

Project Development & Environment Study



Final Cultural Resource Assessment Survey

SR 60 (Courtney Campbell Causeway)

Multi-Use Trail PD&E Study

from Bayshore Boulevard to West of Ben T. Davis Beach Entrance

Pinellas and Hillsborough Counties, Florida

Florida Department of Transportation
District 7

Work Program Item Segment Number: 422640 2
FAP Number: 9045-090-C
February 2011





FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
DIVISION OF HISTORICAL RESOURCES

Ms. Linda Anderson
US Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

March 15, 2011

RE: DHR Project File No.: 2011-00919/Received by DHR: March 4, 2011
Financial Project ID No: 422640-2/FAP No.: 9045-090-C
Project: *Cultural Resource Assessment Survey: SR 60 (Courtney Campbell Causeway)
Multi-Use Trail PD&E Study from Bayshore Boulevard to West of Ben T. Davis
Beach Entrance*
County: Pinellas and Hillsborough

Dear Ms. Anderson:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

This proposed project involves the construction of a multi-use trail parallel to the existing SR 60/Courtney Campbell Causeway. The project will require the construction of two new bridges placed to the south, and parallel, of two existing vehicular bridges that span Tampa Bay. Archaeological Consultants, Inc. completed an architectural survey of the project area in December 2010. The survey resulted in the identification and recordation of one historic structure (8PII1966). Background research revealed the presence of one previously recorded archaeological site (8HI456). The Florida Department of Transportation recommended that both of the resources are not eligible for listing on the National Register of Historic Places (NRHP). This office concurs with the recommendations regarding the historic structure (8PII1966) and the archaeological site (8HI456).

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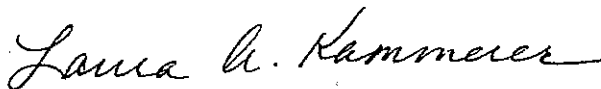
- Director's Office (850) 245-6444 • FAX: 245-6452
- Archaeological Research (850) 245-6333 • FAX: 245-6437
- Historic Preservation (850) 245-6400 • FAX: 245-6433

Ms. Linda Anderson
DHR Project File Number: 2011-00919
March 15, 2011
Page 2

However, based on the likelihood of prehistoric and historic underwater resources and the nature of the proposed project we are recommending that an underwater survey be conducted to locate and assess any underwater resources. The underwater survey should include the use of remote sensing and diver verification of potentially significant anomalies. The results of the analysis will determine if significant cultural resources would be disturbed by the construction of the two pedestrian bridges. In addition, if significant remains are located, the data described in the report and the consultant's conclusions will assist this office in determining measures that must be taken to avoid, minimize, or mitigate adverse impacts to archaeological sites and historical properties listed, or eligible for listing in the NRHP, or otherwise significant.

This office looks forward to receiving the results of the underwater survey. If you have any questions, please contact Ginny Jones, Architectural Historian, Transportation Compliance Review Program, via email gljones@dos.state.fl.us, or at 850.245.6333.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Roberto Gonzalez, FDOT District 7, Tampa
Rebecca Spain Schwarz, PBS&J, Tampa
Roy Jackson, FDOT CEMO, Tallahassee/#5500
Nahir DeTizio, FHWA, Tallahassee



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
DIVISION OF HISTORICAL RESOURCES

Ms. Linda Anderson
US Department of Transportation
Federal Highway Administration/ Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

April 27, 2011

RE: DHR Project File No.: 2011-00919B/Additional Information Received by DHR: April 26, 2011
Financial Project ID No: 422640-2/FAP No.: 9045-090-C
Project: *Cultural Resource Assessment Survey: SR 60 (Courtney Campbell Causeway)
Multi-Use Trail PD&E Study from Bayshore Boulevard to West of Ben T. Davis
Beach Entrance, Pinellas and Hillsborough Counties*

Dear Ms. Anderson:

This office received and reviewed the above referenced project in March 2011. As a result of the review, this office requested additional information on the presence of submerged cultural resources within the proposed project area. This office subsequently participated in a series of meetings with staff from the Florida Department of Transportation (FDOT) Central Environmental Management Office (CEMO) and FDOT District 7 discussing this project. After reviewing additional information provided by the FDOT District 7, this office is recommending that the proposed project will have no effect on properties listed or eligible for listing on the National Register of Historic Places.

This office would like to commend both the FDOT CEMO staff and FDOT District 7 staff on the consultation efforts undertaken for this project. If you have any questions, please contact Ginny Jones, Architectural Historian, Transportation Compliance Review Program, via email gljones@dos.state.fl.us, or at 850.245.6333.

Sincerely,

Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Roberto Gonzalez, FDOT District 7, Tampa
Rebecca Spain Schwarz, Atkins, Tampa
Roy Jackson, FDOT CEMO, Tallahassee/#5500
Nahir DeTizio, FHWA, Tallahassee
Robin Rhinesmith, FDOT District 7, Tampa

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
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Project Development & Environment Study

State Road (SR) 60 (Courtney Campbell Causeway) Multi-Use Trail

From Bayshore Boulevard
to West of Ben T. Davis Beach Entrance

Cultural Resource Assessment Survey

WPI Segment No.: 422640 2
FAP Number: 9045-090 C
Pinellas & Hillsborough Counties, Florida

Prepared for the



Florida Department of Transportation
District Seven

Prepared by:

Archaeological Consultants, Inc.
8110 Blaikie Court, Suite A • Sarasota, Florida • 34240



In association with:

American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Boulevard, Suite 200 • Wesley Chapel, FL • 33544



Robin Rhinesmith
FDOT Project Manager

February 2011

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate a proposed multi-use trail along approximately 8 miles of State Road (SR) 60 (“SR 60”)(Courtney Campbell Causeway(“Causeway”)) from Bayshore Boulevard in Pinellas County to West of Ben T. Davis Beach Entrance in Hillsborough County, Florida. A portion of this project, from the Pinellas/Hillsborough County Line to West of Ben T. Davis Beach Entrance is currently funded for design-build in Fiscal Year (FY) 2011/2012 in the *FDOT Tentative Work Program 2011-2016*.

The objective of this PD&E study is to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the proposed multi-use trail to accommodate recreational users who can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives identified in the 2008 Feasibility Study (*Project Concept Summary Report*), prepared by The LPA Group and Sprinkle Consulting, Inc., were evaluated and compared based on a variety of parameters utilizing a matrix format. Based on the evaluation as documented in the 2008 Feasibility Study, the recommended alternative is S2, the South alignment with separate structures over Old Tampa Bay at two locations. The remainder of the project would be constructed on the existing SR 60 causeway fill section.

This PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for further federal-aid funding of subsequent development phases (design and construction).

The project is currently being evaluated through the FDOT’s Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #13102. An *ETDM Programming Screen Summary Report* is anticipated to be published in February 2011, containing comments from the Environmental Technical Advisory Team (ETAT) on the project’s effects on various natural, physical and social resources.

This *Cultural Resource Assessment Survey (CRAS)* is one of several documents that will be prepared as part of this PD&E study. This report documents the results of background research and historical/architectural field survey; the scope of work for this project did not include archaeological field survey. With minor exception, the project corridor is comprised of dredged fill, and considered to have a low potential for in situ archaeological sites. The project Area of Potential Effect (APE) for the historical/architectural survey was defined as

the existing SR 60 right of way (ROW) and adjacent properties. This *CRAS* was performed in December 2010.

The purpose of the *CRAS* is to locate and identify any previously recorded archaeological sites as well as recorded and newly identified historic resources within the project APE, and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)* according to criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4. This work was conducted in compliance with the provisions of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800, as well as with the provisions contained in the revised Chapter 267, Florida Statutes (F.S.). All work was carried out in conformity with Part 2, Chapter 12 (“Archaeological and Historical Resources”) of the FDOT’s *PD&E Manual* (revised January 1999), and the standards contained in *The Cultural Resource Management Standards and Operational Manual* (Florida Division of Historical Resources [FDHR] 2003).

Background research indicated that one previously recorded archaeological site, the Ben Davis Municipal Beach Site (8HI456), is located within the project APE, at its eastern terminus. This site is comprised of redeposited dredged fill, and is not considered eligible for listing in the NRHP. Historical/architectural field survey resulted in the identification of one historic resource, a ca. (circa) 1957 Masonry Vernacular style building (8PI11966). It is not considered eligible for listing in the NRHP due to the commonality of type, lack of significant historical associations, and alterations. Thus, no archaeological sites or historic resources which are currently listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the SR 60 Multi-Use Trail PD&E study project APE. No further work is recommended.

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Section 1 - INTRODUCTION

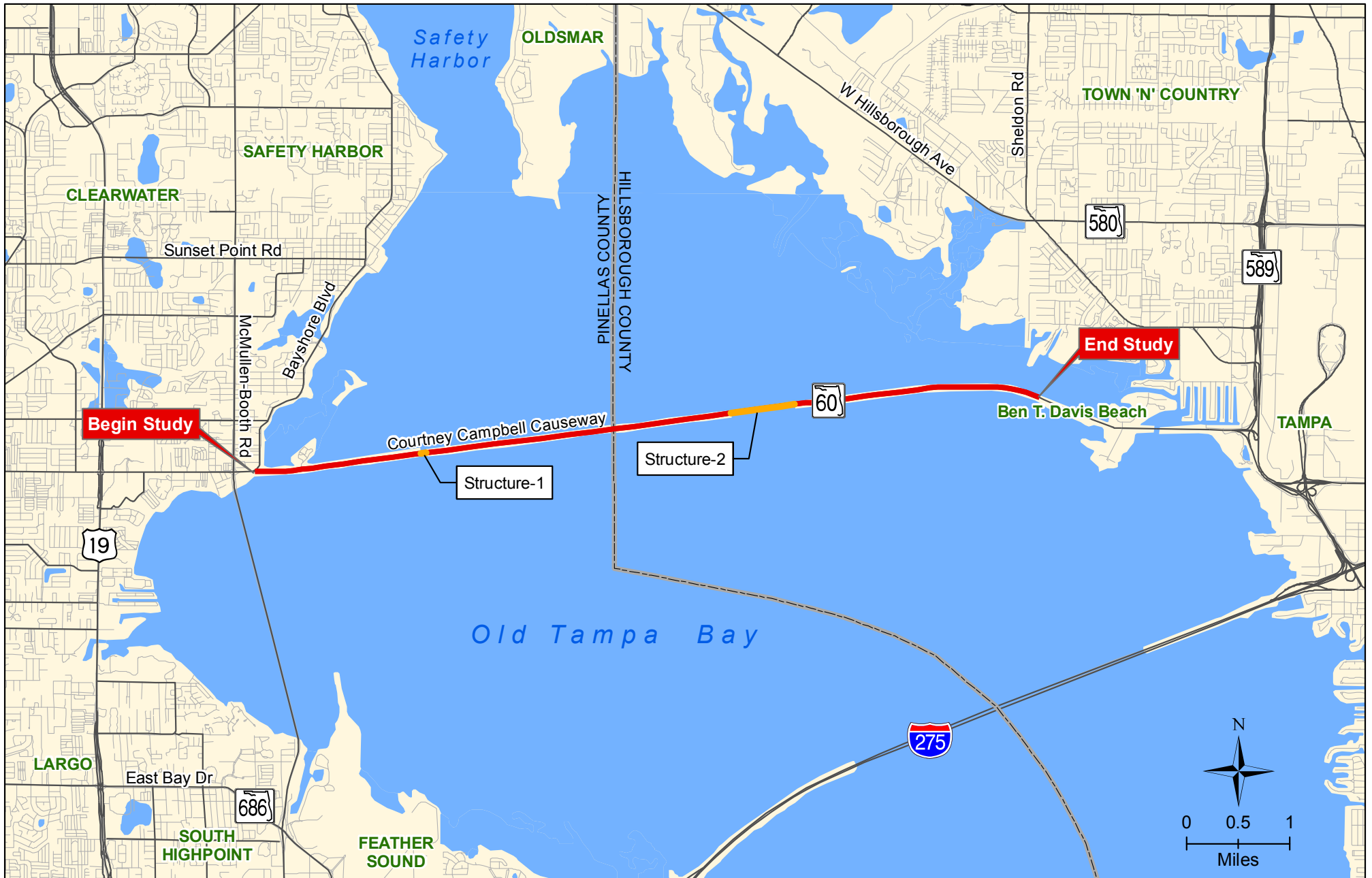
1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements along approximately 8 miles of State Road (SR) 60 (“SR 60”) (Courtney Campbell Causeway (“Causeway”)) from Bayshore Boulevard in Pinellas County to West of Ben T. Davis Beach Entrance in Hillsborough County, Florida. A portion of this project, from the Pinellas/Hillsborough County Line to West of Ben T. Davis Beach Entrance is currently funded for design-build in Fiscal Year (FY) 2011/2012 in the *FDOT Tentative Work Program 2011-2016*. A project location map is shown in **Figure 1-1** along with a study area aerial map in **Figure 1-2**. The sections, townships and ranges where the project is located are summarized in **Table 1-1**.

