



## Florida Department of Transportation

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ANANTH PRASAD, P.E.  
SECRETARY

September 26, 2013

Ms. Linda Anderson  
Environmental Protection Specialist  
Federal Highway Administration  
Florida Division  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RE: FPID No.: 410755-2-52-01  
SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway  
(Bridge No. 150049)  
Pinellas County

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2013 OCT 23 P 4:38

Dear Ms. Anderson:

The Florida Department of Transportation (FDOT) District Seven is preparing a Federal Highway Administration (FHWA) Reevaluation to update the previously prepared US Coast Guard (USCG) Environmental Assessment/Finding of No Significant Impact (EA/FONSI) to move the project on to Design Build. The EA/FONSI was approved by the USCG in 2009 for a Project Development and Environment (PD&E) Study that was conducted by FDOT to evaluate improvements to SR 679 (Pinellas Bayway Structure E) in Pinellas County, Florida.

The purpose of the proposed project is to replace the existing two-lane low-level double-leaf bascule bridge with a high-level fixed bridge structure providing 65-foot vertical clearance over the existing channel. All of the improvements will take place within the existing FDOT right-of-way (ROW).

A Cultural Resource Assessment Survey (CRAS), including fieldwork, was prepared in 2006 for the SR 679 (Pinellas Bayway Structure E) PD&E Study and coordinated with the State Historic Preservation Officer (SHPO) by FDOT, on behalf of the USCG. No historic or archaeological resources were identified and SHPO concurred in a letter dated March 17, 2006.

A Florida Master Site File (FMSF) form was later prepared in 2011 for the state funded SR 679 (Pinellas Bayway Structure E) Bridge Repair and Rehabilitation project

Ms. Linda Anderson  
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(FPID No.: 427048-1-52-01). The FMSF form (8PI11994) was prepared for the SR 679 (Pinellas Bayway Structure E) Bridge (Bridge #150049) which was constructed in 1961 and was then 50 years old. This is a standard bascule bridge constructed of materials commonly associated with this bridge type. There did not appear to be any unique architectural or engineering features and research did not reveal any significant historic associations. It was not considered eligible for listing in the National Register of Historic Places (NRHP). The FMSF was provided to the SHPO in a letter; the SHPO concurred on September 12, 2011.

Since the previous CRAS was prepared in 2006, a CRAS Update was prepared to evaluate historic resources and underwater archaeological potential, as requested by FHWA. The historic resources area of potential effect (APE) was defined as 1,000 feet from the centerline of the bridge for potential visual effects. Based on a desktop and field review; two newly recorded historic structures and one resource group (consisting of both structures) were identified (8PI12094 - 8PI12096), as well as the previously recorded Structure E Bridge (8PI11994). The structures are commercial buildings constructed in 1963 but have been altered many times since then. None of the three newly recorded historic resources appears to meet the criteria for NRHP listing. As noted above, the Structure E Bridge has already been determined not eligible for listing in the NRHP by the SHPO.

FHWA only requested a desktop review for underwater archaeological potential; no fieldwork was required. The underwater desktop assessment for this project was designed to determine if submerged historic properties may be located within the project's APE. An examination of a variety of information including physiographic characteristics of the area, charts, aerial photographs, and information in the FMSF and Automated Wreck and Obstruction Information System (AWOIS), coupled with the amount of dredge and fill activities associated with development in the area including construction of the roadway and maintenance of the main channel, suggests that the probability of encountering such resources is low. The AWOIS information and recent nautical charts do not show any wrecks within or near the project area. Submerged Paleoindian sites are unlikely due to the absence of old river channels or sink features. If wrecks are present they would probably represent small, local non-historic vessels.

Since the previous projects did not involve funding from the FHWA, your office has not seen the previous cultural resource coordination documents. Enclosed you will find one copy of the PD&E Study CRAS (2006) and two copies of the CRAS Update Technical Memorandum (August 2013), for your review and coordination with the SHPO. The previous bridge FMSF and previous SHPO coordination letters are included in the CRAS Update. Also enclosed are three original FMSF forms (8PI12094-12096), one CD containing the FMSF forms and photos and CRAS Update pdf file, and one Survey Log Sheet.

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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 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

As the lead federal agency, please review and approve the recommendations and findings in the enclosed cultural resource documents and coordinate with the SHPO for their concurrence. Please transmit one copy of the CRAS Update, plus the FMSF forms, CD and Survey Log Sheet to the SHPO. They already have a copy of the original PD&E Study CRAS.

If you have questions, please contact me at (813) 975-6496 or [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us) or contact Rebecca Spain Schwarz at (813) 281-8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Robin Rhinesmith  
Environmental Administrator

RR/rss  
Enclosure

cc: Nahir DeTizio (FHWA)  
Kirk Bogen (FDOT)  
Rebecca Spain Schwarz (Atkins)

Roy Jackson (FDOT CEMO)  
Doug Reed (Atkins)

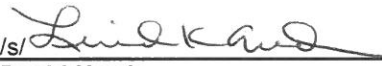
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The FHWA finds the Cultural Resource Assessment Survey Update Technical Memorandum provided with this letter to be complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the Technical Memorandum provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

**FHWA Comments:**

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226. E: linda.anderson@dot.gov. PLEASE CC: ROBIN RHINESMITH, FDOT D7; PHILIP BELOW, FHWA; NATHAN DETIZIO, FHWA; AND ROY JACKSON, FDOT CEMO.
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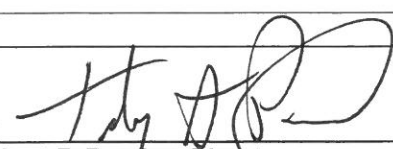
/s/   
David Hawk  
Acting Division Administrator  
Florida Division  
Federal Highway Administration

10/18/13  
Date

The Florida State Historic Preservation Officer finds the Cultural Resource Assessment Survey Update Technical Memorandum provided with this letter to be complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-4714

**SHPO Comments:**

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/s/   
Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer

11/5/13  
Date



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**CULTURAL RESOURCES ASSESSMENT SURVEY  
UPDATE**

**TECHNICAL MEMORANDUM**

**FOR SR 679 (PINELLAS BAYWAY STRUCTURE E)  
AT INTRACOASTAL WATERWAY  
(BRIDGE NO. 150049)  
PINELLAS COUNTY, FLORIDA**

**FPID NO.: 410755-2-52-01  
FEDERAL AID PROJECT NO.: TBD**

Prepared for:

**Florida Department of Transportation, District 7**  
11201 N. McKinley Drive  
Tampa, Florida 33612-6456



**August 2013**

**CULTURAL RESOURCES ASSESSMENT SURVEY  
UPDATE**

**TECHNICAL MEMORANDUM**

**FOR SR 679 (PINELLAS BAYWAY STRUCTURE E)  
AT INTRACOASTAL WATERWAY  
(BRIDGE NO. 150049)  
PINELLAS COUNTY, FLORIDA**

**FPID NO. 410755-2-52-01  
FEDERAL AID PROJECT NO.: TBD**

Prepared for:

**Florida Department of Transportation, District 7**  
11201 N. McKinley Drive  
Tampa, Florida 33612-6456

Prepared by:

**Atkins North America**  
4030 W. Boy Scout Boulevard  
Suite 700  
Tampa, Florida 33607

**August 2013**

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# *EXECUTIVE SUMMARY*

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Atkins was retained by the Florida Department of Transportation (FDOT), District Seven to conduct a Cultural Resources Assessment Survey (CRAS) Update for State Road (SR) 679 (Pinellas Bayway Structure E) at Intracoastal Waterway (Bridge No. 150049) in Pinellas County, Florida. This evaluation was prepared to update a previous CRAS that was prepared in 2006 for the SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway Project Development and Environment (PD&E) Study. No historic or archaeological resources were identified during the PD&E CRAS which was coordinated with the State Historic Preservation Officer (SHPO).

The FDOT District Seven is currently preparing a Federal Highway Administration (FHWA) Advance to Construction Reevaluation for the previously prepared U.S. Coast Guard (USCG) Finding of No Significant Impact (FONSI) to move the project on to Design Build. The FONSI was approved by the USCG in 2009 for the PD&E Study. The purpose of the proposed project is to replace the existing two-lane low-level double-leaf bascule bridge with a high-level fixed bridge structure providing 65-feet (ft) vertical clearance over the existing channel. All of the improvements, including stormwater management facility (SMF) sites, will take place within the existing FDOT right-of-way (ROW).

Fieldwork for the current CRAS Update was conducted in August 2013. The field methodology was designed to locate and identify any cultural resources occurring within the project's Area of Potential Effect (APE), and to assess the significance of these resources for their potential eligibility for listing on the National Register of Historic Places (NRHP). This evaluation consisted of a review of the previous CRAS, related source materials and historic resources field assessment. This evaluation included a desktop review for the underwater archaeology potential. It did not include subsurface testing within the project ROW since that had already been conducted as part of the 2006 PD&E Study CRAS. This assessment was designed and implemented to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by Title 36 of the Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties, revised January 2001); Chapter 267, Florida Statutes (F.S.); and the reporting standards outlined in the Cultural Resources Management Standards & Operational Manual, Module Three - Guidelines for Use by Historic Preservation Professionals - Section 2.0. Rebecca Spain Schwarz, AIA, served as architectural historian and Frank Keel served as senior archaeologist for this project.

The underwater desktop assessment for this project was designed to determine if submerged historic properties may be located within the project's APE. An examination of a variety of information including physiographic characteristics of the area, charts, aerial photographs, and information in the Florida Master Site File (FMSF) and Automated Wreck and Obstruction Information System (AWOIS), coupled with the amount of dredge and fill activities associated with development in the area including construction of the roadway and maintenance of the main channel suggests that the probability of encountering such resources is low. Submerged Paleoindian sites are unlikely due to the absence of old river channels or sink features. If wrecks are present they would probably represent small, local non-historic vessels.



As a result of background research and historic resources field survey, four historic resources were located and evaluated during the course of this assessment. These include one previously recorded bridge (Structure E; 8PI11994), two newly recorded buildings (8PI12094 and 12095), and one newly recorded resource group (8PI12096) consisting of the two buildings. The bridge was previously evaluated by the SHPO in 2011 and determined not NRHP-eligible. Based on the results, the newly recorded resources, 1960s commercial buildings, also do not appear to represent significant resources. Therefore, in our opinion this project, as presently planned, will have no effect on historic properties listed or eligible for listing in the NRHP.

# ***SECTION 1.0 – PROJECT DETAILS***

---

Atkins was retained by the Florida Department of Transportation (FDOT), District Seven to conduct a Cultural Resources Assessment Survey (CRAS) Update for State Road (SR) 679 (Pinellas Bayway Structure E) at Intracoastal Waterway (Bridge No. 150049) in Pinellas County, Florida. This evaluation was prepared to update a previous CRAS that was prepared in 2006 for the SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway Project Development and Environment (PD&E) Study. No historic or archaeological resources were identified during the PD&E CRAS which was coordinated with the State Historic Preservation Officer (SHPO).

The FDOT District Seven is currently preparing a Federal Highway Administration (FHWA) Advance to Construction Reevaluation for the previously prepared U.S. Coast Guard (USCG) Finding of No Significant Impact (FONSI) to move the project on to Design Build. The FONSI was approved by the USCG in 2009 for the PD&E Study. The purpose of the proposed project is to replace the existing two-lane low-level double-leaf bascule bridge with a high-level fixed bridge structure providing 65-feet (ft) vertical clearance over the existing channel. All of the improvements, including stormwater management facility (SMF) sites, will take place within the existing FDOT right-of-way (ROW).

## **1.1 PROJECT LOCATION**

The SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway (Bridge No. 150049) is located in southern Pinellas County and connects the island of Tierra Verde with the mainland, by way of the island of Isla Del Sol (**Figure 1-1**). The project limits extend from south of Madonna Boulevard (milepost (MP) 8.242) in Tierra Verde to south of SR 682 (MP 9.335) in Pinellas County, a distance of 1.093 miles (mi). The bridge is located at Mile 113.0 of the Gulf Intracoastal Waterway. Structure E (Bridge No. 150049), known locally as the Tierra Verde Bridge, is a two-lane low-level double-leaf bascule structure that was originally constructed in 1961. Structure E provides a 90-ft horizontal clearance between fenders and a 21.5 ft vertical navigational clearance (when closed) over the Intracoastal Waterway. The project is located within Sections 8, 17 and 20, Township 32 South, Range 16 East, and within the Pass-a-Grille Beach USGS quadrangle map (**Figure 1-2**).

