrete retaining wall (Figure 10). The reconstructed facades are planned to be separated from the main relief structure retaining wall by a 50 millimeter (2 inch) gap. The gap will prevent the reinstalled rubble and stones from permanently being attached to the main relief structure wall in case future removal of the stones becomes necessary for maintenance purposes. The new material will be mixed with the existing material but will appear slightly different in color in order to differentiate the old from the new. In addition, new mortar will be produced to match the color, texture and approximate size of the original mortar. The bonding strength of the new mortar will not be stronger than the existing materials.

The existing arches are tar-coated steel plate arches and will be replaced with longer arches. Concrete pavement will be used for the riding surface within the relief structure limits due to its durability, superior protection of the arches, and fewer details required during the attachment to the concrete Jersey barriers. The rehabilitated relief structure will have deep foundations, such as precast concrete piles or drilled shafts, in order to minimize settlement which could adversely impact the joints at the rubble concrete facades. Above ground concrete portions of the foundation will be constructed to match the existing structure's dimensions and configuration.

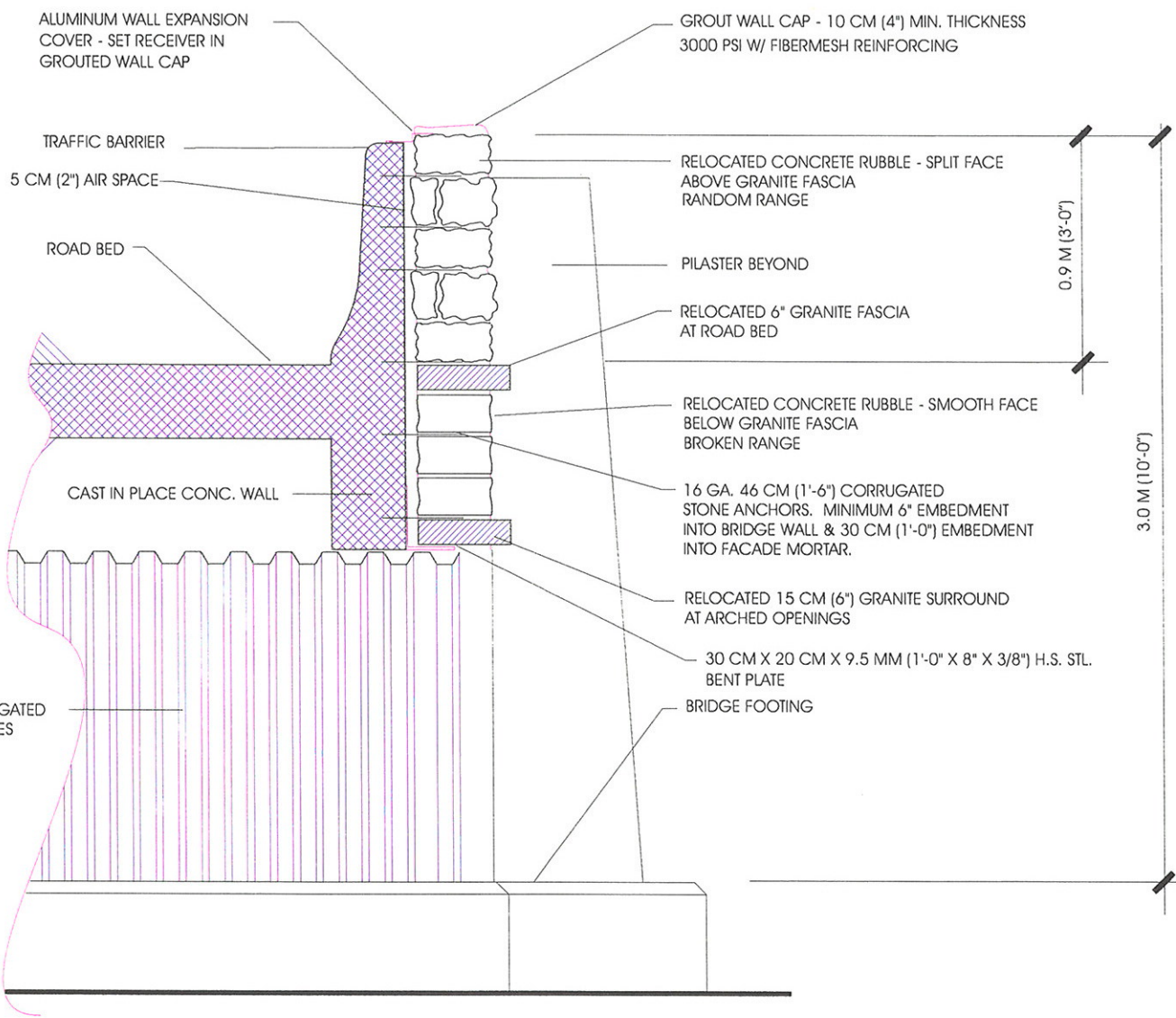
6.0 EFFECTS ANALYSIS

6.1 Relationship to Preferred Alternative

The preferred design alternative, rehabilitation, will be extensive and incorporates a rebuilt structure, that will visually replicate the historic Blackwater Creek Relief Structure, in its original location as part of the resurfacing and rehabilitation of S.R. 39 at Blackwater Creek. The rehabilitated structure will maintain the same length and height as the original relief structure but will be doubled in width to accommodate standard shoulder widths and crash worthy barriers to meet current FDOT design standards. The existing concrete rubble and granite facade, which contributes to the relief structure's historic significance, will be removed, cleaned and reinstalled on the structure, using as much of the original material as possible and replicating the layout to the greatest extent possible.

6.2 Visual/Aesthetics

The existing elevations of the relief structure are not visible as neither pedestrian nor boat traffic occurs in this area. Only the lane-side of the balustrades are visible by motorists, although most often the facades are never observed due to high posted speed limits, the short



COREL \ BLACKWATER CREEK \ REPORT \ REBECCA \ FIG 10.CDR \ 9-29-99

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 BLACKWATER CREEK
RELIEF STRUCTURE
Hillsborough County, Florida

**RECONSTRUCTED WALL SECTION
WITH STONE FACADE**

FIGURE 10

span of the relief structure, and the low height of the balustrades (Figure 5). The primary visual change will be from the roadway where concrete Jersey barriers, required for driver safety, will be installed on the lane-side of the reconstructed balustrades, thereby blocking the balustrades from view (Figure 9). The change should not alter the characteristics of the Blackwater Creek Relief Structure which qualify it for inclusion in the NRHP.

6.3 Noise and Air

Since the project doesn't alter SR 39's capacity, these subject areas due not apply.

6.4 Access and Use

Since the Blackwater Creek Relief Structure will essentially be replaced in its existing location, neither access nor its use will be altered.

6.5 Criteria of Adverse Effect

The Criteria of Adverse Effect has been applied to the undertaking and the examples of adverse effect have been evaluated as per 36 CFR Part 800.5 (a)(1) and (2). The proposed rehabilitation will include: 1) widening of the structure to provide current FDOT standard shoulders and crash worthy barriers; 2) replacing the existing corrugated steel arches with longer arches using in-kind materials and maintaining the arch dimensions and geometry; 3) reconstructing the east and west facades to replicate the original, using as much of the original material as possible (assuming 80% to 90%); 4) reconstructing the foundation with the above ground portion to match the original in configuration and dimensions (except wider); and 5) replacing the existing asphalt roadway at the relief structure with concrete pavement. In essence, only the width dimensions of the relief structure will be changed, all other dimensions (length and height) will match the existing. The original use and setting, which contributes to its historical significance as an example of early 20th century expansion of paved roads to link rural communities in Florida, will not be altered. The existing east and west elevations, which are considered to be the primary significant architectural features of this relief structure, will maintain their existing arch openings and facade materials in the same configuration as the original. Only the substructure materials will be replaced with in-kind materials. The proposed concrete pavement and barriers form an integral crash worthy system, alleviating the need for a more massive stand alone system.

Based on the criteria of adverse effect (36 CFR Part 800.5 (a)(1), this undertaking should not alter, directly or indirectly, the characteristics that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, setting, materials, feeling, or association. There will be some changes to the design since the relief structure will be widened and crash worthy barriers will be installed adjacent to the lane-side of the balustrade (although not touching). There will also be some changes to the workmanship since the existing facades will be removed and reinstalled on the widened structure; however, due to the facade type, the reinstalled historic materials (and new materials created to match

the existing where needed) will be installed by hand, much as they would have been installed originally.

By evaluating the undertaking in reference to the examples of adverse effect included in 36 CFR Part 800.5 (a)(2), the proposed project will alter the existing relief structure (ii), but the rehabilitation should adhere to the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68). In addition, the proposed project will not remove the structure from its historic location (iii) and will not change the character of the property's use or physical features within the property's setting that contribute to its historic significance (iv). As noted above, there should not be an introduction of visual, atmospheric or audible elements that would diminish the integrity of the property's significant historic features which are the east and west facades (v). This undertaking should prolong the life of this structure in its original setting for an additional 50 to 75 years (vi).

Although alterations to the NRHP eligible structure could result in an adverse effect, a determination of no adverse effect may be made by the FHWA, in consultation with the SHPO, if certain conditions are imposed, as per 36 CFR Part 800.5 (b). These conditions may include subsequent review of the plans by the SHPO to ensure consistency with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines. Additional conditions could require documentation of the existing structure prior to alteration.

In essence, the proposed rehabilitated relief structure will be designed and constructed in a manner that preserves its historical and architectural significance. The relief structure's significance is embodied in its association with the early 20th century extension of paved roads to link rural communities in Florida (Criterion A) and its unusual construction and materials in a unique rural setting (Criterion C). The proposed rehabilitation will not alter these characteristics which qualify it for inclusion in the NRHP. Architectural and engineering significance is largely manifested in the concrete rubble and granite block facade. The structural elements of the relief structure will be replaced in-kind and as much of the original facade material of the relief structure will be retained and reused as possible. Additionally, new blocks will be replicated in order to retain as much of the original appearance of the relief structure as possible.