Table 1-1 Sections, Townships, and Ranges

Sections	Townships	Ranges
Pinellas County		
13, 14, 15 & 16	29 S	16 E
Hillsborough County		
8, 9, 10 & 11	31 S	19 E

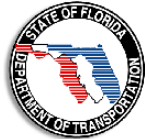
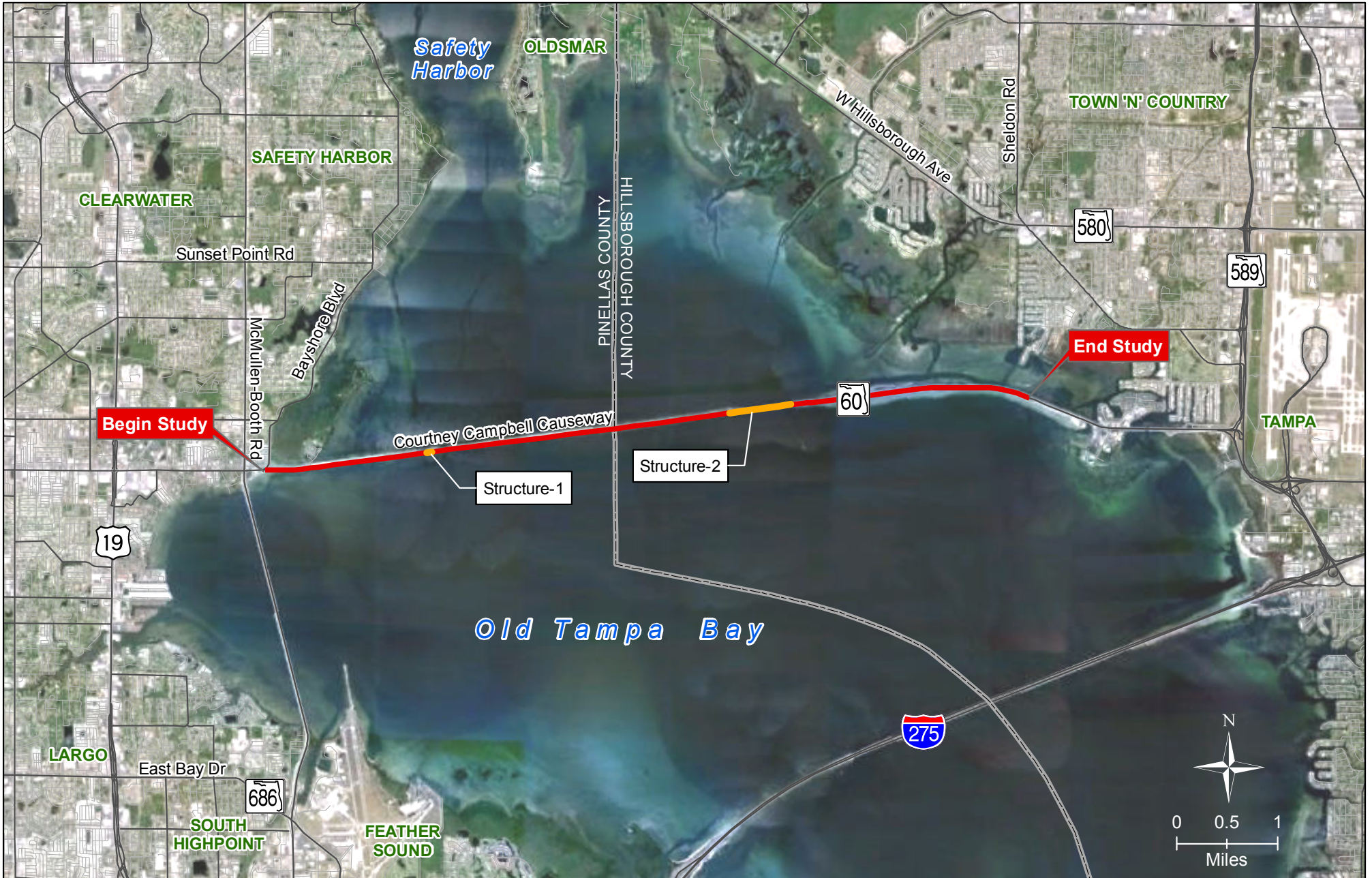
The objective of this PD&E study is to assist the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, location, and conceptual design of the proposed multi-use trail to accommodate recreational users who can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives identified in the 2008 Feasibility Study (*Project Concept Summary Report*), prepared by The LPA Group and Sprinkle Consulting, Inc., were evaluated and compared based on a variety of parameters utilizing a matrix format. Based on the evaluation as documented in the 2008 Feasibility Study, the recommended alternative is S2, the South alignment with separate structures over Old Tampa Bay at two locations. The remainder of the project would be constructed on the existing SR 60 causeway fill section.



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Project Location Map

Figure 1-1



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Aerial Location Map

Figure 1-2

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design and construction).

The project is currently being evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #13102. An ETDM *Programming Screen Summary Report* is anticipated to be published at the end of January 2011, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical and social resources. Based on preliminary research and previous studies, it is anticipated that this project may qualify as a Type 2 Categorical Exclusion.

Prior to this PD&E study, a Feasibility Study was performed and completed by The LPA Group and Sprinkle Consulting, Inc. through the FDOT in December 2008 (*Multi-Use Trail Feasibility Study from McMullen Booth to Veterans Expressway – WPI: 422640 1 and FAP No. 9045-090-C*). The Feasibility Study developed and evaluated alternatives for spanning Old Tampa Bay at the existing structures by attaching the trail connection to the existing structures or constructing independent structures to complete the connection. The study developed and evaluated ways for the proposed Courtney Campbell Causeway Multi-Use Trail to connect to other trail systems in the future at each end of the proposed trail. Specifically, an evaluation of the trail connections developed by the Tampa Airport Interchange Project Design was reviewed where connections are being made to the Cypress Street Trail at the southeast corner of the feasibility project's study area.

The Feasibility Study included the evaluation of four separate alternatives and one interim staging option. The trail alternatives are located on the *north* or *south* side of the Causeway and include either the Structural Option 'W2' (widening with piles in the water) or Structural Option 'IS' (Independent Structure). These alternatives were:

- Alternative N1 - This alternative included the trail on the *north* side of the Causeway and the Structures Widening Option 'W2' for Structures 1 and 2, and the reconfiguration of Structure 3.
- Alternative N2 - This alternative included the trail on the *north* side of the Causeway and the Independent Structural Option 'IS' for Structures 1,2, and 3.
- Alternative S2 - This alternative included the trail on the *south* side of the Causeway and the Independent Structural Option 'IS' for Structures 1,2, and 3.
- Staging Option S3 - This was an interim staging option which would provide a shared-use facility on the existing causeway prior to the construction of any new water crossings.

Structure 3 as noted in the Feasibility Study is outside the limits of this PD&E study. The intention of the separate bridges is to utilize separate structures to accommodate the trail

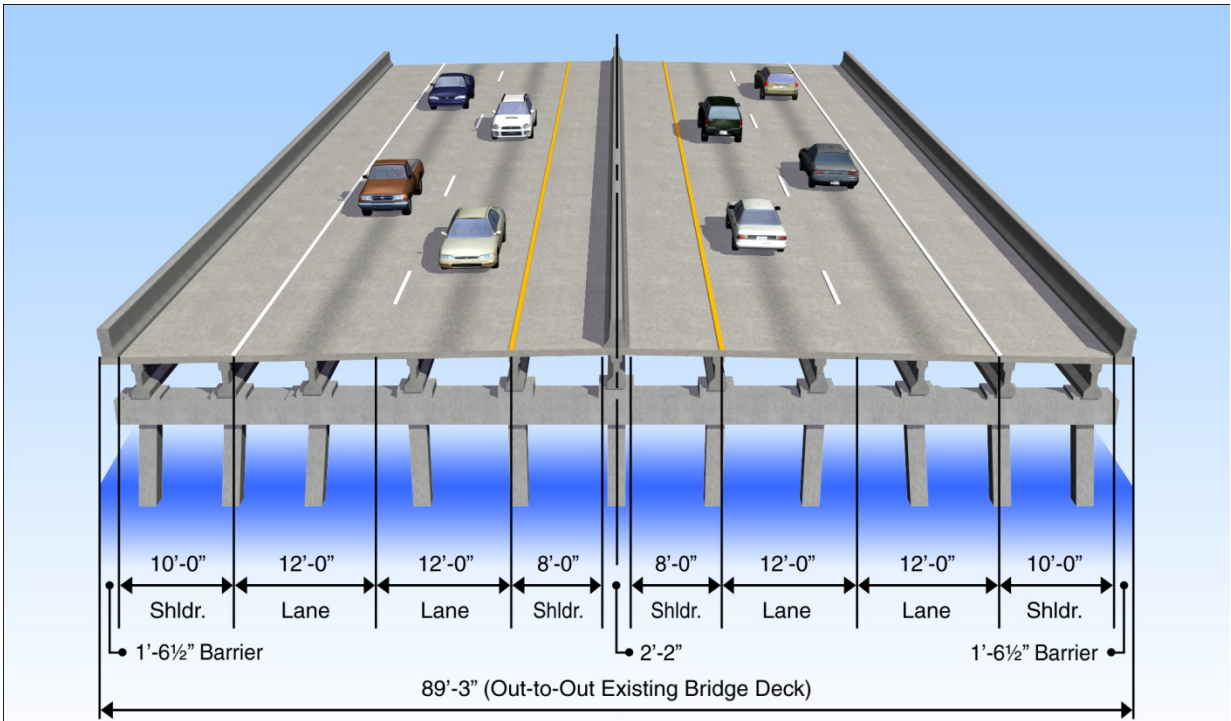
for non motorized vehicles and pedestrians. The separate bridges will be designed to accommodate the heaviest required vehicle to perform routine maintenance and inspection.