## **1.2 PURPOSE OF THE PROJECT**

SR 679 is functionally classified as an urban minor arterial and is also a designated hurricane evacuation route. Routine bridge inspections have identified safety and structural problems associated with the age of the existing bridge, including concrete delaminations, spalls, cracks and other deficiencies.

## **1.3 PROJECT DESCRIPTION**

The proposed improvements will include replacing the existing two-lane low-level double-leaf bascule bridge with a high-level fixed-bridge structure providing 65-ft vertical navigational clearance over the existing channel. See concept plans and typical sections in **Appendix A**. The Village at Tierra Verde driveway and Madonna Boulevard will be realigned to create a

**Figure 1-1: Project Location Map**





**Figure 1-2: USGS Pass-a-Grille Beach Quadrangle Map**





slightly skewed intersection. Based on the data provided by the bridge tender at Structure E and allowing for tidal fluctuations, this height would allow over 99 percent of the waterway users that currently use the channel to safely navigate under the proposed structure.

The proposed bridge replacement typical section includes one 12-ft lane and a 10-ft shoulder in each direction. The shoulders can accommodate bicyclists and disabled vehicles. A 5-ft sidewalk is included on the west side, separated from the shoulder by a concrete barrier wall. An 11-ft sidewalk is provided on the east side to accommodate Pinellas County's planned multi-use path. The overall width of the fixed-span is 65 ft.

South of the bridge, the typical section transitions between a four-lane divided urban roadway with turn lanes and the undivided two-lane bridge. Lane, shoulder and sidewalk widths will be consistent with the proposed bridge. It is similar to the proposed bridge except it is elevated on embankment with a retaining wall on each side. The retaining wall will minimize the amount of fill needed to be placed on the causeway and into Boca Ciega Bay and prevent the type of erosion evident in the existing sloped embankment. A 5-ft sidewalk is included on the west side, separated from the shoulder by a concrete barrier wall. An 11-ft sidewalk is provided on the east side to accommodate a planned multi-use path. A 4.5-ft high pedestrian/bicycle railing will be provided on the outside. Pedestrian hand railings are required on the sidewalks when the grades exceed 5 percent. The proposed roadway at grade is consistent with the bridge typical section except that the eastern sidewalk is increased in width to 12 ft. The proposed design speed for all proposed typical sections is 45 miles per hour (mph).

The northern and southern roadway approaches to the bridge structure would be placed on an earthen fill section with a retaining wall. All superstructure components would be located above the splash zone. Access from SR 679 to the causeway beaches north of the bridge could continue via the existing northern set of turnouts. Vehicles could then travel along the causeway on either side to reach the beach area at the southern end of the causeway. Unlike the existing condition, the proposed bridge (north side only) could accommodate vehicular traffic under the bridge from one side of the causeway to the other.

The proposed bridge structure is anticipated to accommodate a SMF under both the north and south ends of the bridge to meet treatment requirements for the Recommended Alternative. These proposed pond configurations will also accommodate a potential future SR 679 widening to four-lane without modification, if warranted.

## **1.4 AREA OF POTENTIAL EFFECT (APE)**

The Area of Potential Effect (APE) identified in the PD&E Study CRAS (2006) for the archaeological survey was defined as the land within and adjacent to the existing ROW (approximately 200 ft wide). For the historical/architectural survey, the APE extended approximately 400 ft in each direction from the centerline of the existing ROW to take into account both the direct and indirect effects for all alternatives, including the possibility of a high level bridge alternative.

As a result of the PD&E Study, the recommended alternative was the high-level fixed bridge over the existing channel. The 400 ft wide APE for the historical/architectural survey still appears to be adequate to include potential visual effects; however, to be conservative, the current CRAS Update included a review of the Pinellas County property appraiser's website database to check for historic structures within a 1,000 ft wide APE from the center line of the existing bridge as shown in **Figure 1-3**.

**Figure 1-3: Project Area of Potential Effect (APE)**





## **1.5        PERTINENT LAWS AND REGULATIONS**

This assessment was designed and implemented to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by Title 36 of the Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties, revised January 2001); Chapter 267, Florida Statutes (F.S.); and the reporting standards outlined in the Cultural Resources Management Standards & Operational Manual, Module Three - Guidelines for Use by Historic Preservation Professionals - Section 2.0.

## ***SECTION 2.0 – ARCHIVAL RESEARCH***

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Prior to the field survey, a review of the previous CRAS and the Florida Master Site File (FMSF) records was conducted, as well as an examination of other documentation relative to generating effective research and field methodologies for this project. Archival research included not only a records search to identify any previously recorded archaeological or historical sites and/or surveys within the project impact zone or the immediate project vicinity, but also an examination of the physiographic characteristics of the project area, information available in local libraries, county property appraiser databases, historic aerials and map searches, and gathering relevant information from local informants, if available.

### **2.1 FLORIDA MASTER SITE FILE SEARCH**

This section represents an overview of previous archaeological and historical investigations conducted in the general vicinity of the project area. The information presented is designed to supplement the information in previous sections as well as to provide a comparative base from which to interpret the data obtained during the present assessment of the property. Specifically, this section discusses previously recorded archaeological and historical properties located within the general vicinity of the project area. Information on previously recorded archaeological and historic sites and survey areas was obtained by examination of the FMSF at the R.A. Gray Building in Tallahassee.

A review of the information in the FMSF indicates that a FMSF form (8PI11994) was prepared in 2011 for the SR 679 (Structure E) Bridge (Bridge #150049) which was constructed in 1961. The FMSF form was prepared for the state funded SR 679 (Pinellas Bayway Structure E) Bridge Repair and Rehabilitation project (FPID: 427048-1-52-01) and coordinated with the SHPO. This is a standard bascule bridge constructed of materials commonly associated with this bridge type. There does not appear to be any unique architectural or engineering features and research did not reveal any significant historic associations. It was not considered eligible for National Register of Historic Places (NRHP)-listing. The SHPO concurred on September 12, 2011 (see coordination letter in **Appendix B**). This bridge has also recently been evaluated as not NRHP-eligible as part of the FDOT Historic Highway Bridges of Florida survey (ACI 2012).

FMSF records indicate that a CRAS was prepared in 2006 by Archaeological Consultants, Inc. (ACI) for the SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway PD&E Study (ACI 2006). No archaeological or historic properties were located during this assessment. SHPO determined that proposed improvements would have no effect to significant historic properties (DHR Project File No. 2006-2097; FMSF Survey No. 15356). See coordination letters in Appendix B.

FMSF records also indicate that two other cultural resource surveys have been conducted within portions of the project area. These surveys include the Countywide Cultural Resources Survey for Pinellas County (Pinellas County Planning Department 2008; FMSF Survey No. 16115) and an Archaeological Survey of the Pass-a-Grille Beach and Oldsmar USGS Quadrangle Map Areas (Williams 1974; FMSF Survey No. 517). As a result of both surveys, no archaeological or historic resources were identified within or near the project APE.

## **2.2 ENVIRONMENTAL OVERVIEW**

This information was provided in the 2006 PD&E Study CRAS.

## **2.3 OTHER STUDY DATA**

The Automated Wreck and Obstruction Information System (AWOIS) maintained by (National Oceanic and Atmospheric Associations (NOAA), Office of Coastal Survey was consulted for this project.

## **2.4 HISTORICAL MAP DATA**

This information was provided in the 2006 PD&E Study CRAS but has been updated here with additional information for the desktop review to evaluate the underwater archaeology potential and to evaluate historic resources.

Several aerials were obtained from the Publication of Archival Library and Museum Materials (PALMM), Aerial Photographs of Pinellas County. These are included in **Appendix C**.

Historic aerials seem to indicate that development of the general area occurred primarily during the 1960s and later since access to Tierra Verde was limited before the construction of the Structure E bridge in 1961.

## **2.5 LOCAL INFORMANTS**

Local informants (i.e. property owners or leasees) would be interviewed, if available, about the history of a specific property or the project area. No local informants were contacted or available during the site visit.

## **2.6 CULTURAL OVERVIEW**

This information was provided in the 2006 PD&E Study CRAS. This CRAS Update does not include additional archaeological field testing.

## **2.7 HISTORICAL OVERVIEW**

This information was provided in the 2006 PD&E Study CRAS.

## ***SECTION 3.0 – RESEARCH DESIGN***

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### **3.1 RESEARCH OBJECTIVES**

The CRAS Update survey was designed to evaluate the project's APE for the presence of historic resources. Archaeological fieldwork was not included in the survey since it had been conducted during the 2006 PD&E CRAS. The CRAS Update only includes a desktop review for the underwater archaeology potential and a historic resources survey.

### **3.2 ARCHAEOLOGICAL SURVEY METHODOLOGY**

The archaeological desktop review for this project involved the examination of NOAA's AWOIS database, nautical charts, recent and historic aerials, the information in the FMSF and other relevant documentation.

### **3.3 HISTORIC RESOURCES SURVEY METHODOLOGY**

The historic resources survey conducted for this project consisted of an evaluation of the historic resources within the project APE as described in the previous section of this report. Historic resources include, but are not limited to, buildings, structures, objects, or districts. They can also include bridges, roadways, railroads and canals. The purpose of this survey was to identify and document the significance of such properties in the APE. Construction dates and other relevant site information were obtained from the Pinellas County Property Appraiser's database, local informants or property owners. Historic resources constructed during or before 1966 were identified and evaluated.

To qualify for NRHP listing, properties must retain historic integrity. The Criteria for Evaluation recognize seven factors which define historic integrity: location, design, setting, materials, workmanship, feeling and association. All must be considered in determining whether a building retains enough of its characteristic features to represent the associations, function, and appearance it had during its period of significance.

### **3.4 EXPECTED RESULTS**

Based on background research, one historic bridge and several historic buildings are anticipated. As noted above, this CRAS Update did not include archaeological fieldwork.

### **3.5 LABORATORY METHODS**

This CRAS Update did not include archaeological fieldwork.

### **3.6 CURATION**

All field notes, maps, photographs, and copies of this report will be curated to accepted professional standards at the Atkins Tampa Office.

### **3.7 PROCEDURES TO DEAL WITH UNEXPECTED DISCOVERIES**

Occasionally, archaeological deposits, subsurface features or unmarked human remains are encountered during the course of development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. In the event that human remains are encountered during the course of development, the procedures outlined in Chapter 872, F.S. will need to be followed.

In the event such discoveries are made during the development process, all activities in the immediate vicinity of the discovery will be suspended, and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in consultation with staff of the Florida SHPO, will determine if the discovery is significant or potentially significant.

In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities in the immediate vicinity of the discovery will continue to be suspended until such time as a mitigation plan, acceptable to SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan.