7.0 CONCLUSIONS

The preferred alternative for the Blackwater Creek Bridge Replacement project minimizes impacts to the NRHP-eligible Blackwater Creek Relief Structure.

Rehabilitation was selected as the preferred build alternative for the Blackwater Creek Relief Structure. Due to driver safety, an avoidance or no-build alternative was not feasible for this narrow two-lane relief structure which currently serves both north and southbound traffic. This alternative is anticipated to have no adverse effect on the NRHP-eligible structure as per 36 CFR Part 800.5(b) and based on the following conditions identified below.

Pending FHWA and SHPO concurrence, rehabilitation of the Blackwater Creek Relief Structure will include the following: 1) documenting the structure prior to alteration; 2) replacing most of the substructure and paving materials with in-kind materials; 3) retaining the original concrete rubble and granite block veneer to the greatest extent possible; and 4) replicating new facade material, as needed, as described in Section 5.0. Subsequent plans will be provided to the SHPO to ensure consistency with the Secretary's Standards for the Treatment of Historic Properties.

The rehabilitated relief structure will retain the existing visual appearance and aesthetic qualities of the exterior facades. The visual and aesthetic qualities of the rehabilitated relief structure will, however, be altered on the roadway (lane) side since the original and reconstructed balustrades will be obscured from view by the new concrete Jersey type safety barriers. Although resulting in structural alterations, these changes are anticipated to have no adverse effect on the NRHP-eligible characteristics of the relief structure provided the above conditions are implemented. The relief structure will remain in use, will be safer, and will appear very much as it does now, only wider. Furthermore, in so making the proposed changes and repairs, FDOT will help ensure that the relief structure is maintained and that it can continue to be used as a relief structure once it is brought into compliance with all applicable safety and drainage requirements.

8.0 REFERENCES CITED

Arasteh, Megan

- 1997 S.R. 39 Bridge Over Blackwater Creek Memorandum, November 6. On file, FDOT District Seven, Tampa.

Archaeological Consultants, Inc. (ACI)

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- 1994 Section 106 Consultation Case Report and Supporting Documentation for the State Road 39 PD&E Project Corridor (From I-4 to U.S. 301) in Hillsborough and Pasco Counties, Florida. On file, FDOT District Seven, Tampa and ACI, Sarasota.

- 1999 Cultural Resource Assessment Survey Update Technical Memorandum, S.R. 39 from I-4 to U.S. 301, Project Development and Environment (PD&E) Study, Hillsborough and Pasco Counties, Florida. On file, FDOT District Seven, Tampa, and ACI, Sarasota.

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1995 Letter to Mr. J.R. Skinner dated May 18. On file, FDOT District Seven, Tampa.

Skinner, J.R.

1993 Letter to Mr. Ken Morefield dated May 25. On file, FDOT District Seven, Tampa.

1995 Letter to Mr. William H. McDaniel, Jr. dated June 12. On file, FDOT District Seven, Tampa.

State of Florida, State Road Department

1940 State Road Department Plan of Proposed State Highway, Hillsborough County, S.R. 23 (S.R. 39), Project #5289.

1969 Bridge Inspection Records #10037, District Bridge Inspection Office.

U.S. Department of Agriculture, Soil Conservation Service

1916 Soil Survey of Hillsborough County, Florida.

1939 Aerial Photo. January 8 (BQF 6-06).

U.S. Department of the Interior, National Park Service

1990 Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings, Washington D.C.

APPENDIX A: Related Correspondence

Mr. Ken Morefield
May 25, 1993

2.

Please have the project consultant complete a Florida Master Site File Survey Log sheet which they should have on file as requested by the SHPO.

A copy of this letter should be included in the environmental document for this Project.

Sincerely yours,

R.V. ROBERTSON

for
J. R. Skinner
Division Administrator

Enclosure

cc: Mr. W. H. McDaniel, FDOT, District 7

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages 2

To	LYNN HYBARGER	From	Maisak Khaled
Dept./Agency	FDOT Tampa	Phone #	904-681-7220
Fax #	813-975-6443	Phone #	904-681-7813
NSN 7540-01-317-7398 6099-101 GENERAL SERVICES ADMINISTRATION			

I	A	DIV. ADM.	
		A.D.A.	
		A.E.C.	
		FIN. MGR.	
		GEN. INV.	
		ROW	
		BRIDGE	
		PLANNING	
		TRAVEL	
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		O.M.C.	
		FILE	

1993 MAY 17 10 12
FLORIDA DIVISION

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R. A. Gray Building
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office Telecopier Number (FAX)
(904) 488-1460 (904) 488-3353

May 12, 1993

Mr. J. R. Skinner
Division of Administration
Federal Highways Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

File

In Reply Refer To:
Denise M. Breit
Historic Sites
Specialist
(904) 487-2333
Project File No. 931143

RE: Cultural Resource Assessment Review Request
A Cultural Resources Survey of State Road 39 from I-4 to
US 301 in Hillsborough and Pasco Counties. By Marion M.
Almy, Joan G. Deming, Rebecca Spain Schwarz, and Francesca
Moran Fiore, April 1992.
SPN: 10200-1508, 14110-1503
WPN: 7113335, 711595

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, Florida Statutes, we have reviewed the results of the field survey of the referenced project performed by Archaeological Consultants Incorporated personnel and find them to be sufficient. In order to make the materials complete, please have the project consultants fill out a Florida Master Site File Survey Log Sheet which they should have on file.

We note that eleven archaeological sites (8HI5074, 8HI5075, 8HI5359-8HI5364, and 8PA402-8PA404) and fifty-three historic structures (8HI5017-8HI5043, 8HI5344-8HI5358, and 8PA390-8PA401) were located during the course of the survey. Of these, three of the historic structures (8HI5025, 8HI5031, and 8HI5042) were concluded to be potentially eligible for listing in the National Register. This office concurs with these recommendations. Therefore, it is the opinion of this agency that both direct and indirect (i.e. visual) impacts to these three properties should be avoided during road improvement activities. If this is not feasible, further consultation with this office will be necessary.

Mr. Skinner
May 12, 1993
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

Laura A. Kammerer

for

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/bdb

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

605 Suwannee Street, Tallahassee, Florida 32399-0450

BEN G. WATTS
SECRETARY

April 5, 1993

Mr. J.R. Skinner
Division Administrator
Federal Highway Administration
227 North Bronough Street
Tallahassee, Florida 32301

Dear Mr. Skinner,

Subject: Cultural Resource Assessment of:

State Project Numbers: 10200-1508 & 14110-1503

Work Program Item Numbers: 7113335 & 7115925

Federal Aid Project Number: F-321-1(4)

Counties: Hillsborough & Pasco

Project Description: This project includes the upgrading of SR-39 from I-4 in Plant City to US-301 in Zephyrhills and the potential construction of a bypass extending from I-4 in the vicinity of Alexander Street to SR-39 near the SR-39/ Sam Allen Road intersection.

Enclosed is the completed Cultural Resources Assessment Report for the above referenced project. Please note that as a result of this survey, a total of 53 historic structures and eleven archaeological sites were recorded and evaluated for historical significance according to the criteria established by the National Register of Historic Places (NRHP). Of these resources, three of the historic structures were found to possess the minimum qualities of historical significance and integrity necessary to be considered potentially eligible for listing on the NRHP (8Hi5025- The Dr. T.C. Maguire Residence; 8Hi5031- The Knights School; and 8Hi5042- The Blackwater Creek Overflow Bridge).

The Maguire Residence was found significant under NR criteria B and C, while both the Knights School and Blackwater Bridge were found eligible under criteria A and C.

Mr. J.R. Skinner
April 5, 1993
Page Two

Please process the attached report with original photographs to the State Historic Preservation Officer for his opinion as to the eligibility of these resources for listing in the National Register of Historic Places.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800, as well as the provisions contained in the revised Chapter 267, F.S..

Sincerely,



C.L. Irwin, Manager
Environmental Management
Office

cc: Mr. Mike Coleman

CLI/raj

APPENDIX B: Blackwater Creek Relief Structure Determination of Eligibility

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property
Historic name Blackwater Creek Overflow Bridge
Other names/site number (same) FMSE Site 8Hi5042
Bridge #100037

2. Location
Street & number SR 39 @ Blackwater Creek Overflow not for publication
City, town Moriczville (on SR 39 about 1 mile n or Moriczville Rd) vicinity
State Florida code FL county Hillsborough code Hi zip code _____

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

TRANSPORTATION/road-related (vehicular) bridge

TRANSPORTATION/road-related (vehicular) bridge

Description

Architectural Classification

Materials (enter categories from instructions)

Other categories from instructions

foundation CONCRETE

Other/Masonry vernacular (reinforced)

walls METAL -steel -(corrugated arch)

STONE

roof ASPHALT

other

Describe present and historic physical appearance.

Please see continuation sheet

Historic Site and Building Description

The Blackwater Creek Overflow Bridge is located on SR 39, (within the existing right-of-way) about one mile north of Moriczville Road, and just north (approximately 125 feet), of the Blackwater Creek Bridge in the northeastern part of rural Hillsborough county. The site is located in the NE quadrant of the NW quadrant of Section 18, in Township 27S and Range 22E.

The overflow bridge is a forty-five foot long triple span, semi-circular corrugated steel-arched structure, which supports a local rubble stone veneer on cast-in-place concrete pier foundations. The height of each half-round metal pipe is roughly seven and one-half feet. Slanted piers, running roughly fifteen feet on center, create the effect of a battered stone wall. The projecting piers also set the rhythm of the guardrail above which is carried by a projecting course of stone, (or sill), level with the roadway.

The bridge is technically similar to other structures which appeared in period literature like Florida Public Works and other publications. Information indicates that corrugated steel pipe was widely available and popular. The Blackwater Creek Overflow Bridge is the only example of its type in west-central Florida.