1.2 Existing Facility

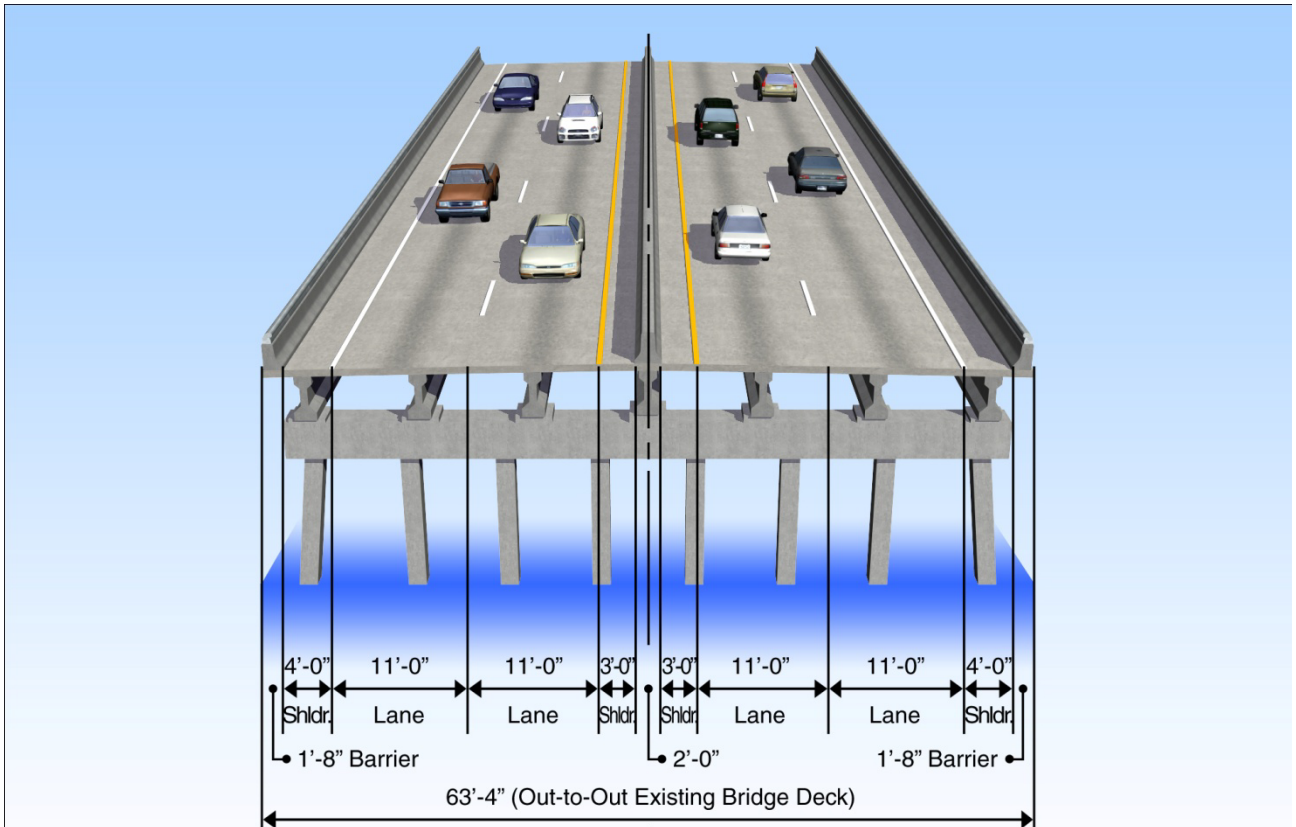
In its entirety, SR 60 is an east-west route that crosses the state of Florida from the Gulf of Mexico (western terminus - Coronado Drive/CR 699, Clearwater) to the Atlantic Ocean (eastern terminus - Vero Beach) and is approximately 160 miles long. Within the project limits, the Courtney Campbell Causeway is the northernmost bridge crossing over Old Tampa Bay, carrying SR 60 between Clearwater and Tampa, Florida. The Causeway stretches approximately 9.9 miles and is primarily a 4-lane divided highway. In 2005, the Causeway was designated as an official scenic highway by the state of Florida.

There are two bridges within this PD&E study limits. Structure 1, Bridge No. 150138 is located at the west end of the study and Structure 2, Bridge No. 100301, is located east of Structure 1. The existing bridges are prestressed concrete girder facilities that were originally built in 1974. The existing bridge typical sections are shown in **Figure 1-3** and the existing roadway typical sections are shown in **Figure 1-4**.

There are four signalized intersections along SR 60 within the study area. They are located at: Bayshore Boulevard (T-Intersection); Beach Entrance/Welcome Center Exit; Damascus Road; and the Boat Ramp Access Road (Mile Post 2.356). In addition to the SR 60 mainline roadway, there are segments of service roads that run parallel to the Causeway. Not all segments of these service roads allow vehicular access, however, those that do accommodate access for sight-seeing, fishing, and general recreation. The access roads are non-contiguous and do not provide for crossings at channels. In some segments of the Causeway they are non-existent or have been overgrown and have deteriorated. The various segments are found on both the north and south sides of the causeway. As part of the Feasibility Study, options were explored using those segments for the proposed multi-use trail.



Structure No.1 (#150138)



Structure No.2 (#100301)

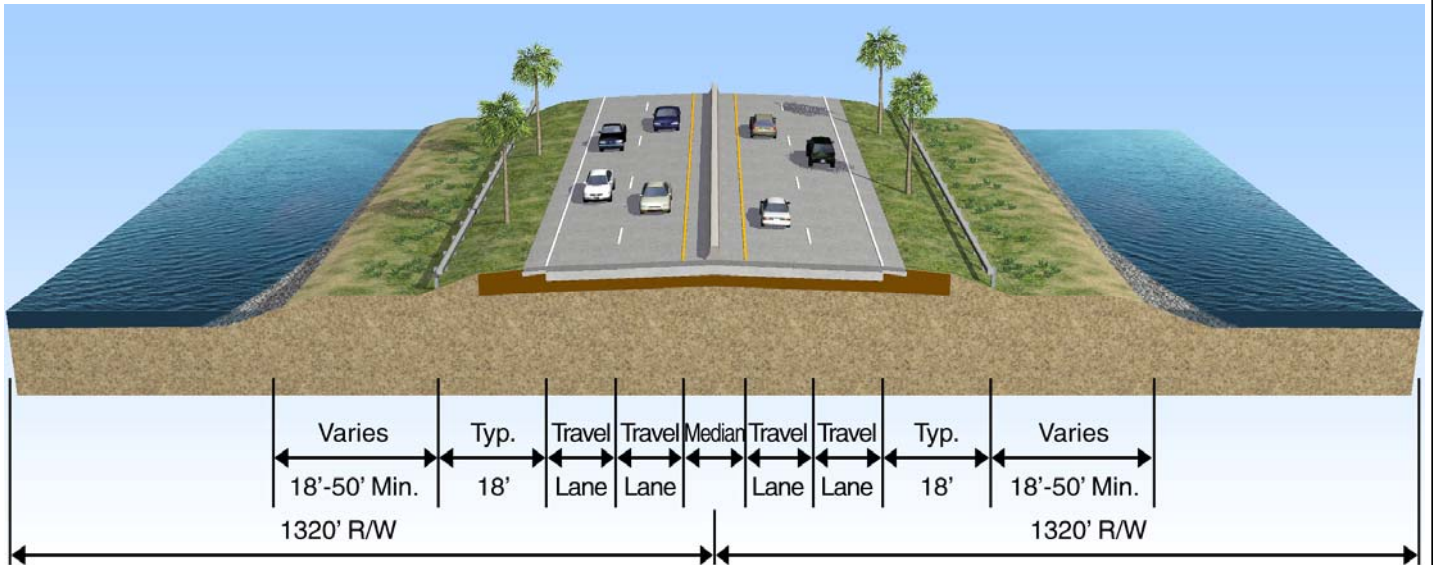


SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

Existing Bridge Typical Sections

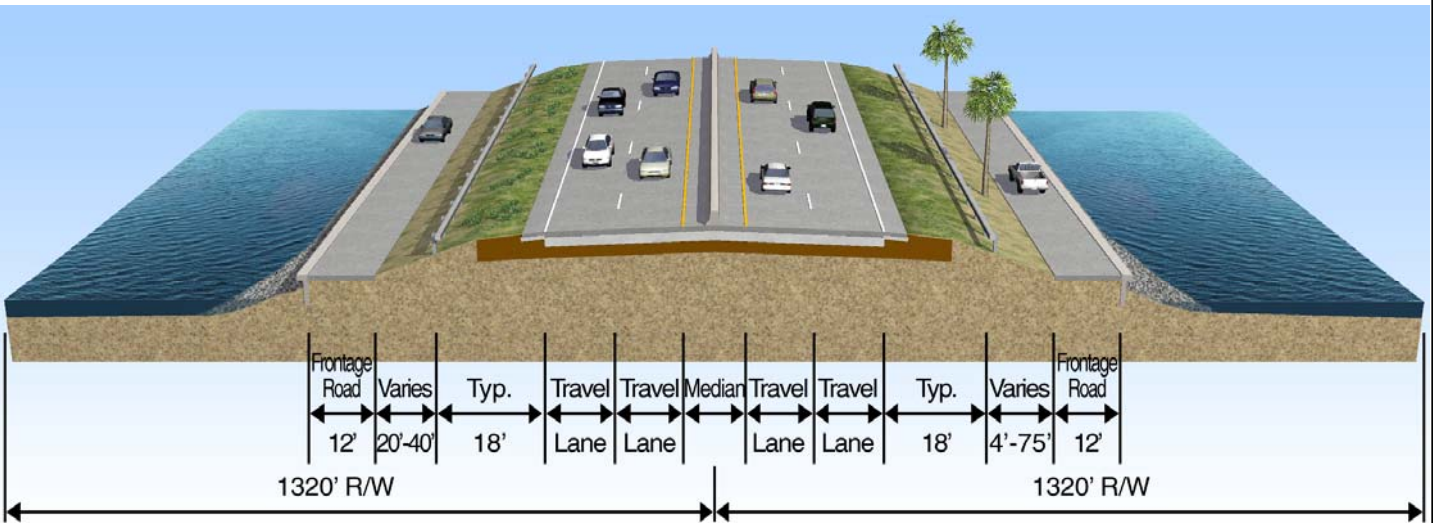
Figure 1-3

Existing Typical Section No. 1



(Applies from Begin Project to Structure No. 1)

Existing Typical Section No. 2



(Applies from Structure No. 1 to End Project)



SR 60 Multi-Use Trail PD&E Study
 Bayshore Blvd to West of
 Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

Existing Roadway Typical
 Sections

Figure 1-4

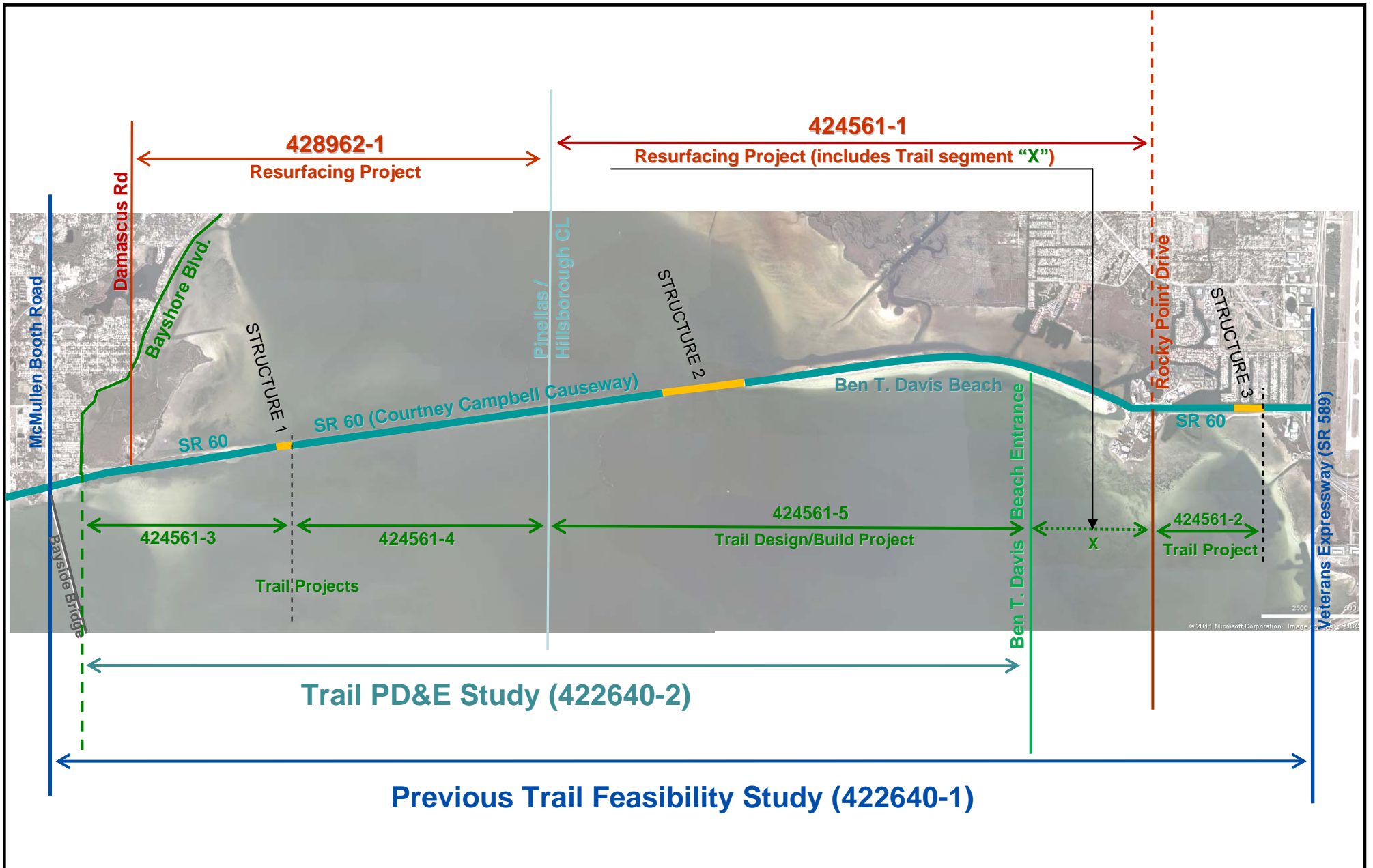
1.3 Project Purpose and Need

The purpose of this project is to evaluate a proposed multi-use trail along SR 60 from Bayshore Boulevard to West of the Ben T. Davis Beach entrance to accommodate recreational users who can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. The proposed Courtney Campbell Causeway Multi-Use Trail has been identified in the Comprehensive Plans of the following jurisdictions: Hillsborough County; Pinellas County; City of Tampa; and the City of Clearwater. The trail has also been identified in the City of Tampa *Greenways & Trails Master Plan* (2001), the City of Clearwater *Bikeways and Trails Plan* (1996) and *Shifting Gears: Clearwater's Bicycle and Pedestrian Master Plan* (2007). A portion of this project is currently funded for design-build in Fiscal Year (FY) 2011/2012 in the FDOT's *Tentative Work Program 2011-2016. Transportation Improvement Program (TIP)* amendments are currently being processed to facilitate construction of this segment. The proposed trail will serve as a link in a regional network of trails serving the Tampa Bay region. As a needed west-east link, the trail will provide regional connectivity with the trail networks for the jurisdictions noted above. In providing the west-east link, regional connectivity could be further enhanced offering alternative modes of transportation in the region.