## ***SECTION 4.0 – ARCHAEOLOGICAL ASSESSMENT RESULTS***

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### **4.1 AREAS INVESTIGATED**

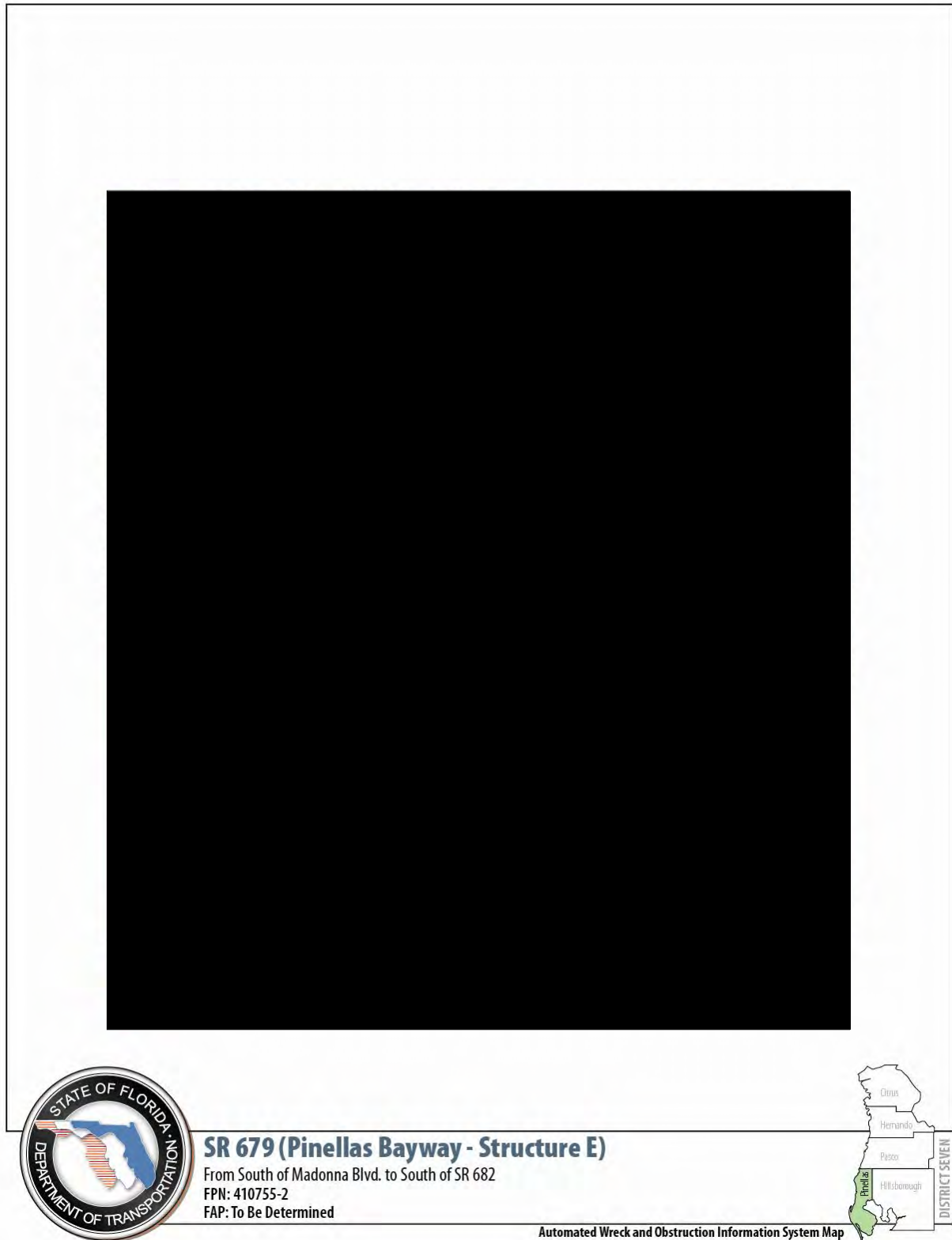
In August, 2013, Atkins conducted a cultural resources assessment of the historic resources APE for the SR 679 (Pinellas Bayway Structure E) project. The entirety of the APE was evaluated. No areas were excluded from the assessment. The archaeological assessment methodology, which only included a desktop review to identify the potential for underwater archaeological sites, followed standard survey techniques which are outlined in Section 3.

### **4.2 RESULTS OF THE DESKTOP UNDERWATER ARCHAEOLOGICAL EVALUATION**

The review of the AWOIS, nautical charts, aerials, and the FMSF for the project area did not reveal the presence of any known submerged sites or anomalies suggestive of a submerged site. Historic aerials and nautical charts reviewed are located in Appendix C; the AWOIS map is included as **Figure 4-1**. The AWOIS was implemented in the 1980's to assist the Office of Coast Survey in planning hydrographic survey operations and to catalog the substantial volume of reported wrecks and obstructions considered navigational hazards within U.S. coastal waters. AWOIS is a valuable tool and information source. However, it has limitations. Most notably, it is not a comprehensive record of wrecks in any particular area. There are wrecks in AWOIS that do not appear on the nautical chart and vice versa. The database is continually updated, but will never completely address every known or reported wreck (<http://www.nauticalcharts.noaa.gov/hsd/awois.html>). The emphasis is constantly placed on wrecks which may be a hazard to navigation. Additionally, features that have been either disproved or salvaged are not included in AWOIS. AWOIS currently records two wrecks over two miles north of the project area in Boca Ciega Bay and an obstruction approximately two miles to the northeast in the Pinellas National Wildlife Refuge (Figure 4-1).

The location of the project area makes it unlikely that sites associated with the Archaic or Formative periods would be encountered since these sites are found on the mainland. Several late prehistoric period archaeological sites have been recorded over one mile away on the southern end of Cabbage Key. The most likely type of archaeological sites to be encountered would be submerged sites associated with the historic period or submerged Paleoindian sites. Although Paleoindian points have been recovered from dredging operations in Tampa Bay (Goodyear et al 1983), no sites are recorded. A predictive model for locating Paleoindian sites in underwater environments should be based on knowledge of the paleoenvironmental setting of local Paleoindian sites, local sea level rise history, local bottom type, and past drainage systems (Faught 2003, 2004). If such sites are present, they would be expected to occur along past river channel margins, at sinkhole features, and submerged springs. None of these features are present in the current project area. Considering the location of the project, it is anticipated that if any historic wrecks are present they would probably be smaller, local boat traffic. Larger vessels would be more likely in the main channel. AWOIS records a number of such wrecks in this area.

**Figure 4-1: Automated Wreck and Obstruction Information System Map**





It should also be pointed out that the project area has been subject to a significant amount of dredge and fill activities (Davis and Zarillo 2003) thereby significantly reducing the likelihood that intact submerged archaeological sites will be present.

#### **4.3        ARCHAEOLOGICAL RESOURCES ENCOUNTERED**

No submerged archaeological resources were identified during the course of this desktop assessment. An underwater field survey was not part of this scope.

# ***SECTION 5.0 – HISTORIC FIELDWORK RESULTS***

---

## **5.1 AREA INVESTIGATED**

In August, 2013, Atkins conducted a cultural resources assessment of the historic resources APE for the SR 679 (Pinellas Bayway Structure E) project. The entirety of the APE was evaluated. No areas were excluded from the assessment. The methodology followed standard survey techniques which are outlined in Section 3.

## **5.2 HISTORIC RESOURCES IDENTIFIED**

Four historic resources were located and evaluated as a result of this assessment (**Table 5-1**). **Figure 5-1** shows the locations of the historic resources. The construction dates for the buildings were obtained from the Pinellas County Property Appraiser's website. Based on the results, the newly recorded resources, 1960s commercial buildings, do not appear to represent significant resources and the previously recorded bridge has been determined not NRHP-eligible by the SHPO. FMSF forms are included in **Appendix D**.

*Table 5-1. Historic Resources Recorded*

<u>Site No.</u>	<u>Site Name</u>	<u>Address</u>	<u>Date Built</u>	<u>NR Evaluation</u>
8PII1994	SR 679 (Bayway Structure E)/ Tierra Verde Bridge/ Bridge No. 150049		1961	SHPO determined Not NRHP-eligible (9/12/2011)
8PII2094	128 Pinellas Bayway -Building A	128 Pinellas Bayway	1963	Not NRHP-eligible
8PII2095	128 Pinellas Bayway – Building B	128 Pinellas Bayway	1963	Not NRHP-eligible
8PII2096	128 Pinellas Bayway - Resource Group	128 Pinellas Bayway	1963	Not NRHP-eligible

### ***8PII1994 – SR 679 (Bayway Structure E)/ Tierra Verde Bridge/ Bridge No. 150049***

SR 679 (Bayway Structure E), also known as the Tierra Verde Bridge, was built in 1961 to connect the islands of Tierra Verde and Fort DeSoto to the mainland (Photo 5-1). This is a two-lane low-level double-leaf bascule structure that provides a 90- ft horizontal clearance between fenders and a 21.5 ft vertical navigational clearance (when closed) over the Intracoastal Waterway. It is a standard bascule bridge constructed of materials commonly associated with this bridge type. There does not appear to be any unique architectural or engineering features and research did not reveal any significant historic associations. It was not considered eligible for NRHP-listing by the SHPO in September 2011 (See letter in **Appendix B**). This bridge has also recently been evaluated as not NRHP-eligible as part of the FDOT Historic Highway Bridges of Florida Survey (ACI 2012). The original FMSF form prepared in 2011 is included in **Appendix D**. Although the bridge was repaired in 2012, there are no noticeable changes that would require a FMSF Update form.

**Figure 5-1: Historic Resources Map**





Photo 5-1: – SR 679 (Bayway Structure E)/Tierra Verde Bridge/Bridge No. 150049 (PI11994), looking north from Tierra Verde along west side of bridge

**8PI12094 – 128 Pinellas Bayway – Building A**

This shopping center building (Photo 5-2) was constructed in 1963 and features concrete slab foundation, concrete walls covered in stucco and a flat roof beyond the concrete parapet. The doors and windows are fixed glass in metal storefront frames. Current details include stone veneer at the columns supporting the covered walkway and decorative elements at the parapet. A 1970 aerial (PALMM 1970) depicts a building at this location but the shape appears to have been different. The original layout for the shopping center complex appears to have been a collection of hexagonal or octagonal shapes joined together. Based on the property appraiser's record and a review of other aerials, this building has been altered through the years (in shape and exterior materials), most recently within the past few years. The alterations have been so great that it does not retain its historic integrity. Due to the alterations and the typical commercial shopping center design and construction, this building does not appear to be NRHP-eligible.



Photo 5-2: – 128 Pinellas Bayway (Building A) (PI12094), looking northwest



**8PI12095 – 128 Pinellas Bayway – Building B**

This shopping center building (Photo 5-3) was constructed in 1963 and features concrete slab foundation, concrete walls covered in stucco and a flat roof beyond the concrete parapet. The doors and windows are fixed glass in metal storefront frames. Current details include stone veneer at the columns supporting the covered walkway and decorative elements at the parapet. A 1970 aerial (PALMM 1970) depicts a building at this location but the shape appears to have been different. The original layout for the shopping center complex appears to have been a collection of hexagonal or octagonal shapes joined together. Based on the property appraiser's record and a review of other aerials, this building has been altered through the years (in shape and exterior materials), most recently within the past few years. The alterations have been so great that it does not retain its historic integrity. Due to the alterations and the typical commercial shopping center design and construction, this building does not appear to be NRHP-eligible.



Photo 5-3: – 128 Pinellas Bayway (Building B) (PI12095), looking southwest

**8PI12096 – 128 Pinellas Bayway – Resource Group**

The resource group, a shopping center complex (Photos 5-2 and 5-3), consists of two buildings (8PI12094 and 8PI12095) constructed in 1963 and one non-contributing building (at the southeast corner of the two buildings) that was built in 1993. The original layout (shown in a 1970 aerial in Appendix C) appears to have been a collection of hexagonal or octagonal shaped structures joined together. Based on current aerials and a site visit, it appears that the shopping center has been altered through the years, most recently within the past few years. The alterations have made it so that the individual buildings, as well as the resource group, do not retain their historic integrity. In addition, portions of the original buildings have been demolished and one original building was replaced with a new building in 1993. This resource group does not appear to be NRHP-eligible.

## ***SECTION 6.0 – SUMMARY OF INVESTIGATIONS***

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In August, 2013, Atkins conducted a cultural resources assessment for the SR 679 (Pinellas Bayway Structure E) project. No ROW acquisitions are anticipated for this project.

The underwater desktop assessment for this project was designed to determine if submerged historic properties may be located within the project's APE. An examination of a variety of information including physiographic characteristics of the area, charts, aerial photographs, and information in the FMSF and AWOIS, coupled with the amount of dredge and fill activities associated with development in the area including construction of the roadway and maintenance of the main channel suggests that the probability of encountering such resources is low. Submerged Paleoindian sites are unlikely due to the absence of old river channels or sink features. If wrecks are present they would probably represent small, local non-historic vessels.