The irregular shape of the stones which face both sides of the overflow bridge, and form the guardrails, give this structure a primitive and an aesthetically attractive appearance. Although the bridge may have been built by local unskilled labor, the stones were laid carefully by hand, and exhibit quality workmanship. The bridge appears to be in its original condition, with some evidence of minor maintenance. The presentation of the bridge is unique in its rural setting.

Statement of Significance

Responsible official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Category A: Local Historical Events

Category C: Community Development and Engineering Technology

Period of Significance

circa 1930

Significant Dates

1927-1992 (present)

Cultural Affiliation

Significant Person

A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Please see continuation sheet

SIGNIFICANCE

Summary

The Blackwater Creek Overflow Bridge is located on SR 39, within the existing right-of-way. The overflow bridge is an historic structure made of a local rubble stone facing, supported by three corrugated steel arches. The bridge is the only example of its type in this part of west-central Florida. The bridge appears to be in its original condition, with only minor evidence of maintenance. This site has been nominated under NR Criteria A given its association with the expansion of paved roads to link rural communities; and NR Criteria C because it is a unique bridge in an inland, rural Florida landscape.

Historic Context

The actual build date of the Blackwater Creek Overflow Bridge remains undetermined. All of the records from the FDOT District Bridge Inspection Office in Tampa indicate that the bridge was constructed in 1915. The original record is from the first bridge inspection conducted in 1969. This record provides only a drawing, dimensions, photo and traffic flow only. It is possible that the state date of record for construction, circa 1915, was arrived at because it is concurrent with the organization of the Florida State Road Department (FSRD) followed by the 1919 Bankhead Act which provided the first systematic federal aid for highway improvements and a year later the FSRD provided for hard surface rural roads to connect cities and outlying areas. (Kendrick, 1964)

The 1916 Plat Map of Township 27, Range 22 East, (Dixie Survey and Atlas Co.) indicates an unpaved road running along the west side of the Seaboard Air Line Railroad, across Blackwater Creek and south to the northern part of the Lanier Homestead, where a brick road continues along the tracks, from Knights to Plant City. Two soil survey maps dated 1916 and 1926 indicate that the roadway departed the route parallel to the railroad, continued west, and crossed Blackwater Creek west of the existing bridges. Then the road continued east, and rejoined the original route. This suggests that any crossing at the current bridge location was built after 1926. The road was earlier known as SR 23.

Conversations with two local residents, Ken Higginson, of Crystal Springs and Bob Martin, of Knights, revealed that a wooden bridge was blown out in a 1926 hurricane. Mr. Higginson stated, "the road was covered and for quite some time, anyone who wanted to go to Tampa, had to go north and

around." Mr. Martin took up a petition "to keep from Plant City to Blackwater Creek dry", and he recalled "Juke Joint", located west of the current road, and just south of the creek. Mr. Higginson also remembers a brick paved road from the northern county line to Knights Station, dated circa 1925. This suggests that a new bridge was built to cross the creek, and the road may have been altered at that time.

An aerial photo taken January 8, 1939, indicates the bridges and roadway, were located parallel to the railroad. The road was then in its current location. Construction documents (1940) for a proposed bridge (#10036) over Blackwater Creek, just south of the overflow, call out the overflow bridge: "bridge in place to remain, 3 span semi-circle CMP, 13'Hor., 7'Ver. in place". Notes about the existing Blackwater Creek bridge state, "2 span conc. bridge in place to be removed (partial), for detail of construction at bridge ends see sheet no. 31." These documents reveal an earlier concrete bridge in the same location. It is interesting to note that the FSRD was first authorized in 1941 to take over links connecting the rural state system. (Kendrick, 1964)

Other records at the District Bridge Inspection Office, indicate that all bridges constructed in the district, on state roads during the 1930's, (approximately 24), are poured concrete "box culverts". No other similar bridge or culvert, constructed of stone facing over semi-circular corrugated steel arches, exists in Districts 1 or 7, on state, county or city roads. The bridge is the only example of its type in west-central Florida. Research has revealed that all other early bridges and culverts constructed in Districts 1 and 7 have been reworked or replaced.

The bridge appears to be in its original condition, with only minor evidence of maintenance. This site has been nominated under NR Criteria A, because of its association with the expansion of paved roads to link rural communities and NR Criteria C, because it is a unique bridge in its rural inland Florida landscape.

The 1989 Florida Historic Bridge Survey suggests the bridge may have been built circa 1936. An attached assessment report questions the construction date of record. However, the alternate date refers to a 1936 advertisement for similar structures that could be built by unskilled workers utilizing local stone. Although technically similar to other structures which appeared in period literature like Florida Public Works and other publications, one cannot clearly identify an alternate build date with this information. The literature

indicates that corrugated steel pipe was widely available and popular, however, research clearly revealed this bridge to be unlike any others built before 1940 in the region.

The presentation of the stone-faced bridge in its rural setting is unique and therefore is architecturally significant. It also relates to a significant period of road development in rural areas of the state, as well as to local historical events such as reconstruction after the 1926 hurricane.

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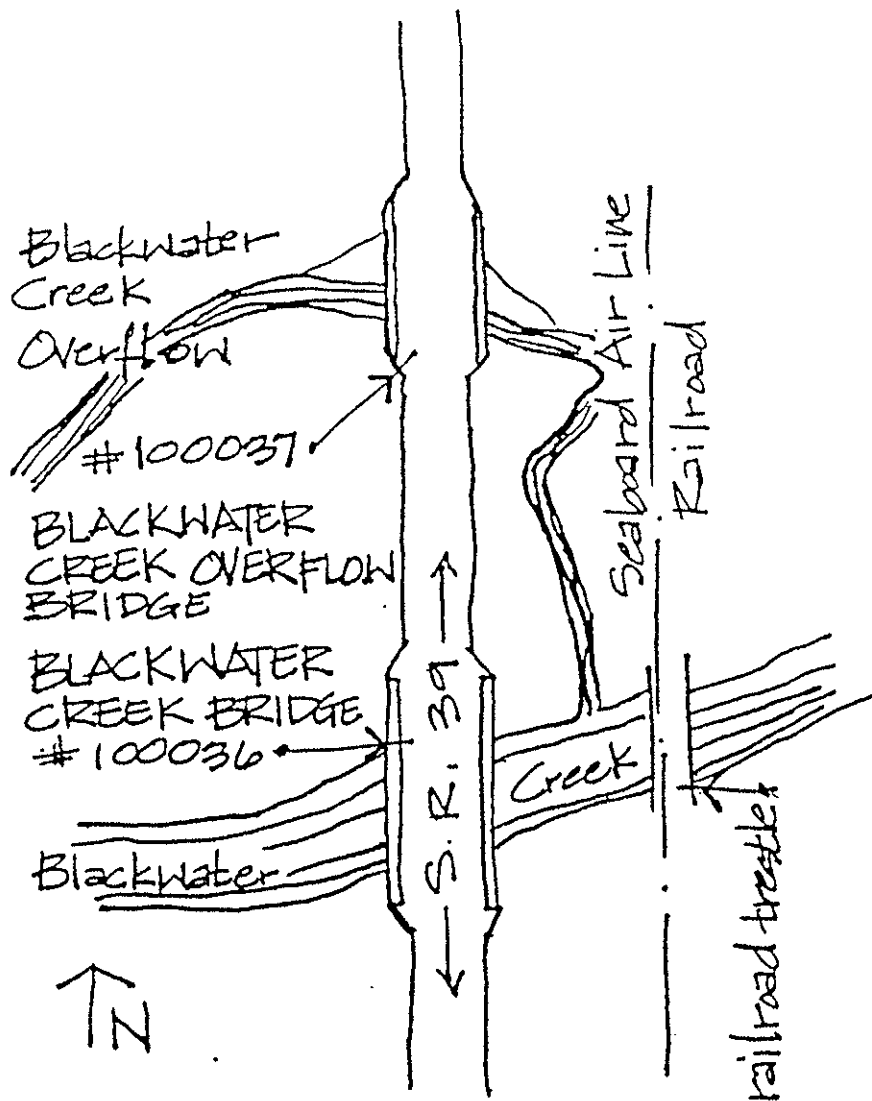
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Interviews

Sandra Brannon, February 17, 1992
Neva and Bob Martin, February 10, 1992
Kenneth Higginson, May 15, 1992



Blackwater Creek Overflow Bridge located at SR 39 and Blackwater Creek.



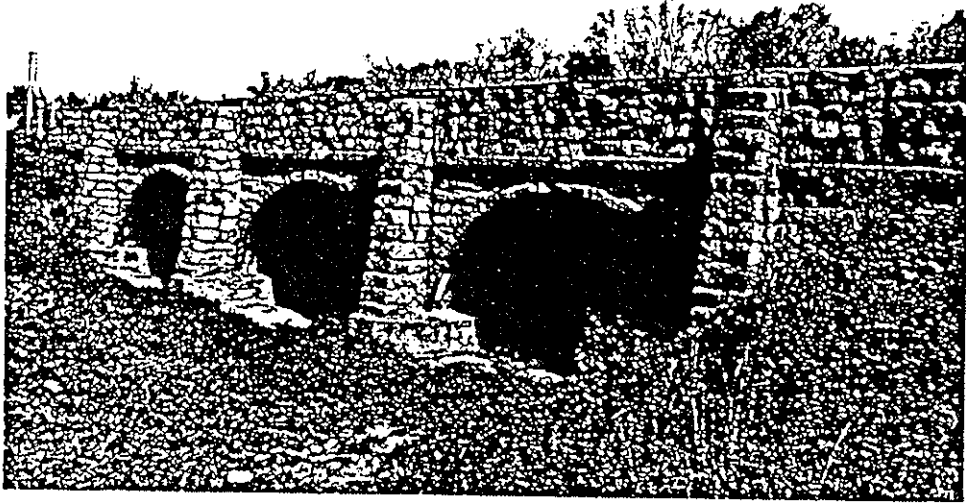
**ARCHAEOLOGICAL
CONSULTANTS
INCORPORATED**
Sarasota, Florida

Photographs

1. Black Water Creek Overflow Bridge
2. SR 39 at Blackwater Creek
Moriczville, Florida
3. Francesca Moran Fiore
4. February-March 1992
5. Archaeological Consultants, Inc.
6. West side looking east from below roadway
7. #1 of 2

(The information for items 1-5 is the same for all photos)

6. West side above looking northeast from above roadway
7. #2 of 2



1



2

Figure 1.