Beyond the trail's transportation benefits, the trail could serve the recreational needs for residents in the area and provide linkage to a series of recreational facilities along the Causeway. It would also recreate a regional recreational opportunity to cross Tampa Bay to link Pinellas and Hillsborough Counties since the existing east-west Friendship Trail Bridge corridor along Gandy Boulevard is no longer available to users within the Tampa Bay area. The Friendship Trail Bridge is permanently closed to users since it is no longer safe to use and is expected to be demolished once sufficient funds are available to the operating entities for the structure's demolition.

There are several other related ongoing projects, some of which overlap with the current study. All of these related projects are graphically summarized in **Figure 1-5**. The following are design and construction projects planned or programmed along SR 60 in the project area:

- FM No. 424561 3 - SR 60 Trail Project from Bayshore Boulevard to East of Tampa Bay Bridge (Bridge No. 150138), a distance of approximately 1.8 miles – Design is currently planned for FY 2011/2012 and Construction is planned for FY 2015/2016
- FM No. 424561 4 - SR 60 Trail Project from East of Tampa Bay Bridge (Bridge No. 150138) to Pinellas/Hillsborough County Line, a distance of approximately 1.7 miles – Design is currently planned for FY 2011/2012 and Construction is planned for FY 2013/2014



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
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**Other Related Projects Along SR 60/
 Courtney Campbell Causeway**

Figure 1-5

- FM No. 424561 1 - SR 60 Resurfacing Project from Pinellas/Hillsborough County Line to Rocky Point Drive, a distance of approximately 4.4 miles – Design is ongoing and Construction is planned for FY 2011/2012. This project also includes a small trail segment from the west entrance of Ben T. Davis Beach to Rocky Point Drive
- FM No. 424561 2 - SR 60 Trail Project from Rocky Point Drive to East of Bridge # 100064, a distance of approximately 0.4 miles - Design is currently underway and Construction is planned for FY 2011/2012
- FM No. 428962 1 - SR 60 Resurfacing Project from West of Damascus Road to Pinellas/Hillsborough County Line, a distance of approximately 3.4 miles - Design is currently programmed for FY 2011/2012 and Construction is planned for FY 2013/2014

1.4 Report Purpose

This *Cultural Resource Assessment Survey (CRAS)* is one of several documents that will be prepared as part of this PD&E study. This report documents the results of background research and historical/architectural field survey; the scope of work for this project did not include archaeological field survey. The project Area of Potential Effect (APE) for the historical/architectural survey was defined as the existing SR 60 right of way (ROW) and adjacent properties. Archaeological field survey was not conducted because, with minor exception, the project APE is comprised of dredged fill, and considered to have a low potential for in situ archaeological sites. This *CRAS* was performed in December 2010.

The purpose of the *CRAS* is to locate and identify any previously recorded archaeological sites as well as recorded and newly identified historic resources within the project APE, and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)* according to criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4. This work was conducted in compliance with the provisions of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800, as well as with the provisions contained in the revised Chapter 267, Florida Statutes (F.S.). All work was carried out in conformity with Part 2, Chapter 12 (“Archaeological and Historical Resources”) of the FDOT’s *PD&E Manual* (revised January 1999), and the standards contained in *The Cultural Resource Management Standards and Operational Manual* (Florida Division of Historical Resources [FDHR] 2003).

Section 2 - IMPROVEMENT ALTERNATIVES

Traffic analysis of the study area was performed during the Feasibility Study in 2008. SR 60 along the Courtney Campbell Causeway is a four-lane, divided highway. Average Annual Daily Traffic (AADT) volumes ranged from 48,000 to 71,500 according to the FDOT's DVD-ROM *Florida Traffic Information 2006*. Traffic analysis assumes that no changes will be made to the roadway and that traffic volumes as projected through 2016 are relatively flat for SR 60 across the Causeway. AADT volumes are projected to rise between 1-2 percent on either end and remain constant over the causeway section.

SR 60 performs at a motor vehicle Level of Service (LOS) "F" for an urbanized, four-lane, divided state highway with fewer than two signals per mile, even using the lowest reported AADT of 48,000 vehicles per day. Because the roadway includes paved shoulders along most of its length, there is generally room for bicyclists in the existing cross-section. Given the traffic characteristics and the roadway geometry, this leads to an existing bicycle LOS "D" based on the FDOT-adopted *Bicycle Level of Service Model*. Pedestrians are not currently accommodated along the roadway, and the *Pedestrian Level of Service Model* indicates a pedestrian LOS "F"¹.

2.1 No-Build Alternative

For the No-Build Alternative, it is assumed that no improvements, other than those already planned and funded, would be made to the Causeway. The advantages to the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, and no disruption to the public during construction. However, the No-Build Alternative would not address the opportunities for increasing the economic viability and community values, will not meet the goals of the Comprehensive Plans of Hillsborough and Pinellas Counties and the Cities of Tampa and Clearwater for constructing the SR 60 Multi-Use Trail across Old Tampa Bay, and will not provide alternate modes of transportation on SR 60 for a roadway that is currently at capacity. Furthermore, the No-Build Alternative will not provide a link in the regional trail network for the Tampa Bay Region and will not meet the stated goals and objectives of this study. However, this option will remain under consideration as a viable alternative throughout the PD&E study process.

2.2 Build Alternatives

The 2008 Feasibility Study included the evaluation of four separate alternatives and one interim staging option. The trail alternatives are located on the *north* or *south* side of the causeway and include either the Structural Option 'W2' (widening with piles in the water) or Structural Option 'IS' (Independent Structure). These alternatives were:

¹ FDOT's *Project Concept Summary Report*, Final Report, December 2008

- Alternative N1 - This alternative included the trail on the *north* side of the Causeway and the Structures Widening Option 'W2' for Structures 1 and 2.
- Alternative N2 - This alternative included the trail on the *north* side of the Causeway and the Independent Structural Option 'IS' for Structures 1 and 2.
- Alternative S2 - This alternative included the trail on the *south* side of the Causeway and the Independent Structural Option 'IS' for Structures 1 and 2.
- Staging Option S3 - This was an interim staging option which would provide a shared-use facility on the existing causeway prior to the construction of any new water crossings.

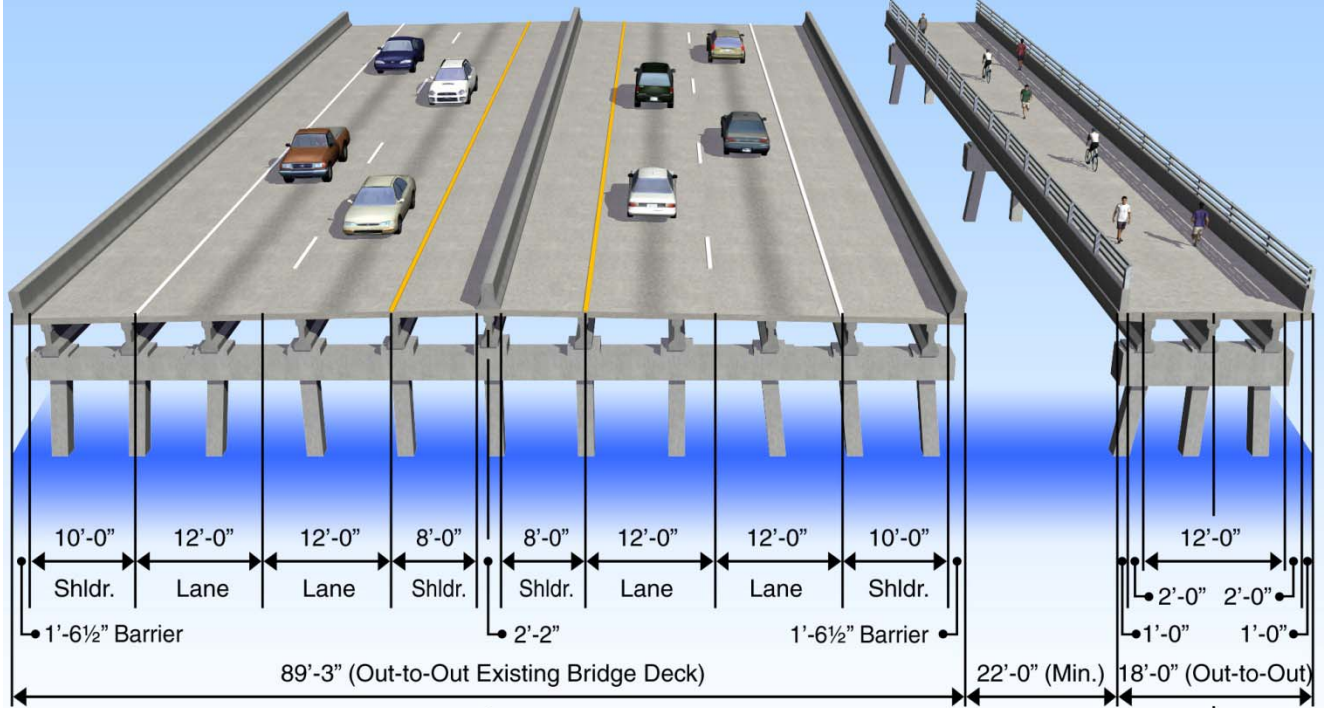
Structure 3 as noted in the Feasibility Study is outside the limits of this PD&E study. The intention of the separate bridges is to utilize separate structures to accommodate the trail for non motorized vehicles and pedestrians. The separate bridges will be designed to accommodate the heaviest required vehicle to perform routine maintenance and inspection.