As a result of background research and a historic resources field survey, four historic resources were located and evaluated during the course of this assessment. These include one previously recorded bridge (Structure E; 8PI11994), two newly recorded buildings (8PI12094 and 12095), and one newly recorded resource group (8PI12096) consisting of the two buildings. The bridge was previously evaluated by the SHPO in 2011 and determined not NRHP-eligible. Based on the results, the newly recorded resources, 1960s commercial buildings, also do not appear to represent significant resources.

Based on the results of the SR 679 (Pinellas Bayway Structure E) project CRAS Update, it is our professional determination that this project, as currently planned, will have no effect on historic properties listed or eligible for listing in the NRHP. A Survey Log Sheet is included in **Appendix E**.

## ***SECTION 7.0 – BIBLIOGRAPHY AND REFERENCES CITED***

---

Archaeological Consultants, Inc. (ACI)

- 2006 Cultural Resources Assessment Survey Report, State Road (SR) 679 (Pinellas Bayway Structure E) at Intracoastal Waterway Project Development and Environment (PD&E) Study, Pinellas County, Florida. Ms. on file, Florida Division of Historical Resources, Florida Master Site File, Tallahassee.

- 2012 FDOT Historic Highway Bridges of Florida Survey. Ms. on file, FDOT Central Environmental Management Office, Tallahassee.

Davis, Richard A and Gary A. Zarillo

- 2003 Human-Induced Changes in Back-Barrier Environments as Factors in Tidal Inlet Instability with Emphasis on Florida. Coastal and Hydraulics Engineering Technical Note IV-57. U.S. Army Corps of Engineers.

Faught, Michael

- 2003 The Underwater Archaeology of Paleolandscapes, Apalachee Bay, Florida. *American Antiquity* 69(2):275-289.
- 2004 Geophysical Remote Sensing and Underwater Cultural Resource Management of Submerged Prehistoric Sites in Apalachee Bay: A Deep-Water Example, Site Predictive Models, and Site Discoveries. In *Proceedings: Twenty First Annual Gulf of Mexico Information Transfer Meetings, 2002*, edited by Melanie McKay, Minerals Management Service, New Orleans.

Florida Master Site File

- 2011 SR 679 Pinellas Bayway Structure E (Bridge No. 150049) FMSF (8PI11994). Florida Division of Historical Resources, Florida Master Site File, Tallahassee.

Goodyear, Albert C., Sam B. Upchurch, Mark J. Brooks and Nancy Goodyear

- 1983 Paleo-Indian Manifestations in the Tampa Bay Region, Florida. *Florida Anthropologist* 36(1-2):40-46.

NOAA Office of the Coast Survey, Wrecks and Obstructions (AWOIS).

<http://www.nauticalcharts.noaa.gov/hwd/awois.html>

Pinellas County Planning Department

- 2008 Countywide Cultural Resources Survey, Pinellas County. Ms. on file, Florida Division of Historical Resources, Florida Master Site File, Tallahassee.

Pinellas County Property Appraiser

- 2013 Website database information obtained by Atkins in August 2013.  
<http://www.pcpao.org/>



Publication of Archival Library & Museum Materials (PALMM)

<http://ufdc.ufl.edu/aerials/?n=palmm>

Pinellas County Aerials 1943, 1951, 1957, and 1970

US Geological Survey

1956 Pass-a-Grille Beach Quadrangle Map; Photo revised 1981; Photo Inspected 1983.

Williams, J. Raymond

1974 An Archaeological Survey of the Pass-a-Grille Beach and Oldsmar USGS  
Quadrangle Map Areas. Ms. on file, Florida Division of Historical Resources,  
Florida Master Site File, Tallahassee.

## APPENDICES

# Appendix A

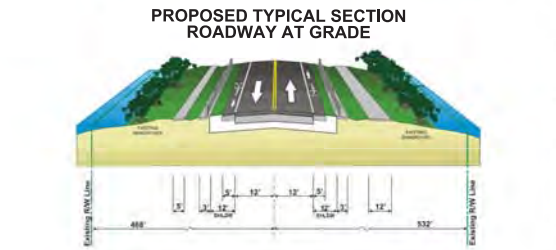
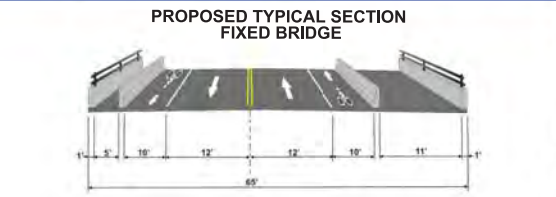
## Concept Plans

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway  
Bridge No: 150049  
Pinellas County, Florida  
Project Development and Environment (PD&E) Study

RECOMMENDED ALTERNATIVE  
HIGH-LEVEL FIXED BRIDGE OVER EXISTING CHANNEL

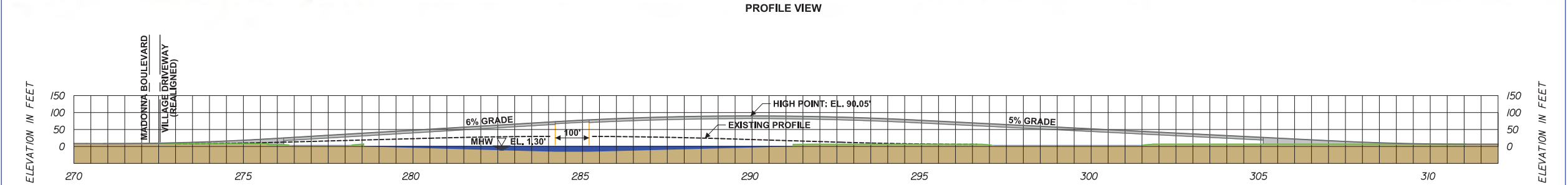
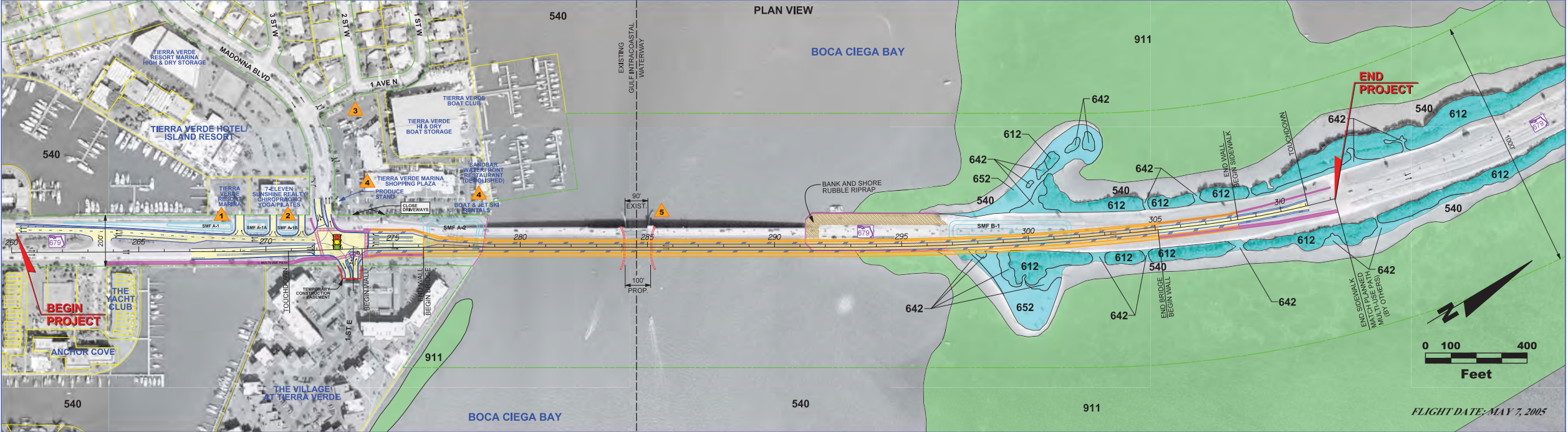
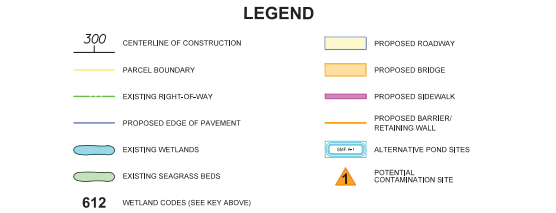


WPI Segment No: 410755-1



**WETLAND CODES**  
FLORIDA LAND USE COVER AND FORMS  
CLASSIFICATION SYSTEM

540 - BAYS AND ESTUARIES  
612 - MANGROVE SWAMPS  
642 - SALTWATER MARSHES  
652 - SHORELINES  
911 - SEA GRASS



SCALE: 1" = 75'

SCALE: 1" = 75'

## Appendix B

### Previous Coordination





FLORIDA DEPARTMENT OF STATE  
**Sue M. Cobb**  
 Secretary of State  
 DIVISION OF HISTORICAL RESOURCES

Kirk Bogen  
 Florida Department of Transportation  
 11201 N. McKinley Drive  
 Tampa, FL 33612

March 17, 2006

RE: DHR Project File Number: 2006-2097  
 Received by DHR: March 17, 2006  
 Project: *Final Cultural Resource Assessment Survey Report SR 679 (Pinellas Bayway Structure E)  
 at Intracoastal Waterway Project Development and Environmental Study Pinellas County*

Dear Mr. Bogen:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* as amended and *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 Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the *National Historic Preservation Act of 1966*, as amended, on Federal 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.

Archaeological Consultants, Inc. conducted a cultural resources survey and did not identify any historic resources within the project's area of potential effect. As a result, the Florida Department of Transportation concluded that no historic properties will be affected by the undertaking. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

If you have any questions, please contact Duane Denfeld, Architectural Historian, Transportation Compliance Review Program, by email [dhdenfeld@dos.state.fl.us](mailto:dhdenfeld@dos.state.fl.us) or at 850-245-6430.

Sincerely,

Frederick P. Gaske, Director, and  
 State Historic Preservation Officer

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

<input type="checkbox"/> Director's Office (850) 245-6300 • FAX: 245-6435	<input type="checkbox"/> Archaeological Research (850) 245-6444 • FAX: 245-6452	<input checked="" type="checkbox"/> Historic Preservation (850) 245-6333 • FAX: 245-6437	<input type="checkbox"/> Historical Museums (850) 245-6400 • FAX: 245-6433
<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340	





## Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

**RICK SCOTT**  
GOVERNOR

**ANANTH PRASAD, P.E.**  
SECRETARY

September 8, 2011

Ms. JuDee L. Dawkins, Interim SHPO  
Florida Department of State  
Division of Historical Resources  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attention: Transportation Compliance Review Section

Subject: SR 679 (Bayway Structure E) Bridge Repair  
(Bridge No. 150049)  
Financial Project ID No: 427048-1  
Pinellas County, Florida

2011 SEP -9 A 9:11  
BUREAU OF  
HISTORIC PRESERVATION

Dear Ms. Dawkins:

Enclosed is one Florida Master Site File (FMSF) form (8PI11994) for the SR 679 (Bayway Structure E) bridge, including a CD with photos for the FMSF, prepared for the subject project. The proposed state funded project is to repair the deck and substructure of the bridge, including replacing and repairing portions of the guardrails, installing or replacing cathodic protection pile jackets, and applying patches to the sidewalk and roadway on SR 679 (Bayway Structure E). The plans also indicate an application of zinc coating that will be applied to several locations providing metal corrosion protection; replacement of concrete on the concrete-filled grid deck; furnishing and installing a new generator enclosure and fuel tank; control house repairs, including the removal and replacement of all existing windows and sills; and replacement of existing lighting and electrical controls. Nothing would significantly alter the appearance or function of the bridge since the piles, beams, struts, and deck will not be changed.

A *Cultural Resource Assessment Survey* (CRAS), including fieldwork, was previously prepared in 2006 for the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study and coordinated with your office (Department of Historic Resources [DHR] Project File No. 2006-2097). No historic or archaeological resources were identified and your office concurred in a letter dated March 17, 2006. That project has not been funded for construction; therefore, this bridge repair project is now being implemented.