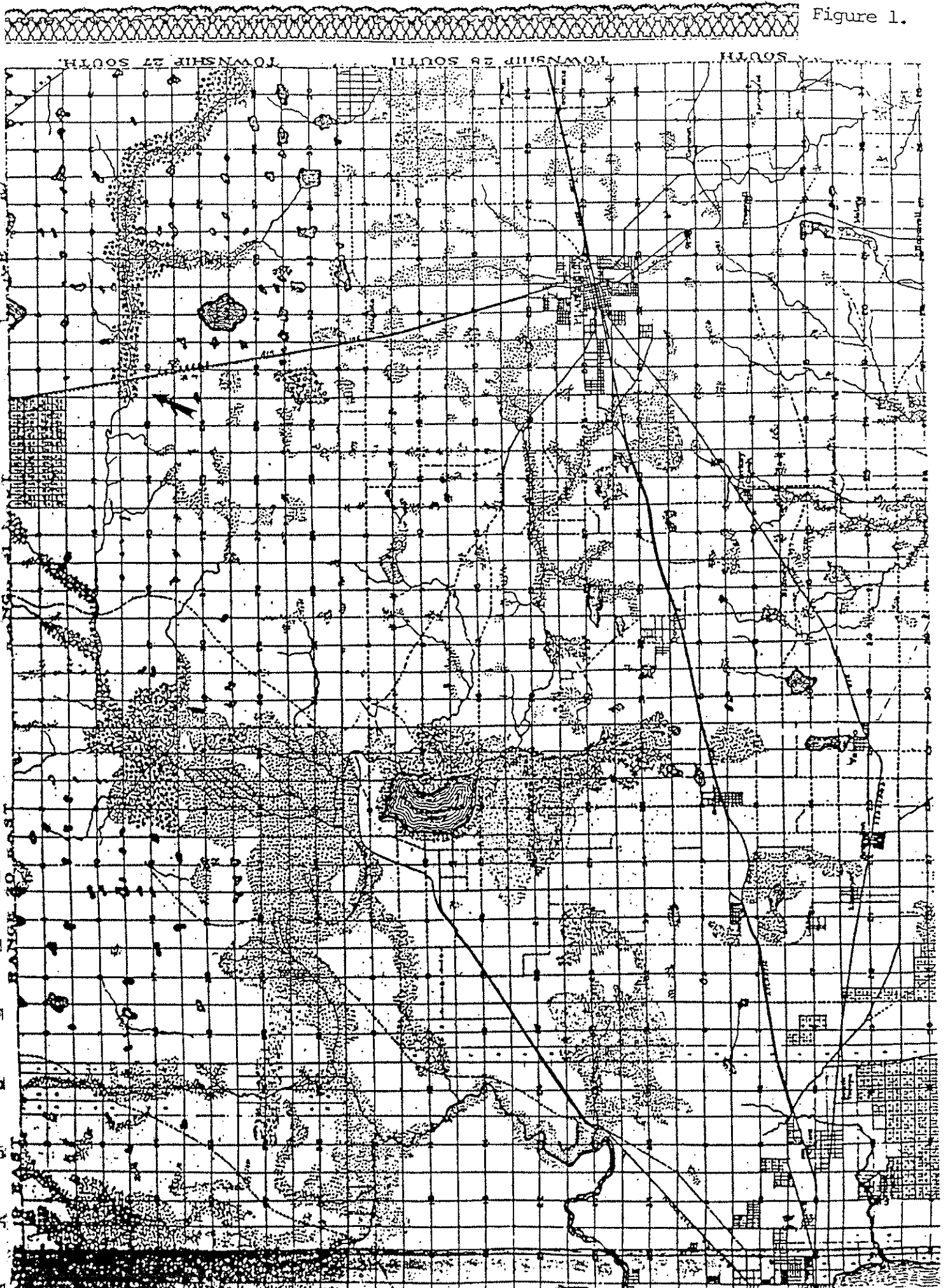


Figure Identification

1. Plat Map of Township 27, Range 22 East, Atlas of Hillsborough County, Florida, Dixie Survey and Atlas Company, Tampa, FL. 1916, pp. 41-42.
2. Map, Florida Hillsborough County Sheet, Soils Survey, 1916. Shows Roadway going east and west at Blackwater Creek.
3. Map, Atlas of Hillsborough County, Florida, Dixie Survey and Atlas Company, Tampa, FL. 1916.
4. Map, Hillsborough County Florida, Atlas of Florida, Associated Map Company, Miami, FL. 1926, Reprint - Living Pictures Inc. Melbourne FL. Shows Roadway veering east and west at Blackwater Creek.
5. Soils Aerial Photo, January 8, 1939 (BQF 6-06). Shows the road being parallel.
6. Plans of Proposed State Highway, State Project No. 5289, Hillsborough County, SR 23 (SR 39), 1940. Construction documents for new bridge over Blackwater Creek, just south of the overflow. Also indicates old bridge to be left in place.
7. State of Florida Department of Historic Preservation District Bridge Inspection Office, Tampa/Hillsborough County - Bridge Records (#10037).
8. Chart of Florida road construction projects - Oct. 1, 1915 - Jan. 1, 1923. Florida Trails to Turnpikes 1914-1964, Baynard Kendrick, Gainesville, FL.: University of Florida Press, 1964.
9. Florida Historic Bridge Survey Inventory Form and Survey Assessment, (Prepared by the Center for Preservation and Technology, Texas Tech University, summer 1989).

Figure 2.

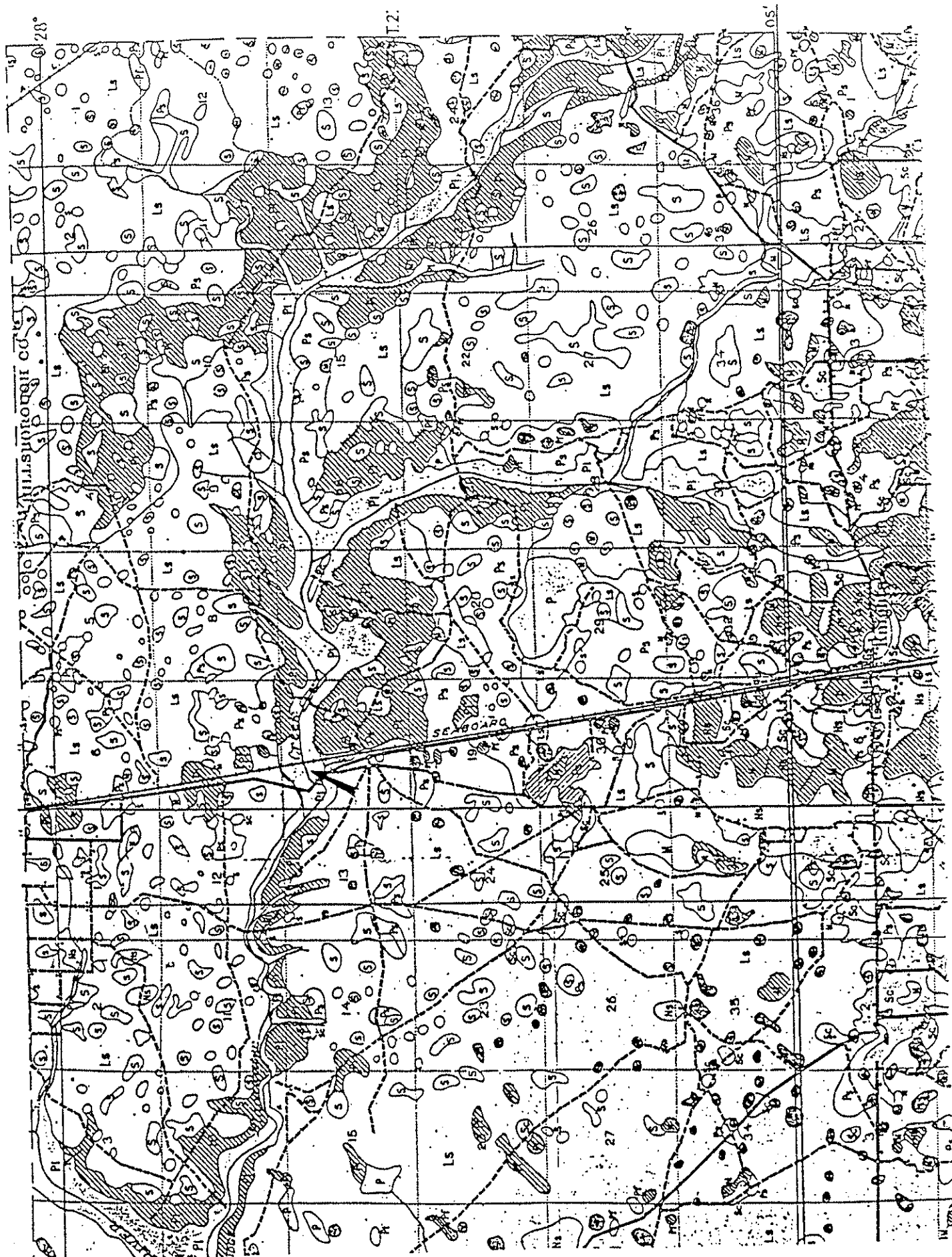


Figure 3.