2.3 Recommended Build Alternative

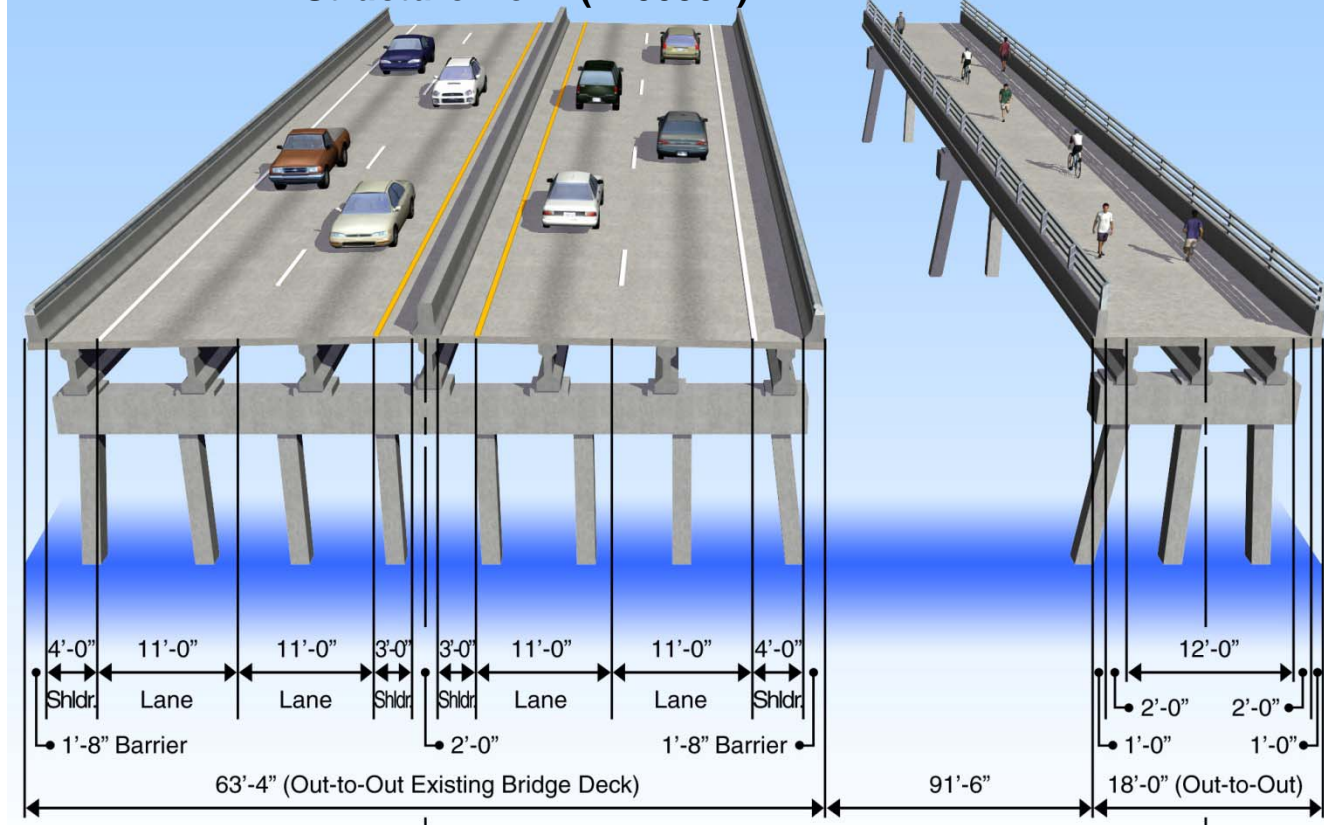
All four alternatives considered in the Feasibility Study and discussed previously were evaluated by the FDOT with regards to costs, safety and environmental impacts. All options were re-evaluated following the Feasibility Study. The southern alternatives S1 and S2, are recommended over the northern alternatives as the southern location provides direct connectivity to Ben T. Davis beach area. Based on these evaluations, the recommended alternative identified for the SR 60 Multi-Use Trail is Alternative S2 based on connectivity, costs, environmental impacts, safety considerations, constructability and public input.

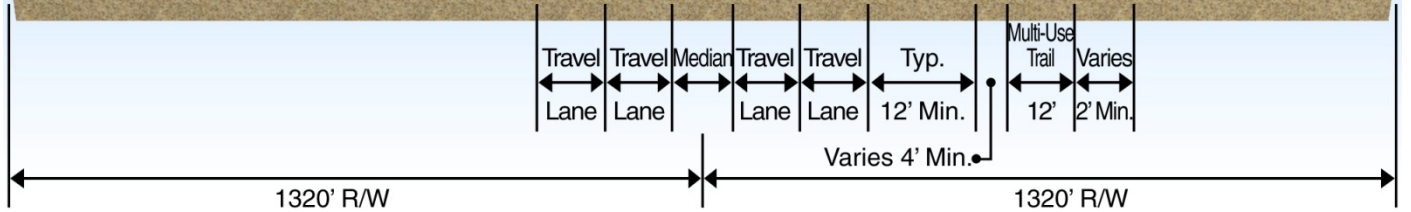
Alternative S2 includes the trail on the south side of the Causeway and the Independent Structural Option 'IS' for Structures 1 and 2. Proposed Bridge Typical Sections are shown in **Figures 2-1** and proposed Trail Typical Sections are shown in **Figures 2-2** and **2-4**.

Structure No. 1 (#150138)

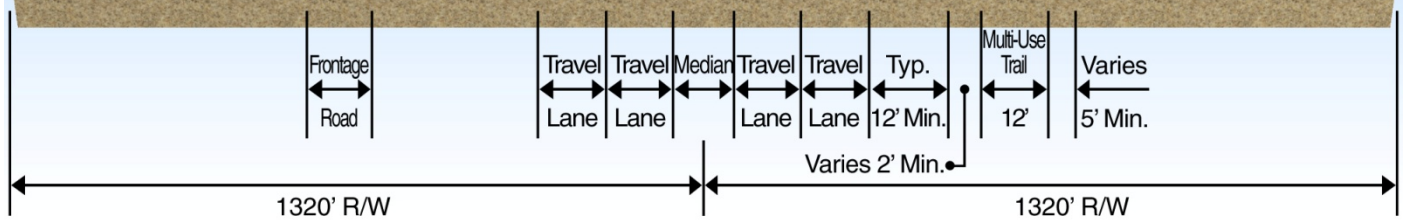


Structure No. 2 (#100301)





Typical Section No. 1
 Station 21+00 to Station 69+00



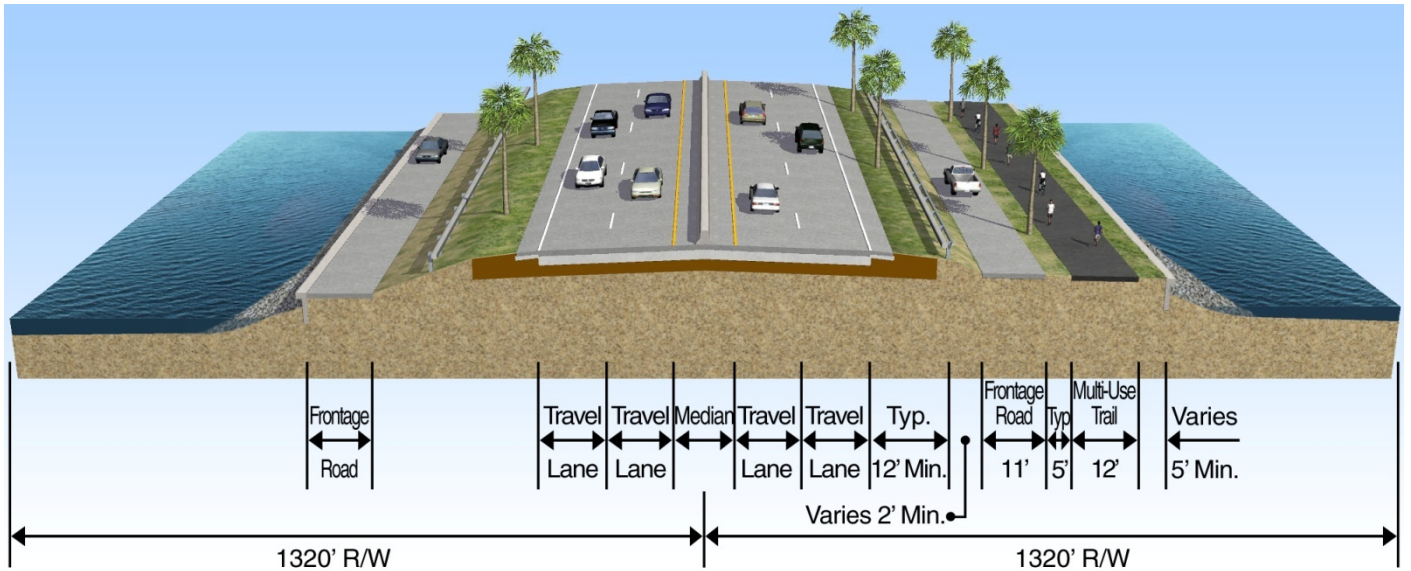
Typical Section No. 2
 Station 69+00 to Station 106+00 / Station 137+00 to Station 257+00



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
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**Proposed Roadway/Trail
 Typical Sections**