Based on the Florida State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) Agency Operating Agreement dated August 15, 2003, we have reviewed this minor project activity. This type of bridge work is normally exempt from coordination with your office (A.6); however, the bridge was constructed in 1961 and is now 50 years old. In addition, the windows in the control house will be replaced. Therefore, a FMSF form was prepared to evaluate the bridge for National Register of Historic Places (NRHP) criteria.

Archaeological Consultants, Inc. (ACI) conducted background research, a field visit on August 18, 2011, and prepared an FMSF form (8PI11994) for the SR 679 (Bayway Structure E) bridge. The area of potential effect (APE) was defined as the bridge itself based on the type of work



to be performed. During a statewide historic bridge survey update (Draft prepared by ACI in 2010), it was found that bascule span bridges are the most common of the movable bridge types in Florida. Those that are considered to be the most significant are early examples designed by notable engineers or engineering firms and those that exhibit unique examples or high architectural design. Bridge No. 150049 is a standard bascule design constructed of materials commonly associated with this type. Design plans were prepared by the Florida State Road Department, Bridge Division. Further, there do not appear to be any unique architectural or engineering features, and limited research did not reveal any significant historic associations. Thus, the bridge is not considered eligible for listing in the NRHP.

Based on the information provided by ACI, the Florida Department of Transportation District Seven has determined that the SR 679 (Bayway Structure E) bridge is not eligible for listing in the NRHP, and therefore the proposed repairs will have no effect on any NRHP-listed or eligible cultural resources, including archaeological sites and historic structures.

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 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

We are requesting your concurrence that this bridge is not NRHP eligible, and therefore this bridge repair project is not likely to affect significant cultural resources. If you have questions, please contact Rebecca Spain Schwarz at (813) 281- 8308 ([rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com)) or myself at (813) 975-6923 ([roberto.gonzalez@dot.state.fl.us](mailto:roberto.gonzalez@dot.state.fl.us)).

Sincerely,




Roberto G. Gonzalez  
Environmental/Hazardous Materials Administrator

RGG/rss/kjs  
Enclosure

cc: Roy Jackson (FDOT CEMO); Kirk Bogen (FDOT); Gregory Deese (FDOT);  
Rebecca Spain Schwarz (Atkins)

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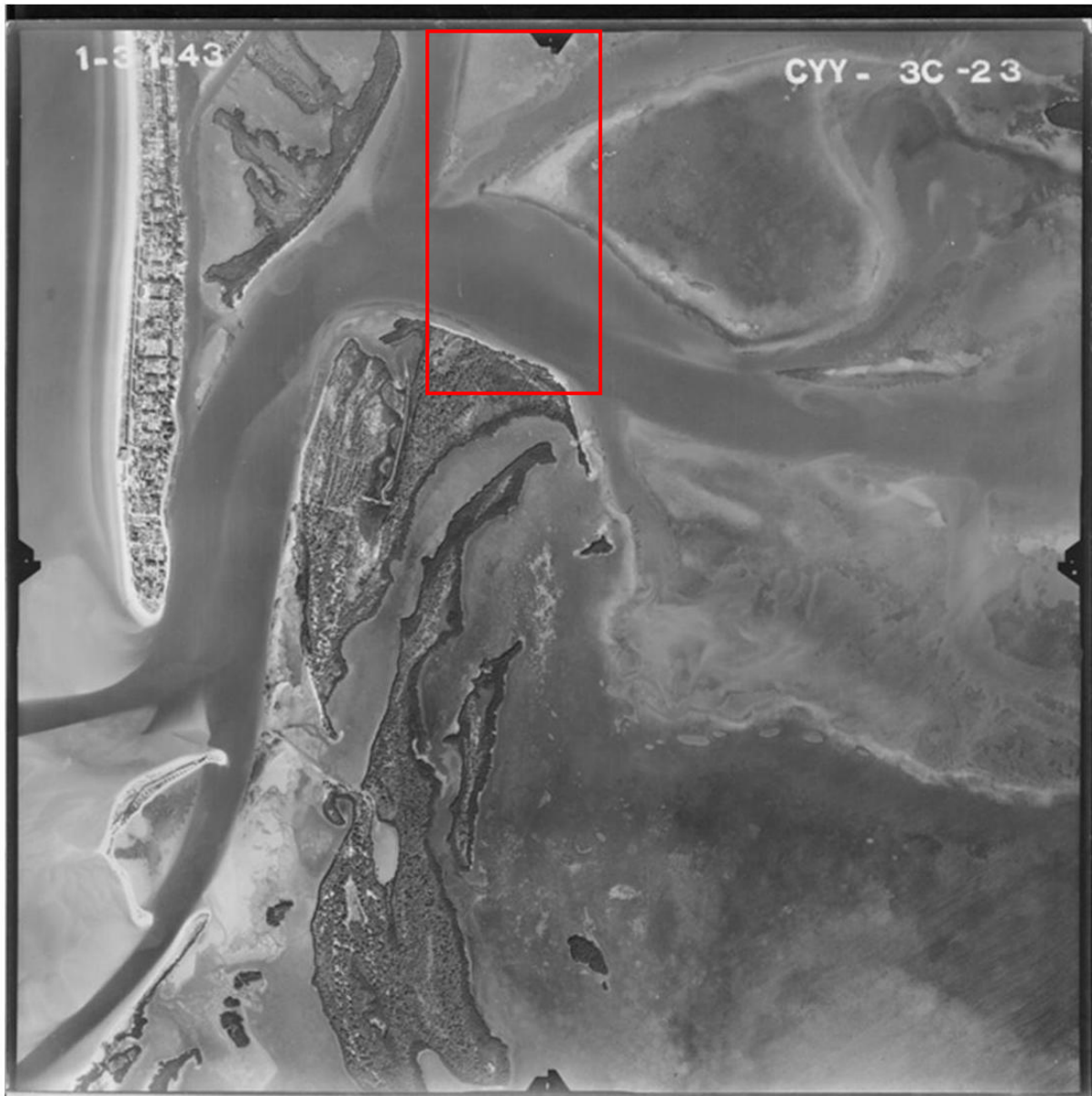
The Florida State Historic Preservation Officer finds the attached Florida Master Site File complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2011 03948.

for   
JuDee L. Dawkins  
Interim State Historic Preservation Officer  
Florida Division of Historical Resources

9-12-11  
Date

## Appendix C

### Historical Maps/Aerials/Charts



Pinellas County Aerial 1943  
Publication of Archival Library & Museum Materials (PALMM)  
Red box denotes approximate location of Structure E project area



Pinellas County Aerial 1951  
Publication of Archival Library & Museum Materials (PALMM)  
Red box denotes approximate location of Structure E project area



Pinellas County Aerial 1957  
Publication of Archival Library & Museum Materials (PALMM)  
Red box denotes approximate location of Structure E project area



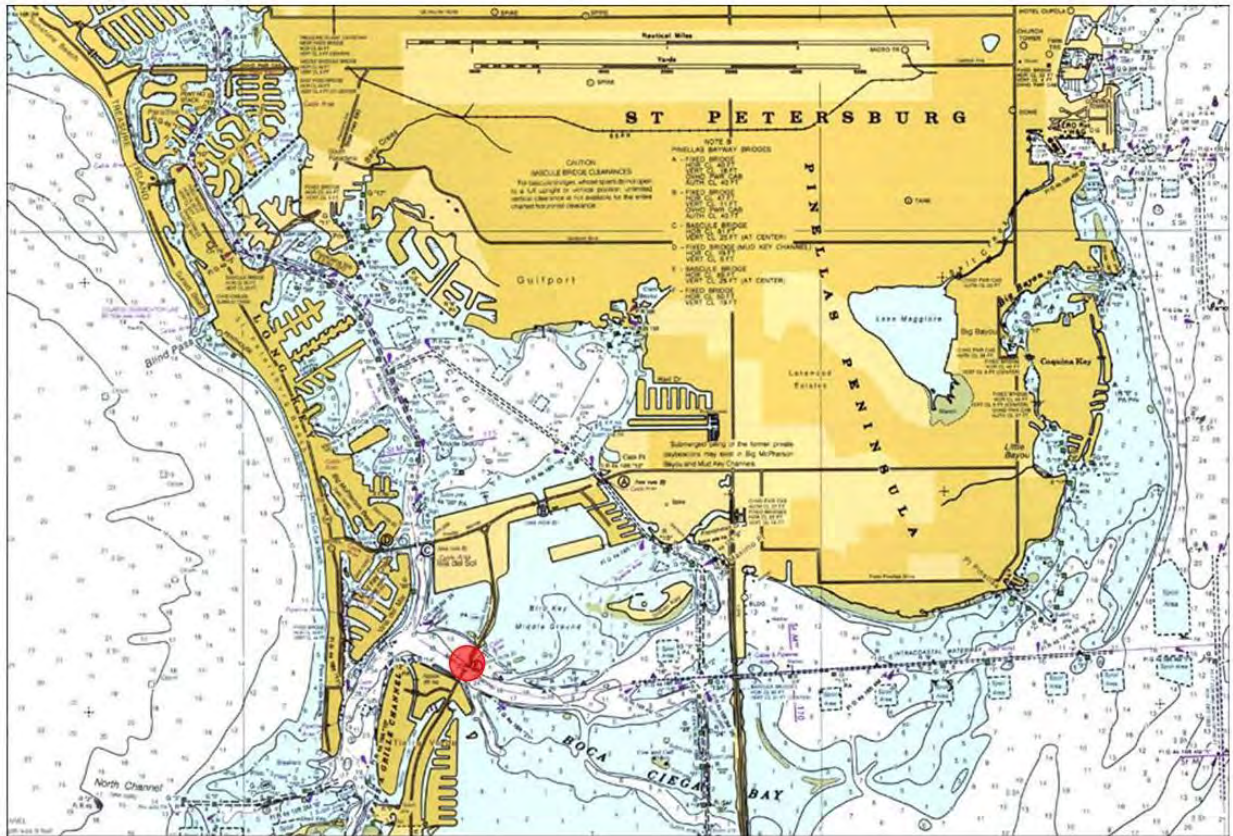
Pinellas County Aerial 1970  
Publication of Archival Library & Museum Materials (PALMM)  
Note hexagonal or octagonal buildings SW of Structure E Bridge





1977 Navigational Chart  
Red dot shows project area





2000 Navigational Chart  
Red dot shows project area



Appendix D  
Florida Master Site File Forms

☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 **PI11994**  
 Field Date 8-18-11  
 Form Date 8-18-11  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # 150049

Bridge Name(s) SR 679 (Bayway Str. E) Tierra Verde Bridge Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name Bridge Repair SR 679 Bayway Structure E Survey # (DHR only) \_\_\_\_\_  
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed SR 679/Boca Ciega Bay and Intracoastal Waterway  
 USGS 7.5 Map Name PASS-A-GRILLE BEACH USGS Date 1981 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) St. Petersburg Beach In City Limits? ☐ yes ☐ no ☒ unknown County Pinellas  
 Township 32S Range 16E Section 17 ¼ section: ☐ NW ☐ SW ☒ SE ☒ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 330601 Northing 3064427  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

## HISTORY

Year Built 1961 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location no

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Auto, pedestrian

Ownership history FDOT

Designers/Engineers unknown

Builders/Contractors Florida State Road Dept.

Text of Plaque or Inscription "1961"

Narrative History (How did bridge come to be built? How was it financed?, etc.) This double-leaf bascule bridge was built ca. 1961. Research did not reveal any information regarding its designer, or any other significant information.

## DESCRIPTION

### GENERAL

Overall Bridge Design 1. Movable--Bascule 2. \_\_\_\_\_

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

Style and Decorative Details Standard cast-in place concrete post and rail with steel guardrails on both approaches and main span. Six inch barrier between road and sidewalk.