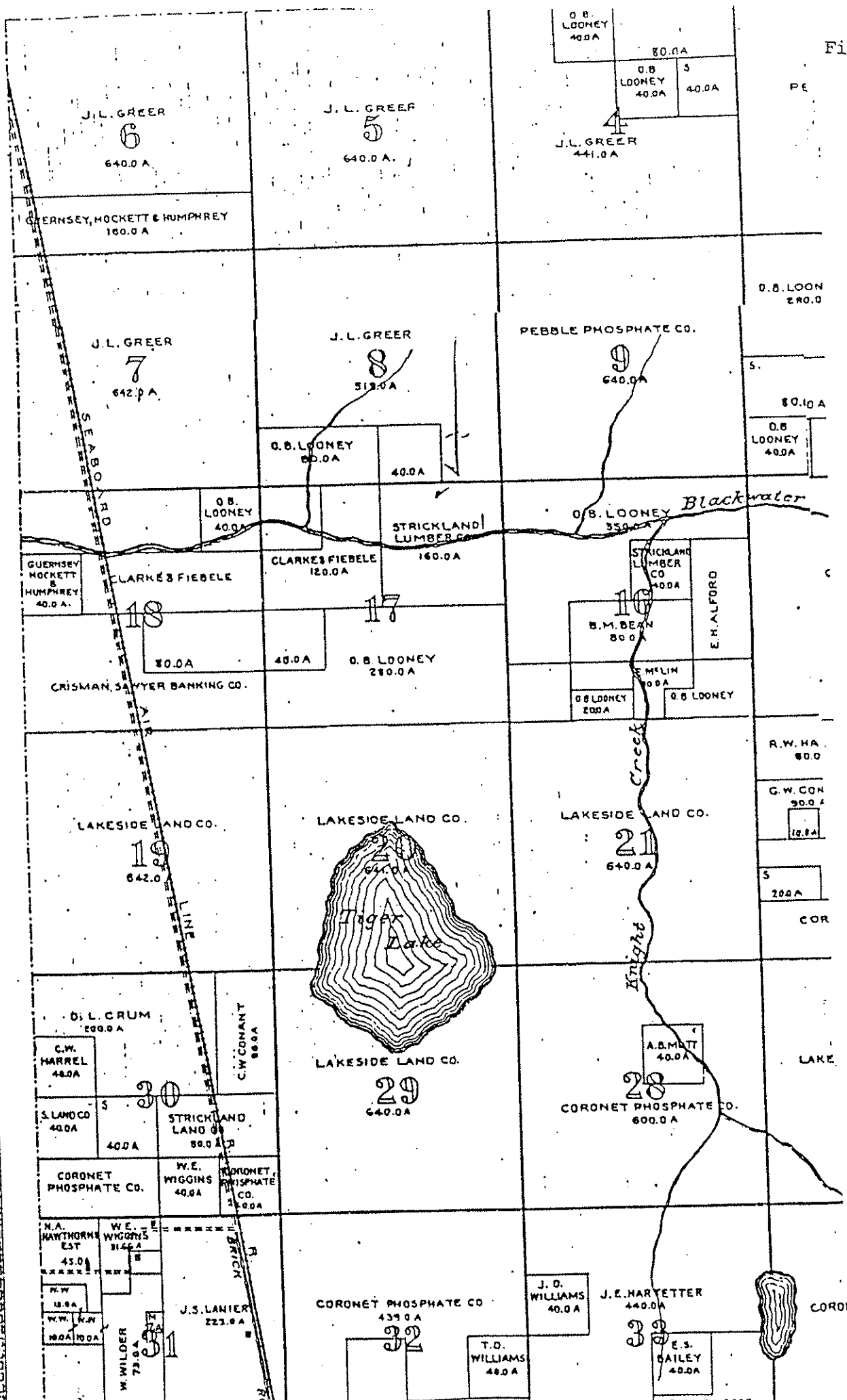
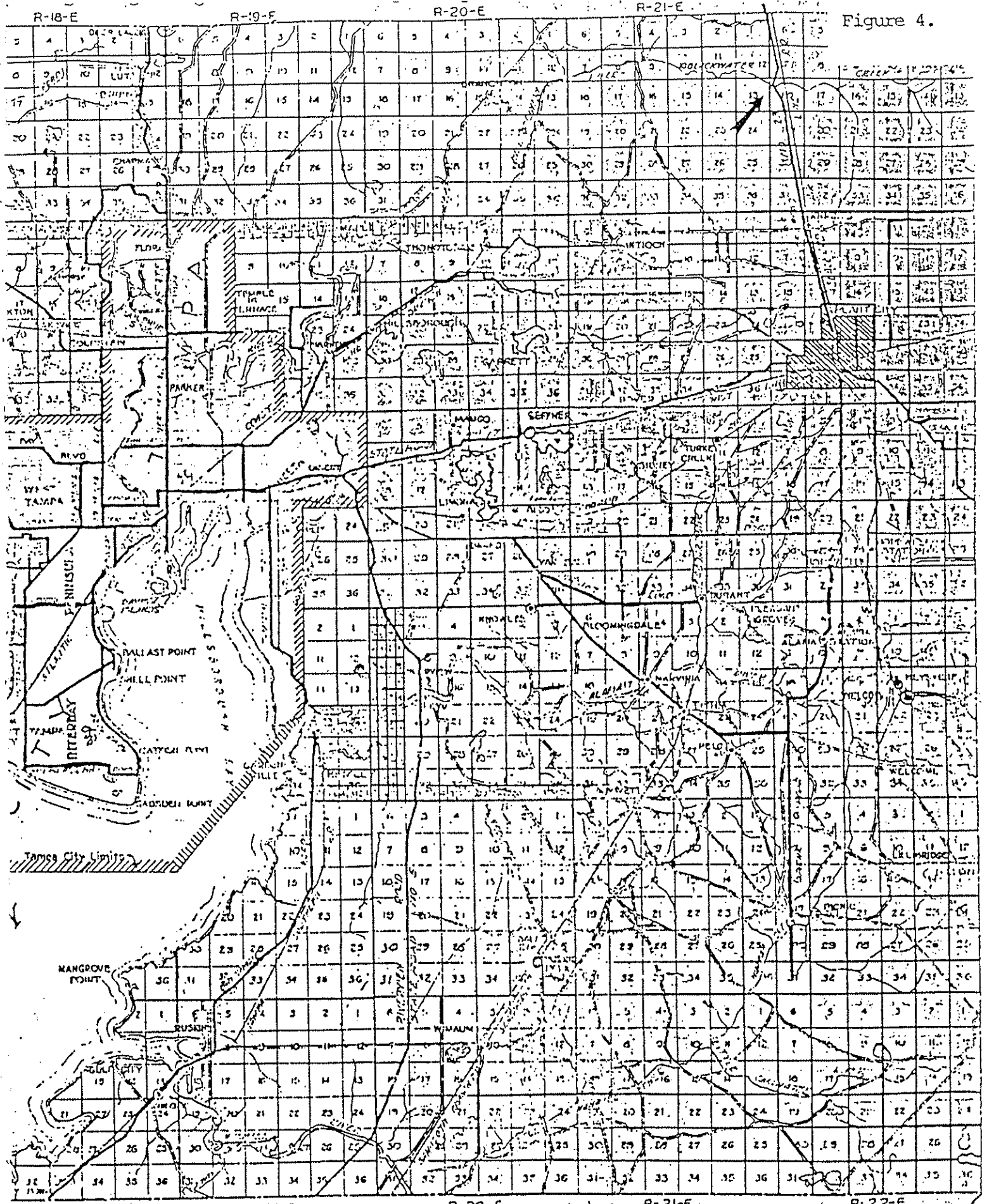


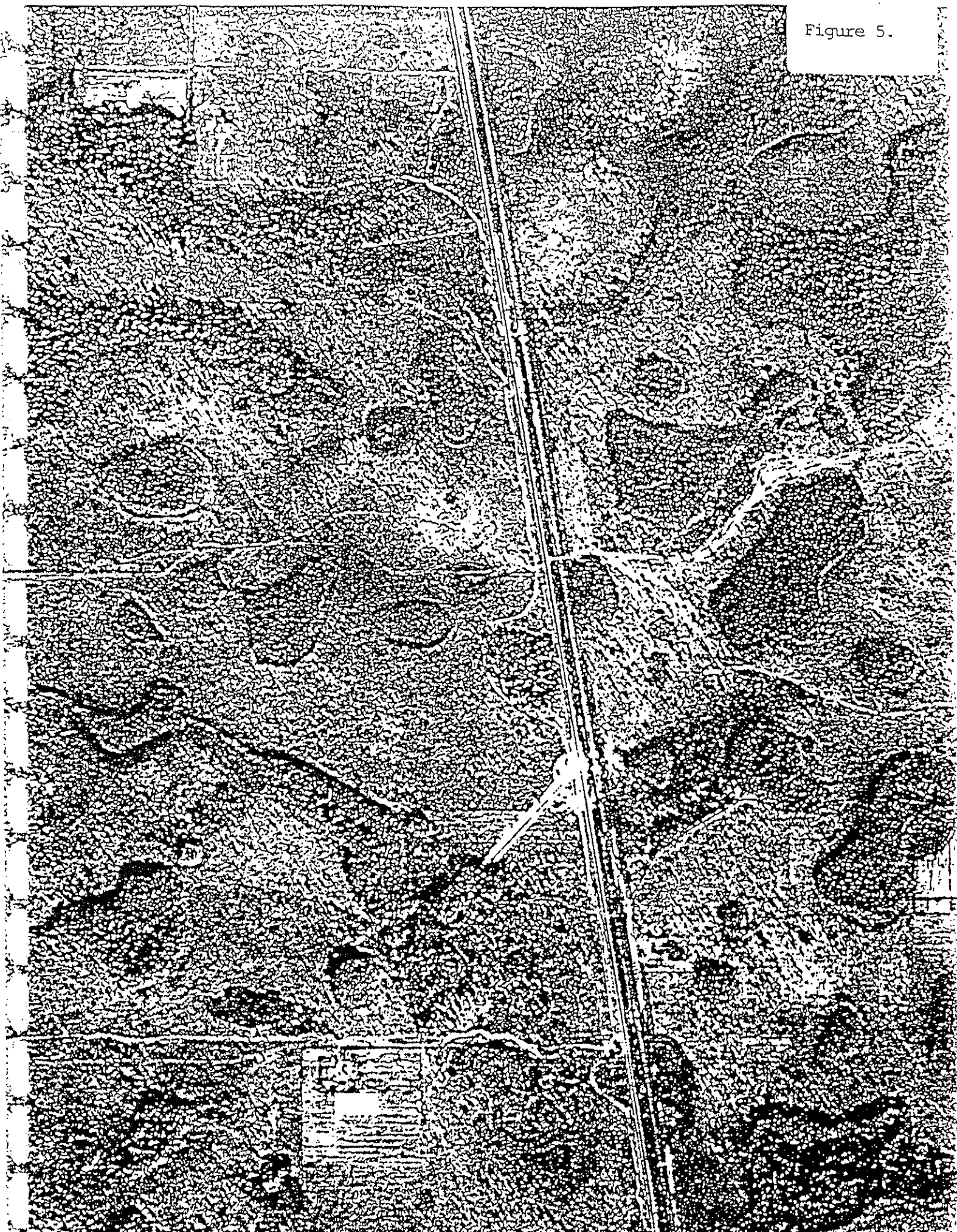
Figure 4.