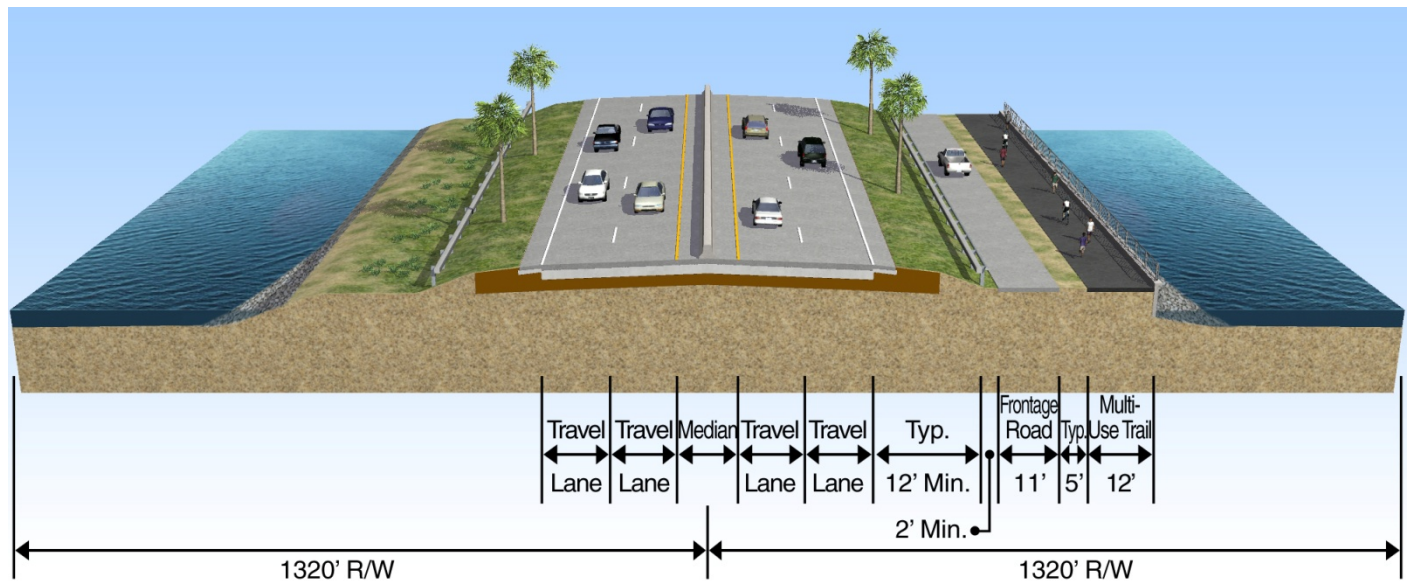
Figure 2-2A



Typical Section No. 3

Station 111+00 to Station 137+00 / Station 257+00 to Station 265+00

Station 300+00 to Station 380+00 / Station 391+00 to Station 408+00



Typical Section No. 4

Station 380+00 to Station 391+00 / Station 408+00 to Station 412+00



SR 60 Multi-Use Trail PD&E Study

*Bayshore Blvd to West of
Ben T. Davis Beach Entrance*

WPI Segment No.: 422640 2
Pinellas & Hillsborough Counties

**Proposed Roadway/Trail
Typical Sections**

Figure 2-2B

Section 3 - ENVIRONMENTAL AND CULTURAL SETTING

3.1 Environmental Setting

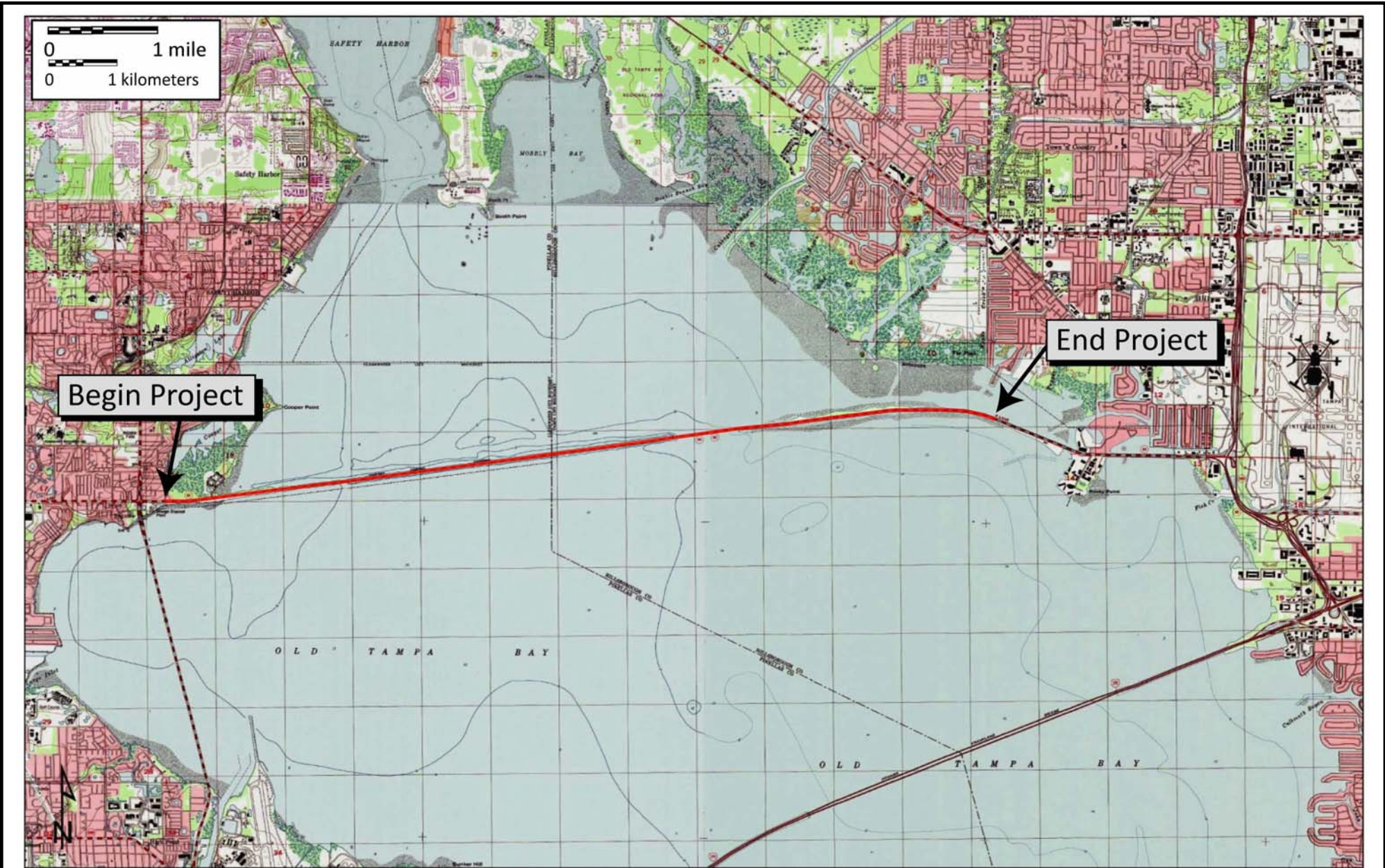
With the exception of a small piece of land at the extreme western limit of the project study area, the SR 60 Multi-Use Trail PD&E study corridor (**Figure 3-1**) is a linear causeway over Old Tampa Bay comprised of dredged fill. The small area of natural land along SR 60 at Bayshore Boulevard is characterized by Wabasso fine sand, a nearly level, poorly drained soil found on broad low ridges in the flatwoods (USDA 1972). The property at the northeast corner of the SR 60/Bayshore Boulevard intersection is developed with the FDOT's Clearwater Construction Office.

3.2 Overview of Regional Prehistory

The project is located within the Central Peninsular Gulf Coast Archeological Region, as defined by Milanich (1994; 1998) and Milanich and Fairbanks (1980). This region extends from just north of Tampa Bay southward to the northern portion of Charlotte Harbor. Within this zone, Milanich and Fairbanks have defined a sequence of culture periods or phases on the basis of unique sets of material culture traits such as characteristic stone tool forms and ceramics, as well as subsistence, settlement, and burial patterns. These are summarized in **Table 3-1**.

The earliest known cultural period in the region is the Paleo-Indian, which began with the first human arrivals in Florida approximately 12,000 years ago. Permanent sources of water, scarce during this drier and cooler time, were very important to Paleo-Indian populations. River channels in Tampa Bay, now submerged, may be associated with sites dating to this period. Evidence of probable shell midden materials containing distinctive lanceolate-shaped projectile points has been collected from dredged fill locations around Tampa Bay, including the Ben T. Davis Municipal Beach (Goodyear et al. 1993; Goodyear and Warren 1972).

The end of the Paleo-Indian period is associated with climatic changes, and the transition to a more seasonal, modern climate. The Archaic populations which succeeded the Paleo-Indian turned to the hunting of smaller game like deer, as well as a reliance on wild plants and shellfish. The archaeological record suggests a diffuse, yet well scheduled, pattern of exploiting both coastal and interior resources. Sites dating to the Archaic, particularly the Middle and Late Archaic periods, circa 7000 to 3200 years ago, are relatively numerous in parts of the Central Peninsular Gulf Coast Region.



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
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Environmental Setting

Figure 3-1

Bridging the Archaic and the Woodland stage of cultural development is the Transitional period, circa 3200 to 2500 years ago. The diversity of newly introduced pottery and stone tool traditions at this time is suggestive of population movement and social interaction between cultural areas (Bullen et al. 1978).

Table 3-1 Cultural Chronology & Traits

CULTURAL PERIOD TIME FRAME	SUBSISTENCE, SETTLEMENT, AND MATERIAL CULTURE TRAITS
Paleo-Indian 12,000 - 6500 B.C.E.	Migratory hunters and gatherers traveling between permanent and semi-permanent sources of water; Suwannee and Simpson projectile points; unifacial scrapers.
Early Archaic 6500-5000 B.C.E.	Hunters and gatherers; sites found in a variety of locales; stemmed projectile points such as Arredondo, Hamilton, and Kirk varieties, increase in population size and density, burials in wet environment cemeteries; fabric and cordage available.
Middle Archaic 5000-3000 B.C.E.	Occupation in the Hillsborough River drainage and along the Gulf Coast; more evidence for coastal occupation; increased sedentism; increased variety of site types; burials also occur within midden deposits; stemmed, broad-bladed projectile points; Newnan point most common; increased use of thermal alteration and silicified coral for stone tool manufacture.
Late Archaic/Orange 3000-500 B.C.E.	Preceramic and ceramic sites; point types include Culbreath, Clay, and Lafayette; Orange series ceramics are fiber-tempered and molded; plain ceramics early on; by 1650 B.C. geometric designs and punctations decorate the vessels; increased occupation of the coastal lagoons.
Manasota 500 B.C.E. – C.E. 700	Primarily a coastal manifestation with inland extractive camps; Manasota ceramics were primarily sand-tempered with no decoration; economically focused on the exploitation of marine resources; permanent residences along the coast; increased complexity in burial practices.
Late Weeden Island-related C.E. 700-900	Wakulla and St. Johns Check Stamped ceramics are found in village sites and burial mounds; subsistence patterns similar to the previous period; extensive trade networks; increased socio-political complexity; major sites located in the coastal areas.
Safety Harbor (Precolumbian) C.E. 900-1500	Most sites are still located along the coast, but some are inland; most village pottery is undecorated (Pinellas Plain); mound sites have decorated ceramics; hunters and fisherfolk utilizing bay-estuarine resources; platform mound and village complexes as well as dispersed settlements; Southeast Ceremonial Complex influences though no intensive agricultural pursuits.
Safety Harbor (colonial period) C.E. 1500-1725	European artifacts appear at sites; settlement and subsistence patterns are similar to the Precolumbian period until disease and warfare disrupt the aboriginal social system and decimate the populations.

The early Woodland stage in the Central Peninsular Gulf Coast archaeological region is known as the Manasota culture period, circa 1700-2500 years before the present. The subsistence practices of the Manasota people combined marine and hinterland exploitation. Sand-tempered pottery became the dominant ceramic type, and burial practices became more elaborate, evolving from interments, often in shell middens, to sand burial mounds (Luer and Almy 1982). Pinellas County sites with Manasota components are located at Bay Pines and Weeden Island. Gradually, the people of the region were influenced by the Weeden Island culture from north of the Tampa Bay region. Larger populations resided in villages, and artifactual evidence indicates an extensive trade network as well as a complex socio-religious organization. Local sites dating to this time include the Safford Mound (Bullen et al. 1970) in Tarpon Springs as well as the Yat Kitischee Site in Clearwater (Austin 1995).

The final aboriginal cultural manifestation in the region is Safety Harbor, named for the type site in Pinellas County. In general, several factors may have contributed to the evolution of social complexity that marked the transition from the Weeden Island to the Safety Harbor culture, including “ideas brought southward from the Fort Walton region, growing populations requiring more social controls, and the relatively propitious marine environment of Tampa Bay” (Milanich and Fairbanks 1980:204). Large towns, many having a temple mound, plaza, midden and nearby burial mound, characterized the Safety Harbor period. Most sites of this period are located along coastal bays and rivers. The Timucuan Indians, locally the Tocobaga (Tampa Bay area), are recognized as the bearers of the Safety Harbor culture.

3.3 Local History

In 1842, passage of the Armed Occupation Act was designed to promote settlement and protect the Florida frontier. During the nine month period the law was in effect, 24 individuals filed claims for land in the territory that would become Pinellas County (Dunn 1973:15). By 1850, the population of the Pinellas peninsula numbered 178 individuals from 35 families, with most of the settlement concentrated around the top of Old Tampa Bay near the homestead of Dr. Odet Philippe. Other early settlers included James Stevens, Samuel Stevenson, Elias Hart, Richard Booth, and Captain James Parramore McMullen, the first of the seven McMullen brothers who settled in Pinellas County.

The Bayview area located at the western limit of the SR 60 PD&E study corridor was first settled in the mid-1800s by James McMullen. Sometime after 1841 he moved “to a tract of land at a bluff near the present-day west end of the Courtney Campbell Causeway and the north end of the Bayside Bridge” (Largo Area Historical Society 2005:26). Before 1854, he established a school on the second floor of his sugar house. James McMullen was later followed by his six brothers, who settled in the area between Safety Harbor and Lealman.

By 1880, the Pinellas peninsula had a population of approximately 1100, with the largest concentration residing in the Clearwater area. Improvements in transportation systems played a major role in fostering growth. The Orange Belt Railroad Company was the first railroad to service the Pinellas peninsula, beginning in 1888. The local economy at this time focused mainly on citrus, small farming, and the tourist industry. During the winter of 1894-95, the “Great Freeze” devastated ninety percent of Florida’s emerging citrus industry. As a result, north Florida citrus growers established groves further south in areas only slightly touched by the freeze, including the Pinellas peninsula (Sanders 1983:25-26).

During the first two decades of the twentieth century, Pinellas witnessed the introduction of electricity, telephone service, modern utilities, and automobile transportation. After a long battle, the Florida Legislature approved the separation of Pinellas County from Hillsborough County on May 23, 1911. The division was prompted by the need for roads on the Pinellas peninsula and the refusal of the Hillsborough County government to provide them (PCPD 1995:28).

In 1924, the Gandy Bridge opened between Tampa and St. Petersburg, shortening the trip from 43 to only 19 miles. By 1926, a network of paved highways connected Clearwater with Tampa, St. Petersburg and other cities in Pinellas County. Although the Gandy Bridge was already constructed between St. Petersburg and Tampa, there was no direct connection between the central portion of Pinellas County and Tampa. In 1927, Captain Ben T. Davis and his company initiated construction of a 9.5-mile causeway and two bridges spanning the Old Tampa Bay connecting Clearwater to Tampa; it was completed in 1934 at a cost of \$900,000 (Sanders 1983:83-84). When completed, the Davis Causeway, as it was then known, was the longest over-water fill across an open body of water in the country. In 1944 during World War II, the Causeway was bought by the federal government who then transferred ownership to the State of Florida. The government lifted the 25 cent toll so that soldiers who trained in Tampa and resided in Pinellas County would not have to pay (Sanders 1983:84). In 1948, the Causeway was renamed the Courtney W. Campbell Causeway after the Florida Road Department Board Member, U.S. Congressman, and local Clearwater Beach resident. Campbell was instrumental in the repair, maintenance, and beautification efforts of the Causeway. It has undergone several repairs and alterations over the years including widening, re-paving, and the construction of safety barriers. In addition, the Causeway created an ecosystem within the Tampa Bay, Florida’s largest open water estuary which attracts many bird species (TBRPC 2010). In 2005, the Courtney Campbell Causeway was designated a Scenic Highway by the State of Florida (Baal 2005). Captain Davis is memorialized in the “Ben T. Davis Beach,” a Tampa municipal beach located on the Hillsborough County side of the Causeway.