Tender Station Description ca. 1961 Modern style station with a low-pitched hip roof, replacement 1/1 SHS metal windows (ca. 1980). Lower level provides access to mechanics

Alterations: Dates and Descriptions Ongoing repairs to deck and substructure including replacing and repairing portions of the guardrails, adding pile jackets, patches to sidewalk and roadway

### 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)

**SUPERSTRUCTURE**Spans: Number 23 Total Length(ft) 1,425Main Spans: Number 1 Length(ft) 133 Width(ft) 38 Roadway width(ft) 26Main Span Design Movable--BasculeMain Span Materials 1. Metal Grating 2. \_\_\_\_\_Approach Spans: Number 22 Length(ft) \_\_\_\_\_ Width(ft) 38 Roadway width(ft) 26Approach Span Design Beam & GirderApproach Span Materials 1. Concrete 2. \_\_\_\_\_Deck Materials 1. Concrete 2. Asphalt**SUBSTRUCTURE**Abutment Materials 1. Concrete 2. AsphaltAbutment Description rip rap, concrete and asphalt patchPier Materials 1. Concrete 2. \_\_\_\_\_Pier Description piles, bents, caps

## RESEARCH METHODS (check all that apply)

- |   |  |   |  |
|---|--|---|--|
| <input checked="" type="checkbox"/> FDOT database search                                | <input type="checkbox"/> Fla. Archives / photo collection            | <input type="checkbox"/> newspaper files                      | <input type="checkbox"/> informal archaeological inspection  |
| <input type="checkbox"/> HABS/HAER record search  | <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory                       | <input type="checkbox"/> formal archaeological survey        |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                  | <input type="checkbox"/> library research                            | <input checked="" type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>NBI, PALMM, internet</u> |  |   |  |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) This is a typical example of a double-leaf bascule bridge.Research did not reveal any significant designers or engineers. Therefore, 8PI11994 is not NRHP-eligible.See attached.Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Transportation 3. \_\_\_\_\_ 5. \_\_\_\_\_

2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

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

- |   |  |
|---|--|
| 1) Document type <u>All materials at one location</u>     | Maintaining organization <u>Archaeological Consultants Inc</u> |
| Document description <u>Photos, maps, notes, research</u> | File or accession #'s <u>P8007A.15</u>                         |
| 2) Document type _____                                    | Maintaining organization _____                                 |
| Document description _____                                | File or accession #'s _____                                    |

## RECORDER INFORMATION

Recorder Name Marielle Lumang Affiliation Archaeological Consultants IncRecorder Contact Information 8110 Blaikie Ct., Ste. A /941-379-6206 /aciflorida@comcast.net  
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, 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.

## CONTINUATION SHEET

Bridge No. 150049, Structure E of the Pinellas Bayway, SR 679 over Boca Ciega Bay and the Intracoastal Waterway is a double-leaf trunnion bascule bridge constructed ca. 1961 by the Florida State Road Department (now the Florida Department of Transportation).

The overall width of the bridge is approximately 38 feet (ft), which includes two 13-foot travel lanes (which narrows to two 12-foot travel lanes on the main span), two-foot shoulders, and raised 3 ft 4 inches (in) sidewalks on both sides. The total length is approximately 1425 ft and consists of one main span, approximately 133 ft in length, and 22 approach spans, of various lengths: approximately 48 ft (14 spans), and 72 ft (eight spans). The bridge is supported by concrete abutments. The substructure is a series of cast concrete bents consisting of four cast concrete piles per bent and concrete caps. The superstructure consists of concrete beams, a deck with concrete and asphalt paving, and a cast concrete railing of standard post and rail design. The main span is a movable double-leaf bascule design with metal railing and a perforated metal deck. There are steel guardrails on both approaches and between the travel lanes and sidewalks. The tender station is located south and west of the main span. It is a Modern style structure constructed of reinforced concrete and steel with a metal and glass observation deck, a low pitched hipped roof and replacement 1/1 SHS (c. 1980) windows. Ongoing repairs include the replacement of fender components, concrete repairs on the deck and guardrails, and the addition of pile jackets.

During a statewide historic bridge survey update (Draft ACI 2010), it was found that bascule span bridges are the most common of the movable bridge types in Florida. Those that are considered to be the most significant are early examples designed by notable engineers or engineering firms and those that exhibit unique examples or high architectural design. Bridge No. 150049 is a standard bascule design constructed of materials commonly associated with this type. Further, there do not appear to be any unique architectural or engineering features, and limited research including the National Bridge Inventory (NBI), historic aials available from the Publication of Archival Library and Museum Materials (PALMM) website, and other resources available to the public, did not reveal any significant historic associations. Thus, the bridge is not considered eligible for listing in the NRHP.

Archaeological Consultants Inc. (ACI)

2010 *The Historic Highway Bridges of Florida*. Draft, on file at ACI.

Florida State Road Department, Bridge Division

1957 Plans and drawings with 1960 revisions. On file at ACI.



**PHOTOS**







**PHOTOS**







## PHOTOS

Bing Maps Hybrid - Microsoft 2010

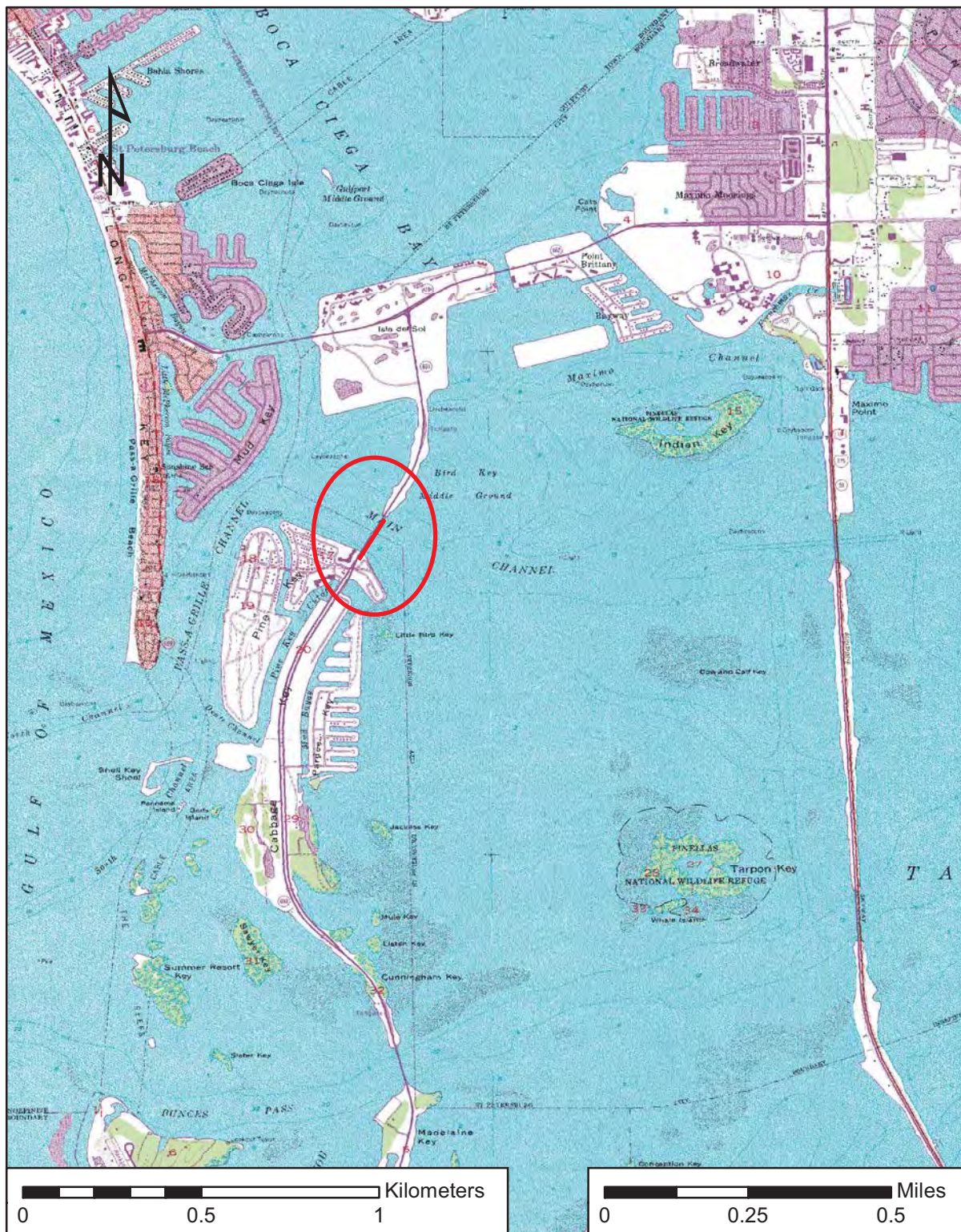




Site # **PI11994**

USGS

Pass-a-Grille Beach - mrg3022.tif  
Township 32 South, Range 16 East, Section 17

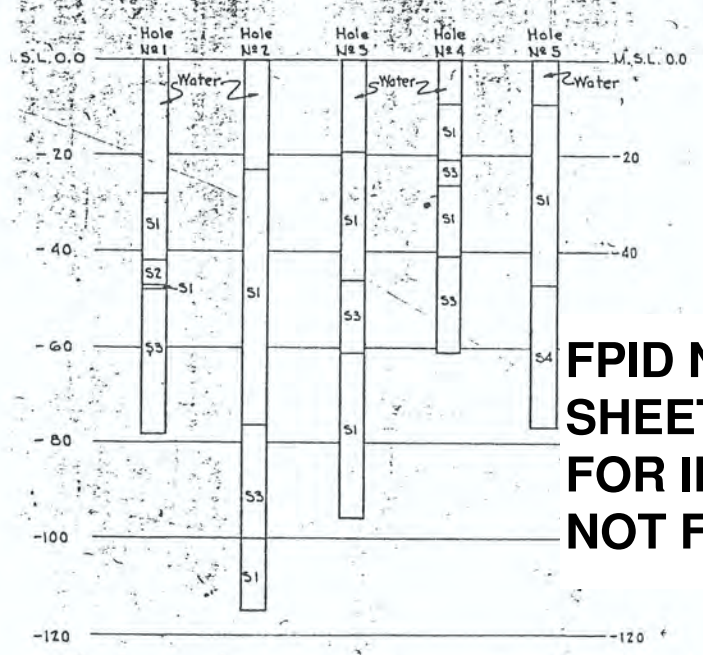
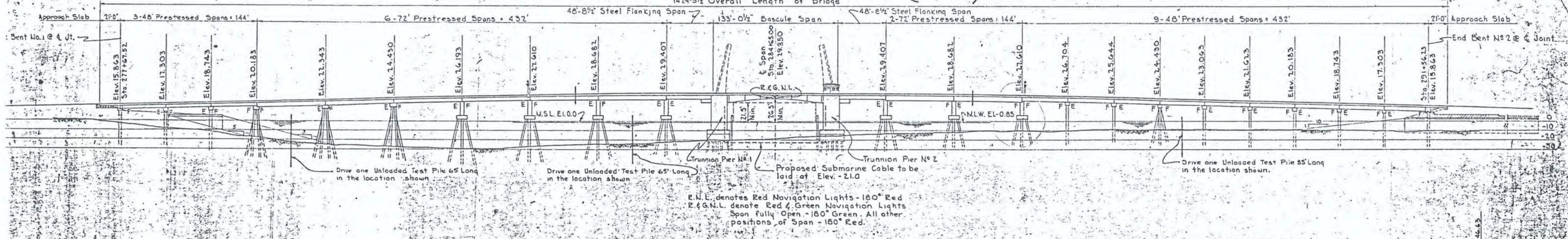
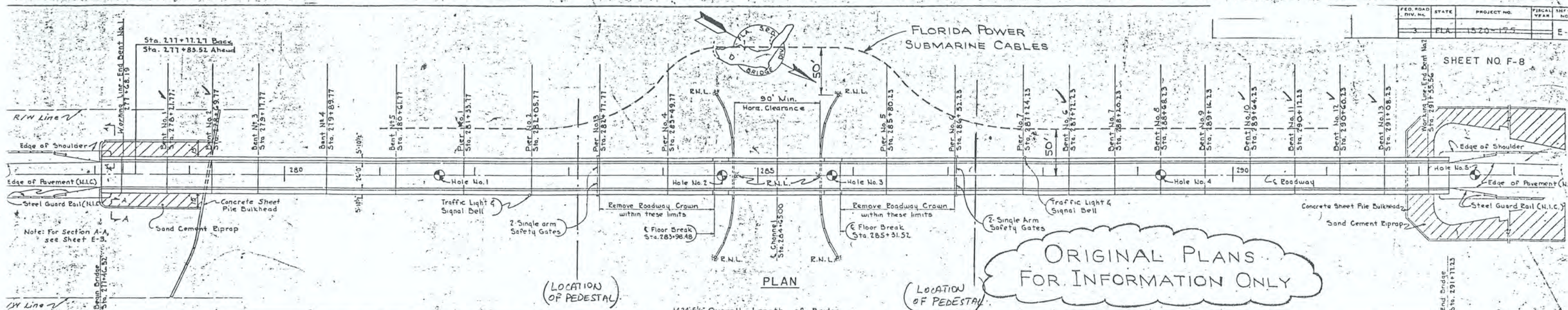