MANATEE COUNTY

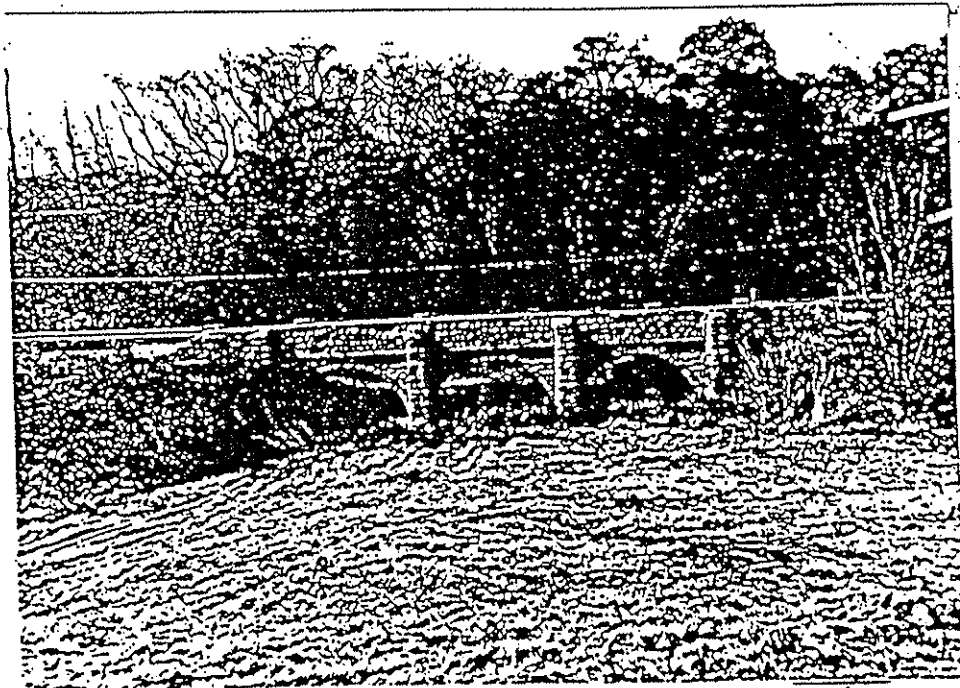
Prepared by Department of Public Works, Manatee County, Florida

Figure 5.



State of Florida Department of Transportation

BRIDGE RECORD



Roadway view looking north Approach No.1

BRIDGE NUMBER 100037BRIDGE NAME Blackwater Creek Overflow

S.R.--39

SEC.NO.10200

M.P.8.729

BRIDGE RECORD CONTENTS

- I. Inspection Reports - This section contains periodic bridge inspection reports, bridge repair work orders and accident reports.
- II. Inventory - Contained in this section is the following bridge information: Photographs; location map. detailed data; history; load carrying capacity; inspection preparation; and drawings.
- III. Communications - Correspondence such as letters, memorandums and notices directly related to this bridge are contained in this section.

BRIDGE NO 100037
11-27-69

TOPIC E. BRIDGE HISTORY

This is a ^{7 45} 3-pipe 13' x arch structure located at M.P. 8.627
The bridge carries 2 lanes of traffic 1-Northbound and 1-Southbound
over Blackwater Creek Overflow. The structure was constructed in 1915

F.A.P. Unknown

State Project No. Unknown

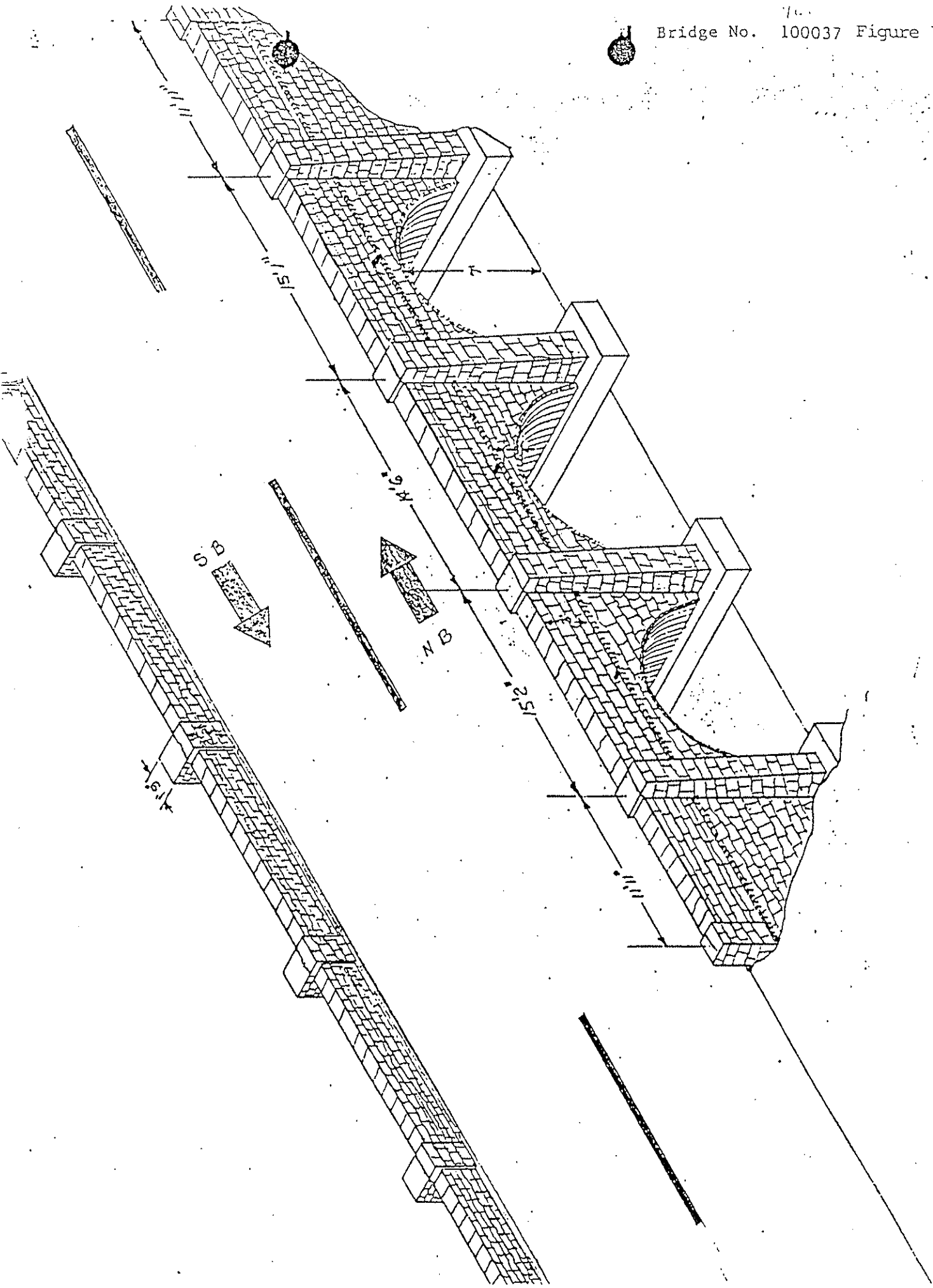
Project Engineer SP-1020

Contractor Unknown

Contract No. Unknown

Accidents: Dates

Repairs

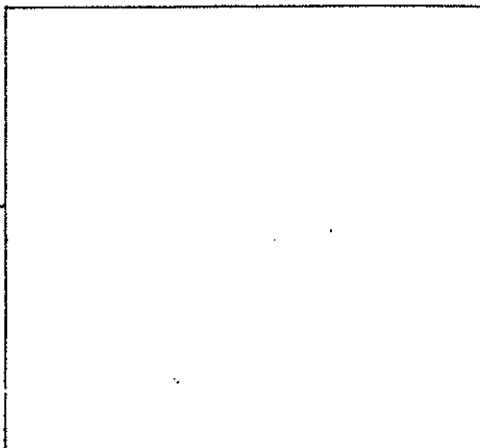


FLORIDA HISTORIC BRIDGE SURVEY--INVENTORY FORM

PRIMARY DATA

PHOTOGRAPH

Historic Name _____
 Current Name _____
 FDOT Structure Number 100037
 FDOT District Seven
 County Hillsborough
 City or Town (in/near) _____
 Route Carried CR 39
 Feature Crossed Blackwater Creek Overflow
 USGS Quad Map Name _____



Roll Frame

2	15	to
		to

Roll Frame

2	21

Color Slides
 Yes No

UTM Coordinates

Zone _____
 E _____ Range _____
 N _____ Township _____
 E _____ Section _____
 N _____

Prepared by the Center for Historic Preservation and Technology, Texas Tech University. Date of survey: Summer 1989.