Section 4 – BACKGROUND RESEARCH

4.1 Archaeological Resources

A comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project study area was conducted. The focus of this research was to identify any archaeological sites located within the project APE, and to ascertain the types of known cultural resources in the project vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the Florida Master Sites File (FMSF), cultural resource survey reports, published books and articles, unpublished manuscripts, maps and data from the files of Archaeological Consultants, Inc. (ACI). Based upon these data, the potential for unrecorded archaeological sites was evaluated. No informant interviews were conducted. The digital FMSF data were obtained in December 2010 from the FMSF in the Division of Historical Resources in Tallahassee.

The review of the digital FMSF data indicated that one previously recorded archaeological site is located within or proximate to the SR 60 Multi-Use Trail PD&E study project APE. The Ben Davis Municipal Beach Site, 8HI456, was recorded by Wanda deMontmollin in 1977. The six acre site was evidenced by lithic tools and stone tool manufacturing debris. Private artifact collections made by several individuals indicate a late Paleo-Indian to Archaic period occupation (FMSF; Deming et al. 1983:14). 8HI456 was originally located somewhere in Old Tampa Bay, prior to the rise in sea level. The collected materials were found in the dredged fill, deposited during the 1960s to create the public beach. This redeposited site is not considered NRHP eligible.

Five other previously recorded archaeological sites, all shell middens, are located within the Rocky Point peninsula to the east of the eastern project limit. These sites, 8HI007, 8HI89, 8HI90, 8HI91, and 8HI92, referred to as Rocky Point I, II, III, IV, and V, respectively, were surveyed in the summer of 1953 by William W. Plowden, Jr. (Plowden 1955:17-21). Rocky Point I and II are located to the south of SR 60; III, IV and V are situated to the north. Originally dated from the early Safety Harbor period to the mid-18th century, subsequent survey of the Rocky Point tract in 1984 (Deming et al. 1984) indicated occupation dating to the Middle Archaic, and possibly earlier. Other local recorded archaeological sites are situated to the northwest of the municipal beach. These include 8HI60, a shell midden, and 8HI387, a quarry and lithic workshop. The latter site, referred to as both the Watts Site and the Spinnaker Cove Site, was originally recorded by Scott Rivers in 1974 and Bill King in 1977; it was subsequently reinvestigated during survey of the Spinnaker Cover Project Area (Ambrosino 2002). 8HI387, which dates to the Early to Late Archaic period, was evaluated as ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO).

Five archaeological sites have been recorded within one mile (1.6 km) of the western end of the project. The nearest is the Gulf to Bay Bayview Site (8PI9692), located directly south of SR 60 in the Bayview area. This lithic scatter originally was recorded in 2000 by ACI during archaeological survey of the parcel at 3035 Gulf to Bay Boulevard (Deming 2000). It was subsequently resurveyed in 2003 by Panamerican Consultants during the Historic Bayview Environmental Park project (Ambrosino 2003). 8PI9692 was evaluated by the SHPO as ineligible for listing in the NRHP. To the southwest of 8PI9692, along the shore of Old Tampa Bay and west of the Bayside Bridge, is 8PI855, the Bayview Indian Midden. This Weeden Island II and Safety Harbor period shell midden, as well as the location of the historic community of Bayview, was recommended for avoidance during both the 49th Street Bridge survey (Austin 1988; Gluckman et al. 1980) and the survey of the Our Lady of Divine Providence parcel (Burger 2004). The Bayview Indian Midden has not been evaluated by the SHPO. Further to the west, along the bayshore, is the Bayview Gardens Site (8PI9636), a shell midden identified by William Burger in 2004 during archaeological survey of the Our Lady of Divine Providence property (Burger 2004). The site was not assessed for its NRHP eligibility.

Also located within approximately one mile to the northwest of the project terminus at SR 60 and Bayshore Boulevard are the Wellington Site (8PI8721), an artifact scatter (Austin 1997) determined ineligible for the NRHP by the SHPO, and the Seven Oaks/Kapok Terrace Site (8PI9635). 8PI9635, recorded by Joseph Brinton, is of unspecified type and temporal/cultural affiliation. It has not been evaluated by the SHPO.

Based on these data, informed expectations concerning the types of sites expected to occur within the SR 60 project APE, as well as their likely environmental settings, could be generated. As archaeologists have long realized, aboriginal populations did not select their habitation sites and special activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. On the basis of the aforementioned projects, plus more general regional studies (Austin et al. 1991; de Montmollin 1983; Deming 1980; Janus Research 2004; Weisman and Collins 2004), it has been repeatedly demonstrated that archaeological sites are most often located near a permanent or semi-permanent source of potable water or along the coast. In addition, prehistoric sites are found, more often than not, on better-drained soils, and at the better-drained upland margins of wetland features such as swamps, sinkholes, lakes, and ponds. Upland sites well removed from potable water are rare. In the pine flatwoods, sites tend to be situated on ridges and knolls near a freshwater source. It should be noted that this settlement pattern cannot be applied to sites of the Paleo-Indian and Early Archaic periods, which precede the onset of modern environmental conditions, and the water table was much lower.

With the exception of the extreme western limits of the SR 60 study, the entire project APE is comprised of made land. Therefore, the project study was considered to have a low potential for in situ archaeological sites. As a result, no archaeological field survey was performed.

4.2 Historical Resources

Review of the FMSF and the NRHP revealed that no previously recorded historic resources are located within the project APE. However, one ca. 1926 wood frame residence (8PI11633) was recorded approximately 200-ft to the south of SR 60 at the western terminus. It has not been evaluated by the SHPO. Furthermore, review of records at the Pinellas County Property Appraiser's Office and modern aeriels indicate that this building is no longer extant. Examination of the U.S. Geological Survey (USGS) Safety Harbor and Gandy Bridge quadrangle maps (USGS 1956a, 1956b); the United States Department of Agriculture (USDA) soil survey map of Pinellas County, plus historic aerial photos (Publication of Archival Library and Museum Materials [PALMM] 1938, 1968, 1970) indicated the potential for one historic resource within the project APE.

Section 5 – HISTORICAL/ARCHITECTURAL FIELD SURVEY

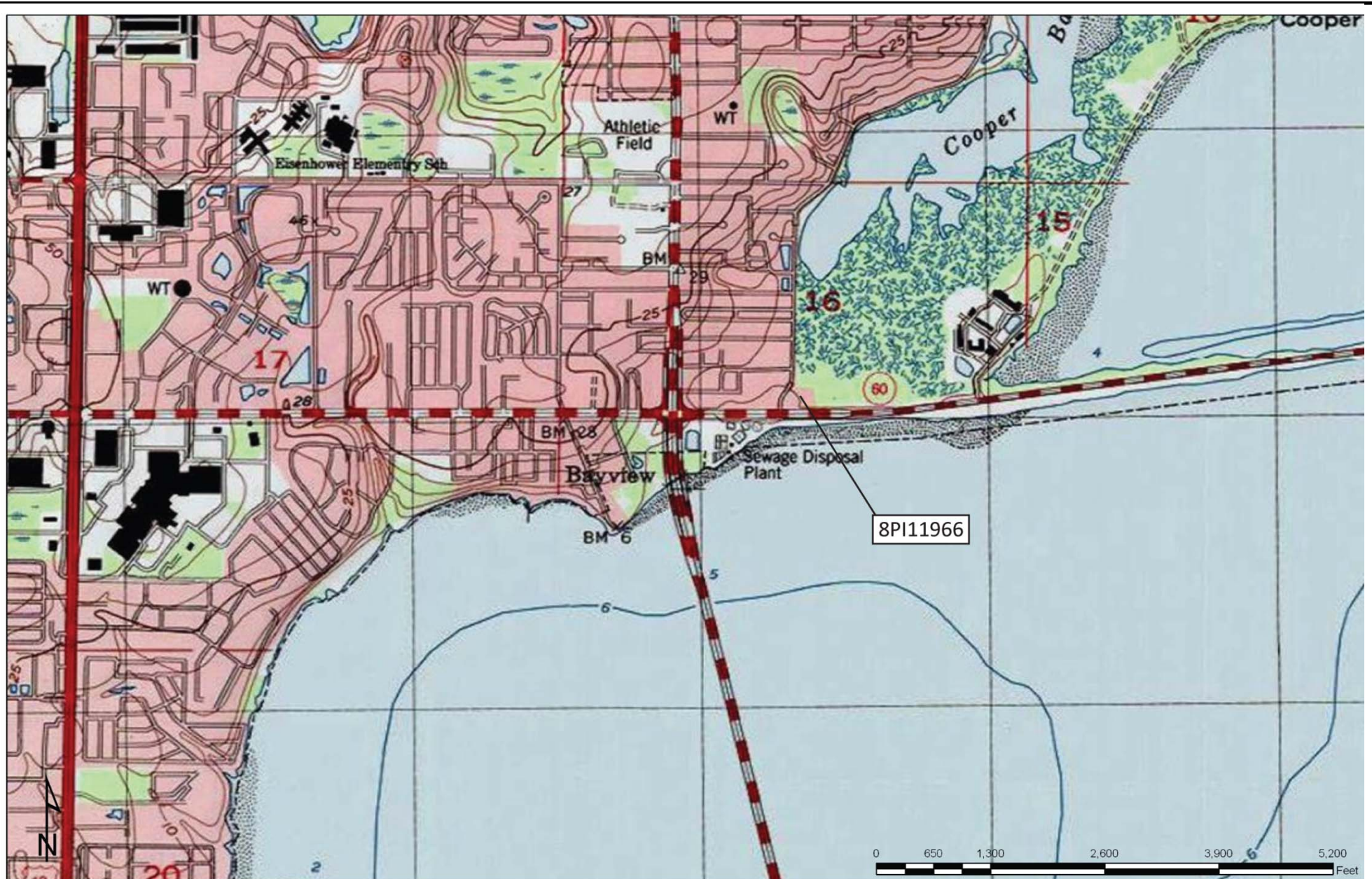
5.1 Survey Methods

Historical/architectural field survey methods included an in-depth study of each identified historic resource within the project APE. Photographs were taken and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic property was reviewed to assess style, historic context, and potential NRHP eligibility. Pertinent records housed at the Pinellas County Property Appraiser's Office were examined, via the Internet, as well as resources within the Pinellas County Public Library System and the Heritage Village Library; and the Florida Department of Transportation Bridge Records.

5.2 Survey Results

One historic resource was identified within the PD&E study project APE (**Figure 5-1**). This ca. 1957 Masonry Vernacular style building, 8PI11966, is located near the west terminus of the project. A description and evaluation follows; a completed FMSF form is contained in **Appendix A**.

8PI11966: The two-story, Masonry Vernacular style State government building located at 3204 Gulf to Bay Boulevard (**Figure 5-1; Photos 5-1 and 5-2**) was constructed ca. 1957. It is used as the FDOT's Clearwater Construction Office. The building features a slab foundation, concrete block walls clad with stucco with an applied square pattern near the roofline (ca. 2000), and a gable and hip roof covered with asphalt shingles (ca. 2010). Other features include replacement 1/1 SHS and one-light fixed windows (ca. 2000), a canopy over the main entrance (added ca. 2000), a tower and bay section on the northeast corner, a north addition with a shed roof (ca. 1980), and an external staircase on the west elevation (ca. 2000). A historic detached garage/utility building is to the east. Given the commonality of type, its similarity in style to other contemporaneous buildings in Pinellas County, numerous alterations, and the lack of significant historical associations, 8PI11966 is not considered potentially eligible for listing in the NRHP.