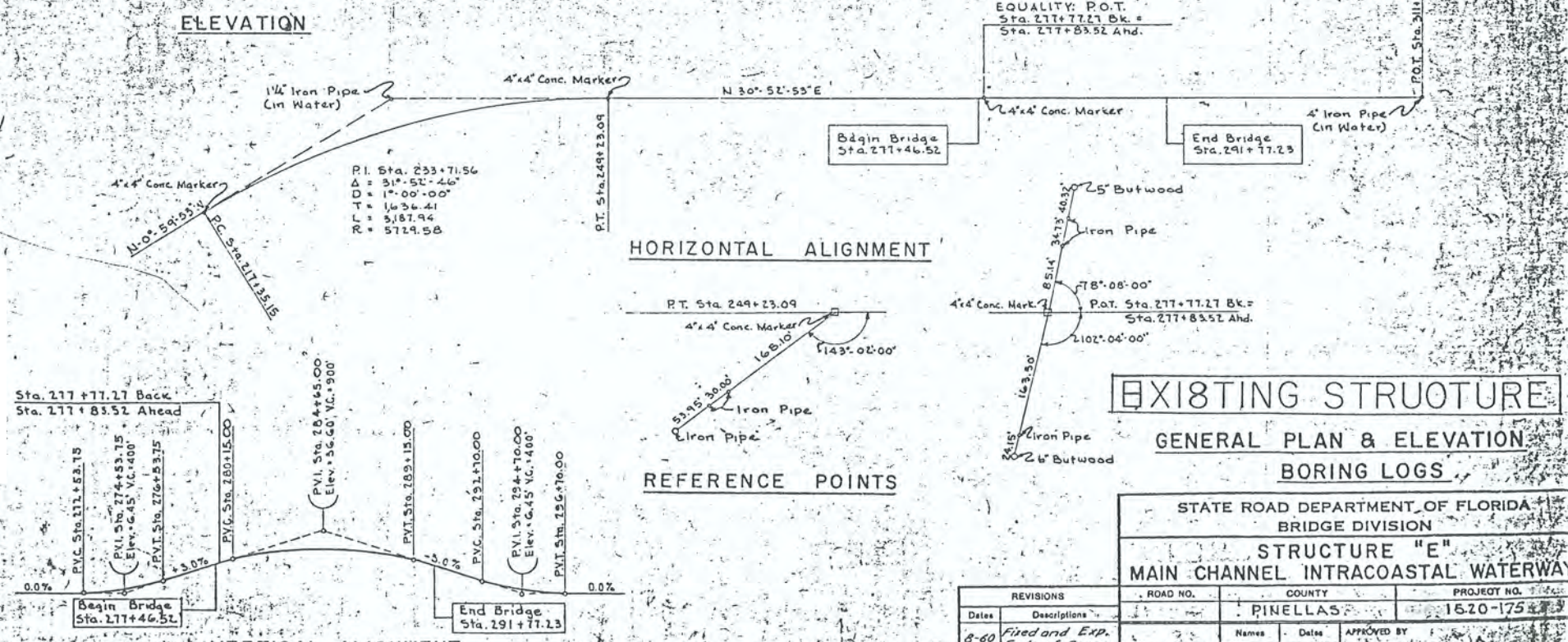
#150049

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA	1520-175		E-1

SHEET NO F-8



STRATA	DESCRIPTION
S1	Light fine sand, some shell.
S2	Sandy shell.
S3	Dark fine marly sand, some shell.
S4	Dark fine sand, some marl and organic silt.



BORING LOGS

Note: A copy of the detailed Log of Borings is available for the inspection of the Contractor at the State Road Department in Tallahassee.

FPID NO. 257152-2-52-01  
SHEET B1E-1  
FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

EXISTING STRUCTURE

GENERAL PLAN & ELEVATION  
BORING LOGS

STATE ROAD DEPARTMENT OF FLORIDA BRIDGE DIVISION				
STRUCTURE "E"				
MAIN CHANNEL INTRACOASTAL WATERWAY				
ROAD NO.		COUNTY		PROJECT NO.
3		PINELLAS		1520-175
REVISIONS		APPROVED BY		
Date	Descriptions	Names	Date	
8-60	Fired and Exp. Ends of Spans	W.B.	10-57	
12-60	Riprap & Bulkhead South End of Bridge	L.H.S.	10-57	



FPID NO. 257152-2-52-01  
SHEET B1E-2  
FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

≈ 230 tons

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.	1520-175		E-2

- (1) Item N# 70-C includes all concrete in the deck, curbs and diaphragms of the Steel Flanking Spans only.
- (2) Item N# 78-A includes all structural steel on the moving leaves of the Bascule Span, machinery supports, and Live load & Buffer masonry plates, including anchor bolts. Approximate Quantity is 295,000 Lbs.
- (3) Item N# 78-B includes all structural steel in the steel Flanking Spans (except Shear Connectors); all steel on the Trunnion Piers including Flanking Span Supporting Beam (30 W190) and sidewalk beams both complete with base plates and anchor bolts, pipe rails on Piers and on in Control House, access ladders, steel door and steel partition including louvers, stairway, hatch covers, framing around openings, Splash Plate Assemblies; Fender access ladders and structural steel for Fender System access platforms.
- (4) For items included in Item N# 79, see Section 212.41 of the Specifications.
- (5) The number of Test Loads may be increased or decreased as directed by the Engineer.
- (6) At the Contractors option, Concrete Blocks (6"x12"x18") may be used in lieu of Sand Cement Riprap.
- (7) Item N# 132 includes all work and material necessary to construct the Metal Guard Rail including the Rail, 4W13 Posts and anchor bolts.
- (8) Includes flooring at Center Lock Motor Housing
- (9) In addition to those items specified in Section 337.3 of the Specifications, Item N# 140 also includes Double Aluminum Door with accessories, and Water Closet with complete fittings in Pier N# 2
- (10) Item N# 202A includes all work and material necessary to construct the Superstructure for the 48 ft. Prestressed Spans specifically including concrete and reinforcing steel for deck and diaphragms; Prestressed Girders complete including Expansion Shoes and anchor bolts, but excluding Concrete Handrail and Metal Guard Rail which are paid for under Items N#s 74 & 132 respectively. If Contractor elects to use the 48 ft. Prestressed Span - Type "C" Alternate see GENERAL NOTES - "Alternate Details" for additional requirements.

ESTIMATED BRIDGE QUANTITIES			
ITEM NO	ITEM	UNIT	QUANTITY
68	Treated Structural Timber (12 lb. Treatment)	M.F.B.M.	24.27
70-A	Concrete, Class "A" (Bulkheads)	Cu. Yd.	166.3
70-B	Concrete, Class "A" (Bents)	Cu. Yd.	261.6
(1) 70-C	Concrete, Class "A" (Steel Flanking Span)	Cu. Yd.	85.9
70-D	Concrete, Class "A" (Trunnion Piers)	Cu. Yd.	1,099.6
70-E	Concrete, Class "A" (Counterweight)	Cu. Yd.	170.0
70-F	Concrete, Class "A" ("Piers")	Cu. Yd.	421.1
73	Concrete Seal	Cu. Yd.	480.4
74	Concrete Handrail	Lin. Ft.	2,626.9
77	Reinforcing steel	Lb.	243,213
(2) 78-A	Structural Steel (Bascule Leaves)	Lump Sum	1
(3) 78-B	Structural Steel (Steel Flanking Span)	Lb.	77,822
(4) 79	Machinery and Castings	Lump Sum	1
99	Treated Timber Piling	Lin. Ft.	7,380
100	Precast Concrete Piling (20"Ø)	Lin. Ft.	13,660
103	Unloaded Test Piling (20"Ø Precast Concrete)	Lin. Ft.	185
(5) 104	Test Loads (120 tons)	Each	2
107	Concrete Sheet Piling (7'x30")	Lin. Ft.	9,952
(6) 108	Sand-Cement Riprap	Cu. Yd.	678
(7) 132	Metal Guard Rail (10 gage)	Lin. Ft.	2,569
138A	Steel Roadway Floor (5" Deep)	Sq. Ft.	2,858
138B	Steel Roadway Floor (3" Deep-Armored)	Sq. Ft.	790
(8) 139	Steel Sidewalk Floor (1 1/4" Deep)	Sq. Ft.	876
(9) 140	Control House	Lump Sum	1
142	Electrical Equipment	Lump Sum	1
143	Shear Connectors (3" IS.Ø)	Lb.	1946
(10) 202A	48 Ft. Prestressed Span	Per Span	12
(11) 202B	72 Ft. Prestressed Span	Per Span	8

- (11) Item N# 202B includes all work and material necessary to construct the Superstructure for the 72 ft. Prestressed Spans specifically including concrete and reinforcing steel for deck and diaphragms; Prestressed Girders complete including Expansion Shoes and Anchor Bolts, but excluding Concrete Handrail and Metal Guard Rail which are paid for under Item N#s. 74 & 132 respectively.

GENERAL NOTES

—DESIGN—

DESIGN SPECIFICATIONS:

1. AASHTO Standard Specifications for Highway Bridges, 1953 Edition, and Standard Specifications for Movable Highway Bridges, 1953 Edition.  
2. Bureau of Public Roads Criteria for Prestressed Concrete Bridges, 1955 Edition.

LIVE LOADING: H20-44

CONSTRUCTION SPECIFICATIONS:

1. Florida State Road Department Standard Specifications for Road and Bridge Construction, dated April 1, 1954, and Supplement No. 1 to 1954 Standard Specifications for Road and Bridge Construction, dated February 1, 1957.  
2. Special Provisions for this project.

REINFORCING:

1. All reinforcing bars shall be either intermediate or hard grade billet steel bars, AASHTO Designation M31, or rail steel bars, AASHTO Designation M42. They shall be of the deformed type conforming to ASTM Specification No. A-305.  
2. All reinforcing shall have 3-inch cover except as otherwise noted.  
3. All dimensions pertaining to location of reinforcement are to centerline of bar except where the clear dimension is shown to face of concrete.  
4. Reinforcing detail dimensions are out to out of bar conforming to "AASHTO Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures."  
5. All reinforcing shall have a minimum lap of 30 diameters when spliced.

GIRDER BEARING AREAS:

Girder Bearing areas at Fixed Ends of 48' Spans to be dressed to a line parallel to Girder Slopes by rubbing with a carborundum block. Bearing areas for masonry plates at expansion ends of 48' Spans and both ends of 72' Spans to be dressed to a level plane by rubbing with a carborundum block

DATUM:

USC&GS Mean Sea Level (1929)

PRECAST PILING:

All piles to be driven to 60 tons capacity

CONCRETE:

1. All concrete shall be class "A" except as otherwise specified  
2. Provide 3/4-inch chamfers on all exposed edges except as otherwise noted.  
3. Construction joints will be permitted only at locations indicated on the plans. Additional construction joints or alterations thereto shall require approval of the Engineer.

ALTERNATE DETAILS 48 FT. SPAN:

Details shown for substructure are for use with four girder superstructure. If Contractor elects to use the 48 ft. PRESTRESSED SPAN TYPE C ALTERNATE, he shall submit complete details of substructure for approval of Engineer, including anchor bolt and dowel locations, schedules of elevations for bents and piers, and girder bearing areas. No compensation will be made for any additional material required in the substructure due to the use of this alternate.