DESCRIPTIVE DATA

Bridge Type steel-arch culvert
 Number of Spans 3 Total length 45'
 Main Spans Number 3 Type steel-arch Length 15' each Width N/A
 Roadway Width N/A
 Approach Spans Number 0 Type _____ Length _____ Width _____
 Roadway Width _____
 Superstructure Materials stone
 Substructure Type arch/metal Material stone/concrete/metal
 Overall Condition Good _____ Fair Poor _____ Deteriorated _____
 Architectural Features Rubblestone facing on elevations, and in railings
 Decorative Details _____
 Setting Rural Suburban _____ Urban _____ Residential _____
 Commercial _____ Industrial _____ Other _____
 Alterations Yes _____ No When _____ Extent _____

HISTORICAL DATA

Date 1915 (ca. 1936) Original location Yes No _____
 In Use Yes No _____
 National Register listed Yes _____ No
 Located within a historic district Yes _____ No
 Florida Master Site File Number _____
 Original owner Hillsborough County
 Present owner Florida Department of Transportation
 Designer/Engineer _____
 Fabricator _____
 Builder _____
 Contractor _____
 Information Sources
 FDOT Structure Inventory and Appraisal Form Yes _____ No
 Bridge Plate Yes _____ No

Bridge No. 100037

Hillsborough County

Assessment

Research did not produce sufficiently reliable information to document this 45-foot multiple arch culvert located on Blackwater Creek Overflow, south of Zephyrhills. Having a rustic appearance with rubble stone walls, the bridge consists of three 15-foot long steel lined tunnels, which carry the load of the structure. The irregular shape of the stones used to build the walls and the low, solid parapets gives the structure a primitive and attractive quality, and may also make it seem older than it is.

Departmental records establish 1915 as the date of construction. That date however is unverified and questionable. During the 1930s, when numerous road projects occurred on rural routes around Tampa, this culvert may been constructed. In the Great Depression manual labor required for a job of this kind was available, and even preferred, to put unemployed people to work as relief. In addition, some companies in Florida, including the Dixie Culvert and Metal Company of Jacksonville, advertised the growing use of multi-plate arch bridges that could be built with unskilled workers utilizing local stone. This information suggests that the stone and steel culvert on County Road 39 likely dates to the 1930s.

Though it may be a fine example of handwork done during the depression, the bridge possesses a minor level of historical value, unless more information can be found.

Bridge No. 100037, cont.

Bibliography

Florida Public Works. 13 (September 1936): 147.

Figure 9.

PROJECTS UNDER CONSTRUCTION—OCTOBER 1st, 1915 - JANUARY 1st, 1923

Road	Project	FROM	TO	County	Length Bridges (Feet)	TYPE	WIDTH		NAME OF CONTRACTOR	Per Cent Com- plete	Cost per Mile	Cost of Bridges	Total to Jan. 1, 1923	Total to 1915 and 1922	Total to Jan. 1, 1923
							Grade	Sur- face							
1	1	Milligan	Holt	Oklahoma	10.45	Sand-C	30	18	Barnes Construction Co.	100	\$ 3,250.03	\$	\$ 81.39	\$ 31,662.81	
1	1	Apathicola River Bridge		Chadler and Jackson	1002	Cast. Arch.	18	18	Masters & Muller	100	810,814.41		319,118.90	810,814.41	
1	4	Greenville	Astoria River	Madison	5.8	Sand-C	30	18	W. H. Thomas	100	7,411.85		34,214.31	3,215.50	
1	1	4	Archie	Baker, Nea- saw, Dural,	10.3	Sand-C	30	18	State	100	5,313.74		49,699.71	5,157.10	
1	11	Baldwin West	Sta. 418	St. Louis	18.4	Concrete	30	16	Clayton-Mitchell	60	20,775.87		205,747.81	225,461.23	
1	11a-b	Blackwater River Bridge		St. Louis	370	Steel	20	20	Peascola Ship Building	100	187,930.28		147,426.64	155,911.00	
1	20	Choctawhatchee River Bridge		Wagon and Washington	420	Steel	20	20	Peascola Ship Building	30	44,765.80		72.90	135,455.25	
1	21a	Glenn St. Mary's East	Sta. 45	Baker	5.43	Concrete	30	20	Peascola Ship Building	70	23,250.10		16,812.73	80,798.71	
1	21b	St. Mary's River Bridge		Baker	340	Rein. Concrete	30	16	Ingels-Lytle	90	5,167.81		32,144.29	32,144.29	
1	22	Calumet County Line	Project II	Baker	5.8	Concrete	30	16	Ingels-Lytle	100	45,391.97		18,417.31	40,398.83	
1	23	East of Jan. Brick	Baldwin	Doyal	12.8	Concrete	30	18	Clayton-Mitchell	100	27,181.28		17,385.83	341,988.53	
1	24	Lake City	Baker Co. Line	Columbia	9.88	Bit. Mac.	30	18	J. Y. Wilson	100	25,481.45		23,783.70	236,783.00	
1	25	Peascola	Nunes Ferry	Columbia	3.0	Concrete	30	18		100					
1	26	Excambie Bay Bridge		Excambie	2.49	Rein. Conc.	20	20		10	6,858.11			4,383.98	
1	27	Lake City	Wellborn	St. Louis	9.3	U. & D.	30	20	A. Bentley & Sons	100	2,371.62			21,350.48	
1	28	East Approach Project No. 3		Columbia	850	Rein. Conc.	20	20	M. W. Merges	100	2,680.31			82,374.62	
1	29	Oregon River at Florence		Chadler	2.7	Rein. Conc.	20	18	State	90	6,653.14			1,787.22	
1	30	Oregon River at Florence		Jackson	17.5	Wood	20	20	A. Bentley & Sons	100	27,413.12			1,377.56	
1	31	West Approach Project No. 3		Jackson	17.5	Wood	20	20	W. P. Kennedy	100	4,581.13			27,112.12	
1	32	Lyon Ok	Suwannee River	Jefferson	13.16	Concrete	30	18	State	100	1,652.40			15,725.44	
1	33	Colombia County Line	Line Ok	Suwannee	13.37	Concrete	30	18	State	60	3,532.49			31,345.89	
1	34	Florence	Nunes Ferry	Suwannee	4.5	Sand-C	30	18	County	100	1,600.00			1,858.21	
1	35	Wormlicks	Wormlicks	Madison	20.0	Sand-C	30	18	County	100	421.29			1,571.33	
1	36	East Approach Project No. 3		Madison	17.0	U. & D.	30	18	County	100	3,100.00			3,100.00	
1	37	Suwannee River	Wormlicks	Madison	20.0	Sand-C	30	18	County	100	421.29			670.53	
1	38	Archie	Greenville	Walton	3.01	Burrays' only	30	18	State	100	811.29			2,631.83	
1	39	Madison	Greenville	Walton	17.0	Concrete	30	18	State	100	421.29			314.18	
1	40	Madison	Greenville	Walton	3.01	Concrete	30	18	State	100	30,105.33		120,094.48	5,597.43	
1	41	Archie	Greenville	Walton	3.01	Concrete	30	18	Alabama Paving Co.	100	30,105.33			97,576.49	
1	42	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			95,713.87	
1	43	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			121,760.84	
1	44	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			107,175.86	
1	45	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			132,060.86	
1	46	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			132,060.86	
1	47	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			132,060.86	
1	48	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			132,060.86	
1	49	Archie	Greenville	Walton	3.01	Concrete	30	18	Luera Bridge Co.	100	30,105.33			132,060.86	
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1	98	Archie	Greenville	Walton	3.01										

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site 8 Hi5042

original
 update

Version 1.1: 3/89

Recorder # 3

SITE NAME Blackwater Creek Overflow Bridge
 HISTORIC CONTEXTS Spanish American War
 NAT. REGISTER CATEGORY (Bridge) structure
 OTHER NAMES OR MSF NOS _____
 COUNTY Hillsborough OWNERSHIP TYPE Public-state (FDOT)
 PROJECT NAME S.R. 39 PD&E Study DHR NO _____
 LOCATION (Attach copy of USGS map, sketch-map of immediate area)
 ADDRESS S.R. 39 @ Blackwater Creek CITY Moriczville
 VICINITY OF / ROUTE TO On S.R. 39 @ Blackwater Creek about one mile north
of Moriczville Road, just north of the Blackwater Creek concrete bridge.
 SUBDIVISION N/A BLOCK NO _____ LOT NO _____
 PLAT OR OTHER MAP _____
 TOWNSHIP 27S RANGE 22E SECTION 18 1/4 NW 1/4-1/4 NE
 IRREGULAR SEC? Y x n LAND GRANT _____
 USGS 7.5' MAP _____
 UTM: ZONE _____ EASTING _____ NORTHING _____
 COORDINATES: LATITUDE _____ D _____ M _____ S LONGITUDE _____ D _____ M _____ S

HISTORY

ARCHITECT: F _____ M _____ L Unknown
 BUILDER: F _____ M _____ L Unknown
 CONST DATE 1928 CIRCA RESTORATION DATE(S): _____
 MODIFICATION DATE(S): 1941-2
 MOVE: DATE _____ ORIG LOCATION _____
 ORIGINAL USE(S) Bridge
 PRESENT USES(S) Bridge

DESCRIPTION

STYLE N/A
 PLAN: EXTERIOR Rectangular
 INTERIOR N/A
 NO.: STORIES N/A OUTBLDGS N/A PORCHES N/A DORMERS N/A
 STRUCTURAL SYSTEM(S) Masonry/steel arch
 EXTERIOR FABRIC(S) Local rubble stone
 FOUNDATION: TYPE Pier (Bell) MATLS Concrete
 INFILL None
 PORCHES N/A
 ROOF: TYPE N/A SURFACING =
 SECONDARY STRUCS. None
 CHIMNEY: NO 0 MTLs _____ LOCNS _____
 WINDOWS N/A

EXTERIOR ORNAMENT None

CONDITION Fair SURROUNDINGS Rural

NARRATIVE (general, interior, landscape, context; 3 lines only)

The Blackwater Creek Overflow Bridge is a forty-five foot long triple span corrugated steel arched culvert with a rubble stone veneer. Above the road surface is a rubble stone guard rail on either side. This is the only portion of the bridge that is visible above the roadway.