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Location of Newly Identified Historic Resources Within the APE

Figure 5-1



Photo 5-1 South and West Elevations of 3204 Gulf to Bay Boulevard, 8PI11966



Photo 5-2 North Elevation of 3204 Gulf to Bay Boulevard, 8PI11966

Section 6 – CONCLUSIONS AND RECOMMENDATIONS

Background research and historical/architectural field survey resulted in the identification of one previously recorded archaeological site, 8HI456, and one newly recorded historic resource, 8PI11966, within the project APE. 8HI456 is a redeposited site originally located in Old Tampa Bay and deposited as dredged fill on the Ben T. Davis municipal beach sometime in the 1960s. It is not considered NRHP eligible. 8PI11966, a ca. 1957 Masonry Vernacular style building, does not meet the eligibility criteria for listing in the NRHP. It has no associations with significant historic events or persons, and is not distinguished by its architectural style. Therefore, project development will have no effect on any cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is warranted.

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APPENDIX A

Florida Master Site File Form

Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PI11966
Field Date 12 / 14 / 10
Form Date 12 / 14 / 10
Recorder # 5

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 3204 Gulf to Bay Blvd Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 60 Courtney Campbell Causeway Multi-Use Trail, Pinellas County Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 3204 Gulf to Bay Blvd
Cross Streets (nearest / between) _____
USGS 7.5' Map Name & Date Safety Harbor 1987 Plat or Other Map _____
City / Town (within 3 miles) Clearwater In City Limits? yes no unknown County Pinellas
Township 29S Range 16E Section 16 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 16-29-16-00000-130-0100 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM: Zone 16 17 Easting 332341 ___ 0 Northing 3094069 ___ 0
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1957 approximately year listed or earlier year listed or later
Original Use* unknown From (year): original To (year): unknown
Current Use* government From (year): unknown To (year): current
Other Use* _____ From (year): _____ To (year): _____
Moves: yes no unknown Dates _____ Original address (if moved) _____
Alterations: yes no unknown Dates 2010;2000 Nature* repl. roof; repl. windows, door, stucco
Additions: yes no unknown Dates 1980;2000 Nature* north addition; west staircase, canopy
Architect (last name first): unknown Builder (last name first): unknown
Ownership History (especially original owner, dates, profession, etc.) FDOT (unknown - current)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style* Masonry Vernacular Exterior Plan* irregular Number of Stories 2
Exterior Fabric(s)* stucco
Roof Type(s)* gable, hip Roof Material(s)* asphalt shingles
Roof secondary strucs. (dormers etc.)* _____
Windows (types, materials, etc.)* _____
1/1 SHS, vinyl, paired, ribbon (3, 4); 1-light fixed, metal, independent
Distinguishing Architectural Features (exterior or interior ornaments) applied stucco squares

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) two-bay garage/utility to east

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

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

DESCRIPTION (continued)

Chimney: No. 0 Material(s) * _____
 Structural System(s) * concrete block
 Foundation: Type(s) * slab Material(s) * poured concrete
 Main Entrance (stylistic details) 1-light metal swing door
 Porch Descriptions (types, locations, roof types, etc.) flat canopy, south

Condition (overall resource condition): excellent good fair deteriorated ruinous
 Narrative Description of Resource It is unknown when the tower and bay on the northeast corner was constructed.

Archaeological Remains _____ Check if Archaeological Form Completed

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) Given the commonality of type, its similarity in style to other contemporaneous buildings in Pinellas County, numerous alterations, and the lack of significant historical associations, 8PI11966 is not considered potentially eligible for listing in the NRHP.

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

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:
 For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information.
All maps, notes, and photos on file at ACI, P6156E

RECORDER INFORMATION

Recorder Name Lumang, Marielle
 Recorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.net
 Recorder Affiliation Archaeological Consultants, Inc.

Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

<p>Required Attachments</p>	<p>① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED</p> <p>② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)</p> <p>③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.</p>
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USGS MAP

Township 29 South, Range 16 East, Section 16
1984 Safety Harbor, Fla. LABINS mrg3222.tif



PHOTOGRAPHS



GOOGLE EARTH MAP 2010

Gandy Bridge, Florida
Imagery date: 2/28/2006



0 122 meters

APPENDIX B

Survey Log Sheet

Ent D (FMSF only) ___/___/___



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS State Road (S.R.) 60 (Courtney Campbell Causeway) Multi Use Trail, Pinellas County, Florida

Report Title (exactly as on title page) Cultural Resource Assessment Survey (CRAS) State Road (S.R.) 60 (Courtney Campbell Causeway) Multi Use Trail, Pinellas County, Florida

Report Author(s) (as on title page— individual or corporate; last names first) ACI

Publication Date (year) 2010 **Total Number of Pages in Report** (count text, figures, tables, not site forms) ---

Publication Information (Give series and no. in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
ACI (2010) Cultural Resource Assessment Survey State Road (S.R.) 60 (Courtney Campbell Causeway) Multi Use Trail Pinellas County, Florida

Supervisor(s) of Fieldwork (whether or not the same as author(s); last name first) Deming, Joan

Affiliation of Fieldworkers (organization, city) Archaeological Consultants, Inc., Sarasota

Key Words/Phrases (Don't use the county, or common words like *archaeology, structure, survey, architecture*. Limit each word or phrase to 25 characters.) Courtney Campbell Causeway

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name American Consulting Professionals, LLC

Address/Phone 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544/(813) 435-2600

Recorder of Log Sheet Lumang, Marielle **Date Log Sheet Completed** 12 /28 /10

Is this survey or project a continuation of a previous project? No Yes: Previous survey #(s) (FMSF only)

Mapping

Counties (List each one in which field survey was done - do not abbreviate; use supplement sheet if necessary) Pinellas

USGS 1:24,000 Map(s) : Map Name/Date of Latest Revision (use supplement sheet if necessary): Safety Harbor 1987; Gandy Bridge 1987

Description of Survey Area

Dates for Fieldwork: Start 12/14/10 End 12/14/10 **Total Area Surveyed** (fill in one) _____ hectares 2543 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each): **Width** _____ meters 200-2640 feet **Length** _____ kilometers 10.10 miles

Research and Field Methods

Types of Survey (check all that apply): archaeological architectural historical/archival underwater other: _____

Preliminary Methods (✓ Check as many as apply to the project as a whole.)

- Florida Archives (Gray Building) [checked] library research- local public [checked] local property or tax records [checked] other historic maps
Florida Photo Archives (Gray Building) [checked] library-special collection - nonlocal [checked] newspaper files [checked] soils maps or data
Site File property search [checked] Public Lands Survey (maps at DEP) [checked] literature search [checked] windshield survey
Site File survey search [checked] local informant(s) [checked] Sanborn Insurance maps [checked] aerial photography
other (describe) _____

Archaeological Methods (✓ Check as many as apply to the project as a whole.)

- Check here if NO archaeological methods were used.
surface collection, controlled [] other screen shovel test (size: _____) [] block excavation (at least 2x2 M) []
surface collection, uncontrolled [] water screen (finest size: _____) [] soil resistivity []
shovel test-1/4" screen [] posthole tests [] magnetometer []
shovel test-1/8" screen [] auger (size: _____) [] side scan sonar []
shovel test 1/16" screen [] coring [] unknown []
shovel test-unscreened [] test excavation (at least 1x2 M) []
other (describe): _____

Historical/Architectural Methods (✓ Check 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 [] exposed ground inspected [checked] occupant interview [checked] tax records [checked]
interior documentation [] local property records [checked] occupation permits [] unknown []
other (describe): _____

Scope/Intensity/Procedures Archeological and historical background research; no archaeological field survey; historic structure documentation; CRAS report prepared

Survey Results (cultural resources recorded)

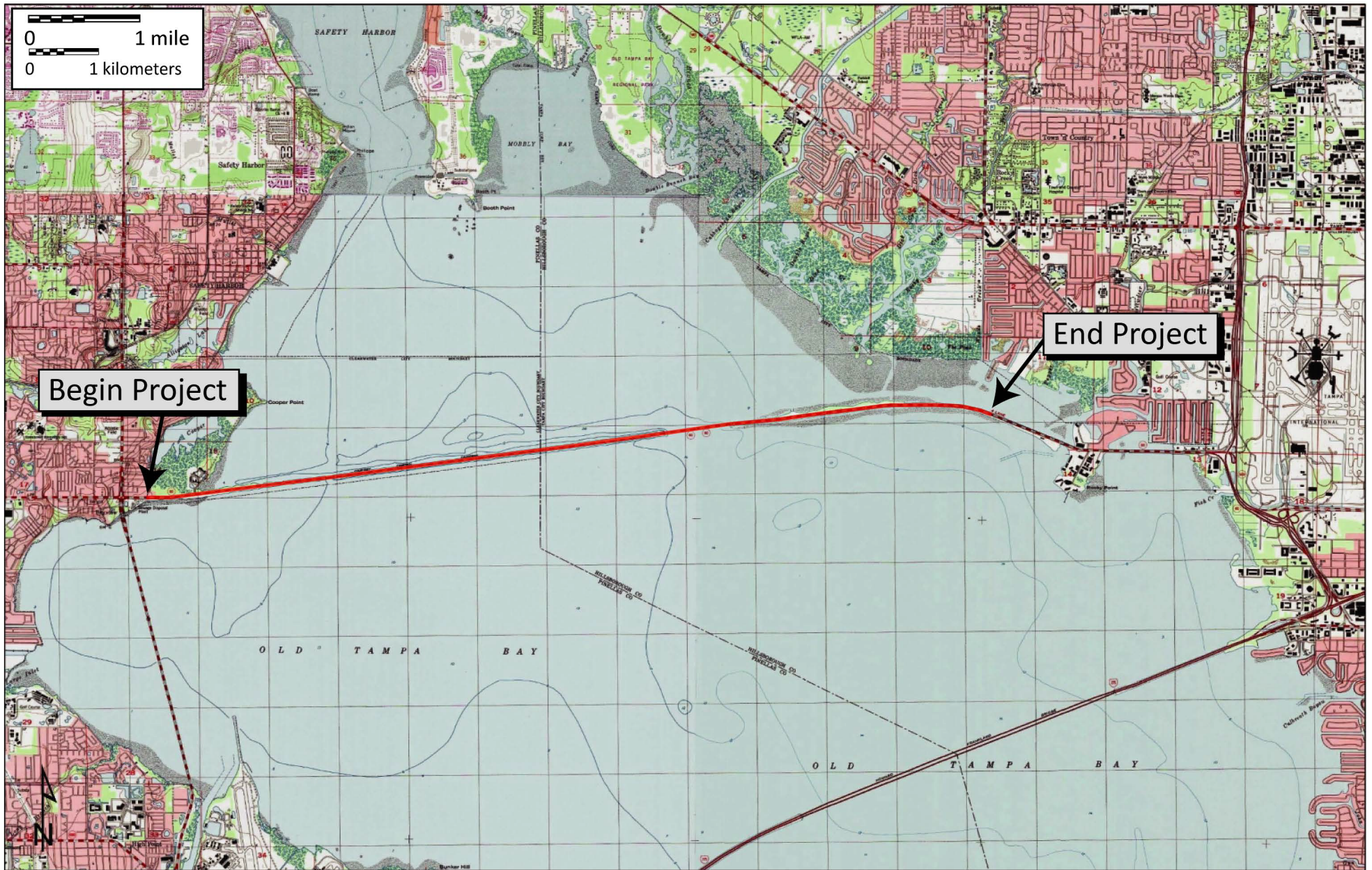
Site Significance Evaluated? [checked] Yes [] No If Yes, circle NR-eligible/significant site numbers below.
Site Counts: Previously Recorded Sites 0 Newly Recorded Sites 1
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8." Attach supplementary pages if necessary) NA

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, i.e., researched Site File records. List site #'s without "8." Attach supplementary pages if necessary.) P111966

Site Form Used: [checked] Site File Paper Form [] SmartForm II Electronic Recording Form

REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)

Table with 3 columns: DO NOT USE, SITE FILE USE ONLY, DO NOT USE. Rows include BAR Related (872, CARL, 1A32 #, UW) and BHP Related (State Historic Preservation Grant, Compliance Review: CRAT #).



SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E study project. Township 29 South, Ranges 16 and 17 East (USGS Safety Harbor, Fla. 1956, PR 1987 and Gandy Bridge, Fla. 1956, PR 1987).

CRAS
 SR 60 PD&E Study
 From Bayshore Boulevard to
 West of Ben T. Davis Beach Entrance,
 Pinellas and Hillsborough Counties, Florida
 WPI Segment No.: 422640 2