ARCHAEOLOGICAL REMAINS AT THE SITE

FMSF ARCHAEOLOGICAL FORM COMPLETED? Y x n (IF Y, ATTACH)
 ARTIFACTS OR OTHER REMAINS None observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE Architecture, Community Planning and Development

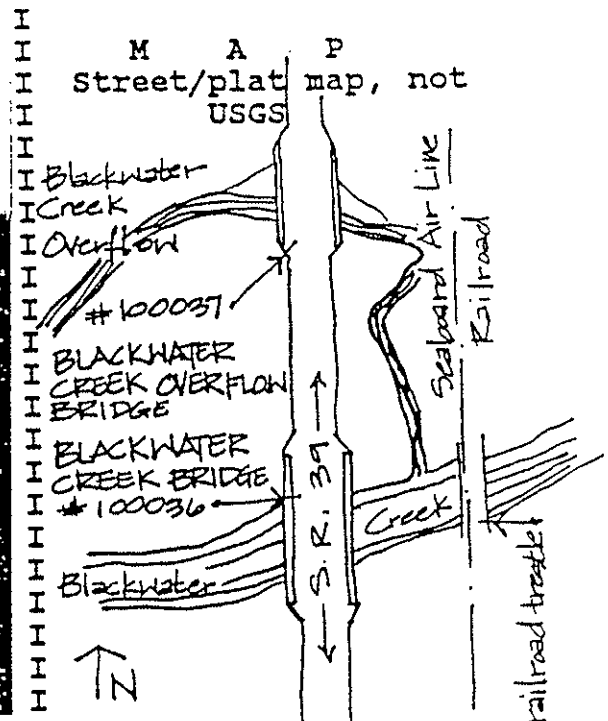
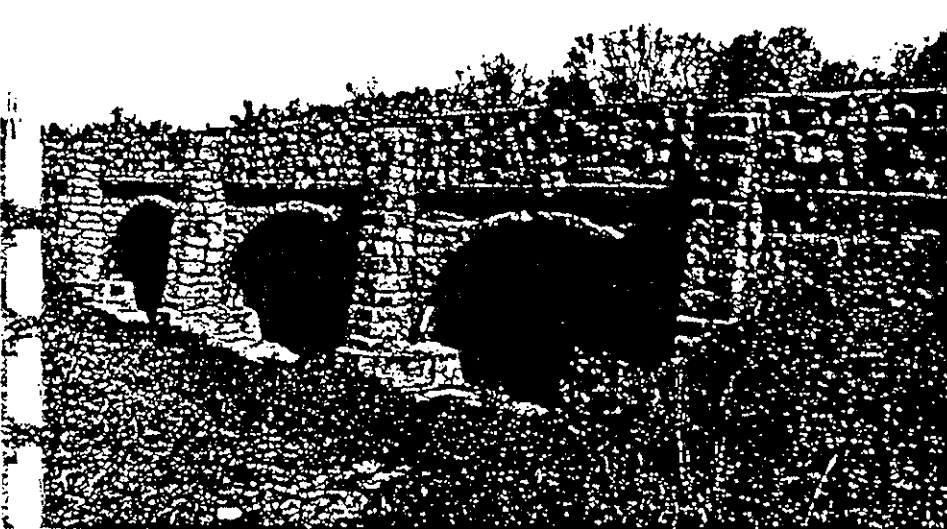
ELIGIBLE FOR NAT. REGISTER? y xn likely, need info insf inf
SIGNIF. AS PART OF DISTRICT? y xn likely, need info insf inf
SIGNIFICANT AT LOCAL LEVEL? y xn likely, need info insf inf

SUMMARY ON SIGNIFICANCE (Limit to three lines provided; see page 3)
The Blackwater Creek Overflow bridge is the only bridge of its type in the area.
During the 1930's, similar bridge construction was advertised as popular so it is
not technically unique. However, this is the only one found in southwest Florida.
Therefore, it has some local significance.

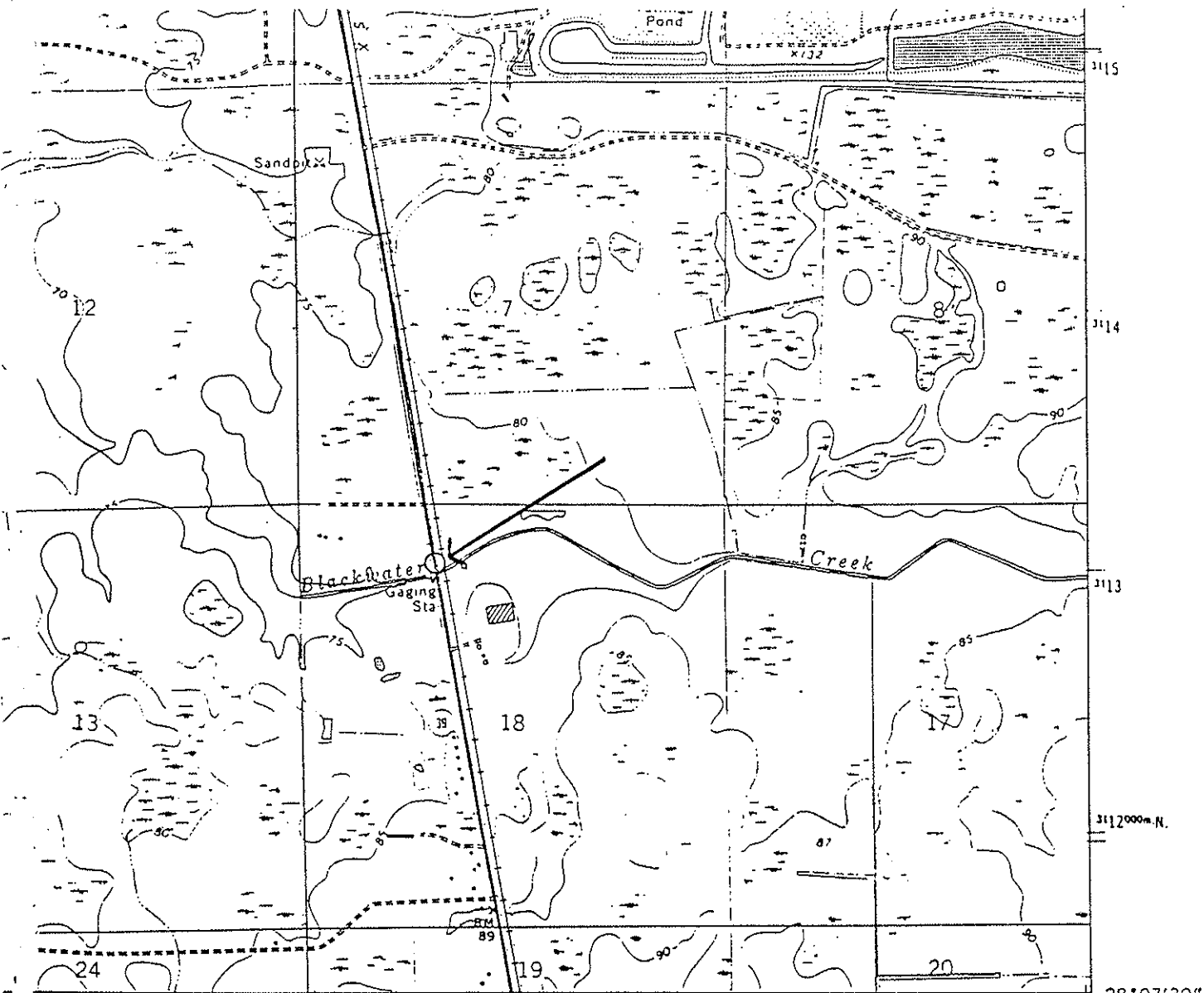
* * *DHR USE ONLY* * * * * DHR USE ONLY * * *
*
* DATE LISTED ON NR * * * * *
* KEEPER DETERMINATION OF ELIG.(DATE): -YES _____ -NO _____ *
* SHPO EVALUATION OF ELIGIBILITY (DATE): -YES _____ -NO _____ *
* LOCAL DETERMINATION OF ELIG.(DATE): -YES _____ -NO _____ *
* OFFICE _____ *
* * *DHR USE ONLY* * * * * DHR USE ONLY * * *

RECORDER INFORMATION: NAME F Francesca M Moran L Fiore
DATE: MO 2 YR 1992 AFFILIATION Archaeological Consultants, Inc.

PHOTOGRAPHS (Attach a labeled print bigger than contact size)
LOCATION OF NEGATIVES Archaeological Consultants, Inc.
NEGATIVE NUMBERS Roll 1: 7,8



REQUIRED: USGS MAP OR COPY WITH SITE LOCATION MARKED



386 R 21 E R 22 E 387
 3115
 3114
 3113
 3112000m.N.
 28°07'30"
 82°07'30"

KNIGHTS 3.4 MI. INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1987
 PLANT CITY 8 MI. 388 389000m.E.

ROAD CLASSIFICATION

- Primary highway, hard surface _____
- Secondary highway, hard surface _____
- Light-duty road, hard or improved surface _____
- Unimproved road _____
- Interstate Route ◻ U. S. Route ○ State Route

(PLANT CITY EAST)
 4540 II SE



QUADRANGLE LOCATION

is shown in purple and woodland compiled in cooperation with State of Florida agencies from photographs taken 1984 and other sources. Information not field checked. Map edited 1987. The tint indicates extension of urban areas.



ZEPHYRHILLS, FLA.
 28082-B2-TF-024

1975
 PHOTOREVISED 1987
 DMA 4540 II NW-SERIES V847

8 Hi 5042