PRESTRESSED GIRDERS:

1. All girders shall be cast on concrete floored pallets and in metal forms.  
2. Top of girders to be rough floated. At approximately the time of initial set, the entire top of the girder shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a roughened surface for bonding slab.  
3. Concrete shall be Class "P"  
4. Girders must be maintained in an upright position at all times and must be picked up at points within the solid end blocks at the ends of the girders. Disregard of this requirement may lead to collapse of the girder.  
5. 7/16-inch diameter S.R. cables shall extend 3 inches beyond ends of girder  
6. All Post Tension Reinforcement shall be grouted after stressing. See Article 302.9 of the specifications.  
7. Tensioning is to be released in a manner acceptable to the Engineer and no cables shall be cut until the tension load is completely released.  
8. Stressing of "Draped" Post Tension Units shall be accomplished by jacking of both ends.  
9. At transfer of tension load the required cylinder strength of the concrete shall be 4,000 p.s.i. except that a 10 per cent tolerance will be allowed provided the concrete is 5 days old.

STRUCTURAL STEEL:

1. All rivets shall be 7/8-inch diameter  
2. All welding shall be performed with low hydrogen electrodes in accordance with Section 212.8 of the standard specifications.  
3. General reaming, in accordance with Section 212.12(g) of the standard specifications, will be required for the main girders, trunnion girders, counterweight girders, floor beams, stringers, and sidewalk brackets.  
4. For point requirements see Special Provisions; Paint shall not be applied to the top surface of the top flanges that are to be covered by concrete, or to shear connectors.  
5. High Tension Bolts may be substituted for rivets at the option of the Contractor.  
6. Span Main Girders shall be cambered for Dead Load; Camber Diagram shall be computed from approved shop drawings and submitted to the Engineer for approval.

MACHINERY:

Location, elevation, and dimensions of machinery supports shall be verified with manufacturers of machinery and approved by the Engineer before proceeding with fabrication.

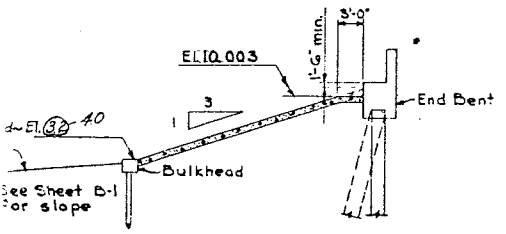
FILL AT BRIDGE ENDS:

Fill at bridge ends to be in place to bottom of End Bent Cap before cap is poured.

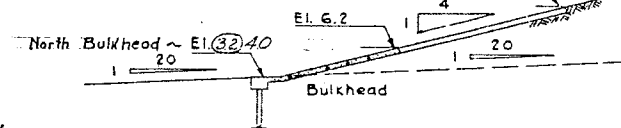
ELECTRIC POWER:

The State Road Department will make available 120-240, 3 phase, 4 wire power from a delta connected pole mounted bank of transformers located approximately 50 ft. from North End of Bridge.

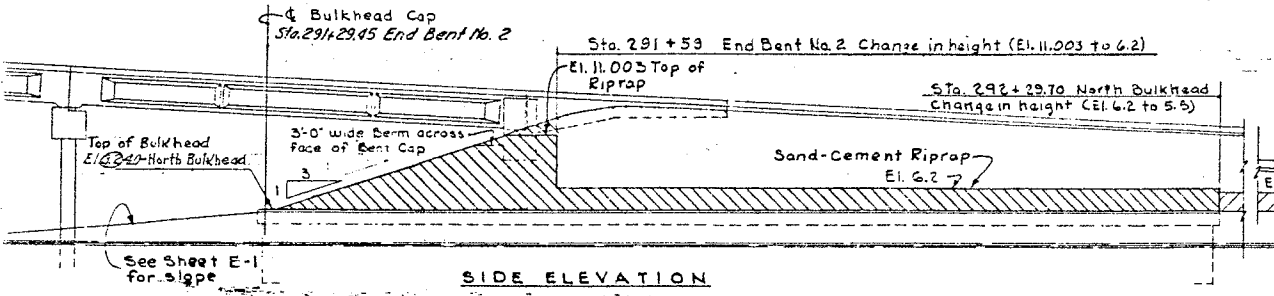
GENERAL NOTES, ESTIMATED BRIDGE QUANTITIES, AND SLOPE PROTECTION DETAILS



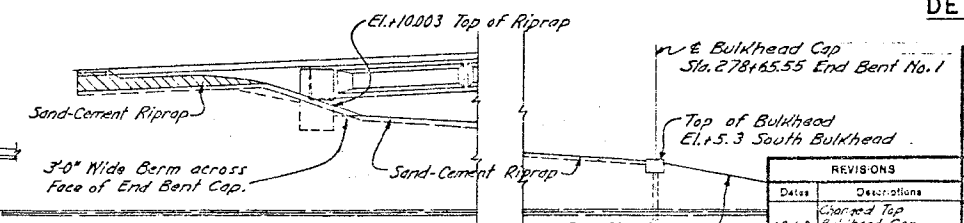
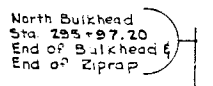
SECTION THRU END SLOPE



SECTION THRU SIDE SLOPE

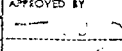


SLOPE PROTECTION DETAILS



SLOPE PROTECTION DETAILS

STATE ROAD DEPARTMENT OF FLORIDA BRIDGE DIVISION			
STRUCTURE "E" MAIN CHANNEL INTRACOASTAL WATERWAY			
REVISIONS	ROAD NO.	COUNTY	PROJECT NO.
Date	Descriptions	PINELLAS	1520-175
12-20	Changed Top Bulkhead Cap to El. 4.0, North Bulkhead to El. 5.3 South Bulkhead Changed Quantities due	Names	DATE
		Checked by	7-57
		Checked by	7-57
		Checked by	7-57
		Checked by	10-57

STATE ROAD DEPARTMENT OF FLORIDA BRIDGE DIVISION					
STRUCTURE "E"					
MAIN CHANNEL INTRACOASTAL WATERWAY					
VISIONS	ROAD NO.	COUNTY	PROJECT NO.		
Descriptions		PINELLAS	1520-175		
	Name	Date	APPROVED BY		
	F.H.	7-57	 Engineer of Bridge		
	Checked by	G.P.		7-57	
	Quantities by	G.P.		8-57	
	Checked by	F.H.		8-57	
	Traced by	F.H.	7-57	Drawing No. 19 of 37	Assistant State Highway Engineer Initial No. 4153

☒ Original  
☐ Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PI12094  
 Field Date 8 / 19 / 13  
 Form Date 8 / 21 / 13  
 Recorder # 1

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) **Tierra Verde Shopping Center (Building A)** Multiple Listing (DHR only) \_\_\_\_\_  
 Survey Project Name **SR 679 (Pinellas Bayway Structure E), 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.) **128 Pinellas Bayway**  
 Cross Streets (nearest / between) **NW corner of Pinellas Bayway and Madonna Boulevard**  
 USGS 7.5' Map Name & Date **Pass-a-Grille Beach (1956; PR 1981; PI 1983)** Plat or Other Map \_\_\_\_\_  
 City / Town (within 3 miles) **St Petersburg** In City Limits? ☒ yes ☐ no ☐ unknown County **Pinellas**  
 Township **32** Range **16** Section **17** ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 Tax Parcel # **17-32-16-90828-023-0010** Landgrant \_\_\_\_\_  
 Subdivision Name **Tierra Verde Unit 1** Block **23** Lot **1-7**  
 UTM: Zone ☐ 16 ☐ 17 Easting \_\_\_\_\_ Northing \_\_\_\_\_  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: **1963** ☐ approximately ☐ year listed or earlier ☐ year listed or later  
 Original Use\* **Commercial** From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Current Use\* **Commercial** From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Other Use\* \_\_\_\_\_ From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Moves: ☐ yes ☒ no ☐ unknown Dates \_\_\_\_\_ Original address (if moved) \_\_\_\_\_  
 Alterations: ☒ yes ☐ no ☐ unknown Dates \_\_\_\_\_ Nature\* **Façade upgraded**  
 Additions: ☒ yes ☐ no ☐ unknown Dates \_\_\_\_\_ Nature\* \_\_\_\_\_  
 Architect (last name first): **Unknown** Builder (last name first): **Unknown**  
 Ownership History (especially original owner, dates, profession, etc.) \_\_\_\_\_

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☒ no ☐ unknown Describe \_\_\_\_\_

### DESCRIPTION

Style\* **Masonry Vernacular** Exterior Plan\* **Irregular** Number of Stories **1**  
 Exterior Fabric(s) \* **Stucco**  
 Roof Type(s) \* **Flat** Roof Material(s) \* **Built up**  
 Roof secondary strucs. (dormers etc.) \* \_\_\_\_\_  
 Windows (types, materials, etc.) \* **Fixed glass, metal frames**  
 Distinguishing Architectural Features (exterior or interior ornaments) **Decorative parapet trim; decorative stone base at columns**  
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) \_\_\_\_\_

✚ 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</i> 15, p. 2)				



## DESCRIPTION (continued)

Chimney: No. 0 Material(s) \*

Structural System(s) \* Masonry

Foundation: Type(s) \* Slab Material(s) \* Concrete

Main Entrance (stylistic details) Storefront doors and windows set within covered walkway

Porch Descriptions (types, locations, roof types, etc.) recessed covered walkway

Condition (overall resource condition): ☒ excellent ☐ good ☐ fair ☐ deteriorated ☐ ruinous

Narrative Description of Resource This shopping center building was constructed in 1963 but appears to have been altered through the years, most recently within the past few years, so much so that it does not retain its historic integrity. The original layout appears to have been a collection of hexagonal or octagonal shapes joined together.

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 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 type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey                             | <input type="checkbox"/> historic photos  | <input type="checkbox"/> interior inspection      | <input type="checkbox"/> HABS/HAER record search   |
| <input checked="" type="checkbox"/> other methods (describe) historic aerials |   |   |  |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) PALMM aerials (1970)

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears 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) Due to the alterations and the typical commercial shopping center design and construction, this building does not appear to be NRHP eligible.

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

Architecture; community planning &amp; development

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field &amp; 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.

## RECORDER INFORMATION

Recorder Name Rebecca Spain Schwarz

Recorder Contact Information (address / phone / fax / e-mail) 4030 W Boy Scout Blvd, Suite 700, Tampa, FL 33607 / 813-281-8308 / 813-282-8155 /

Rebecca.spain-schwarz@atkinsglobal.com

Recorder Affiliation Atkins

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

## Required Attachments

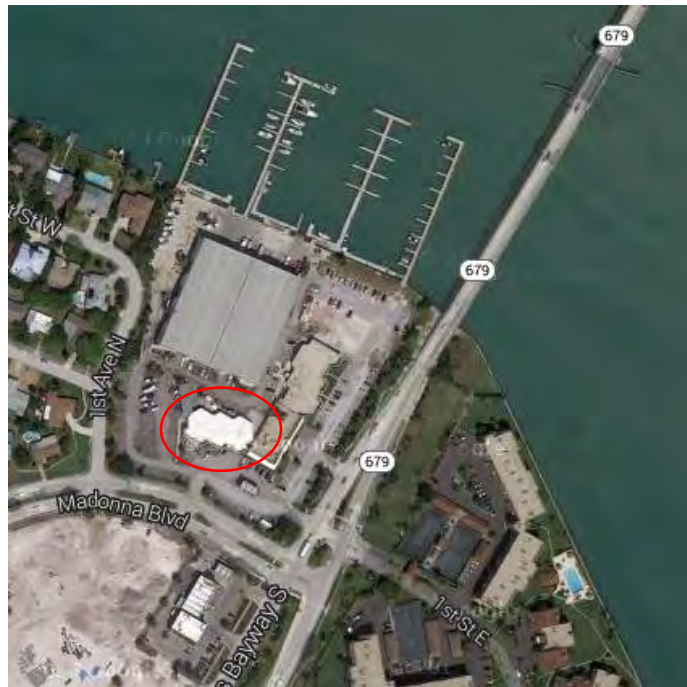
① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&amp;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).

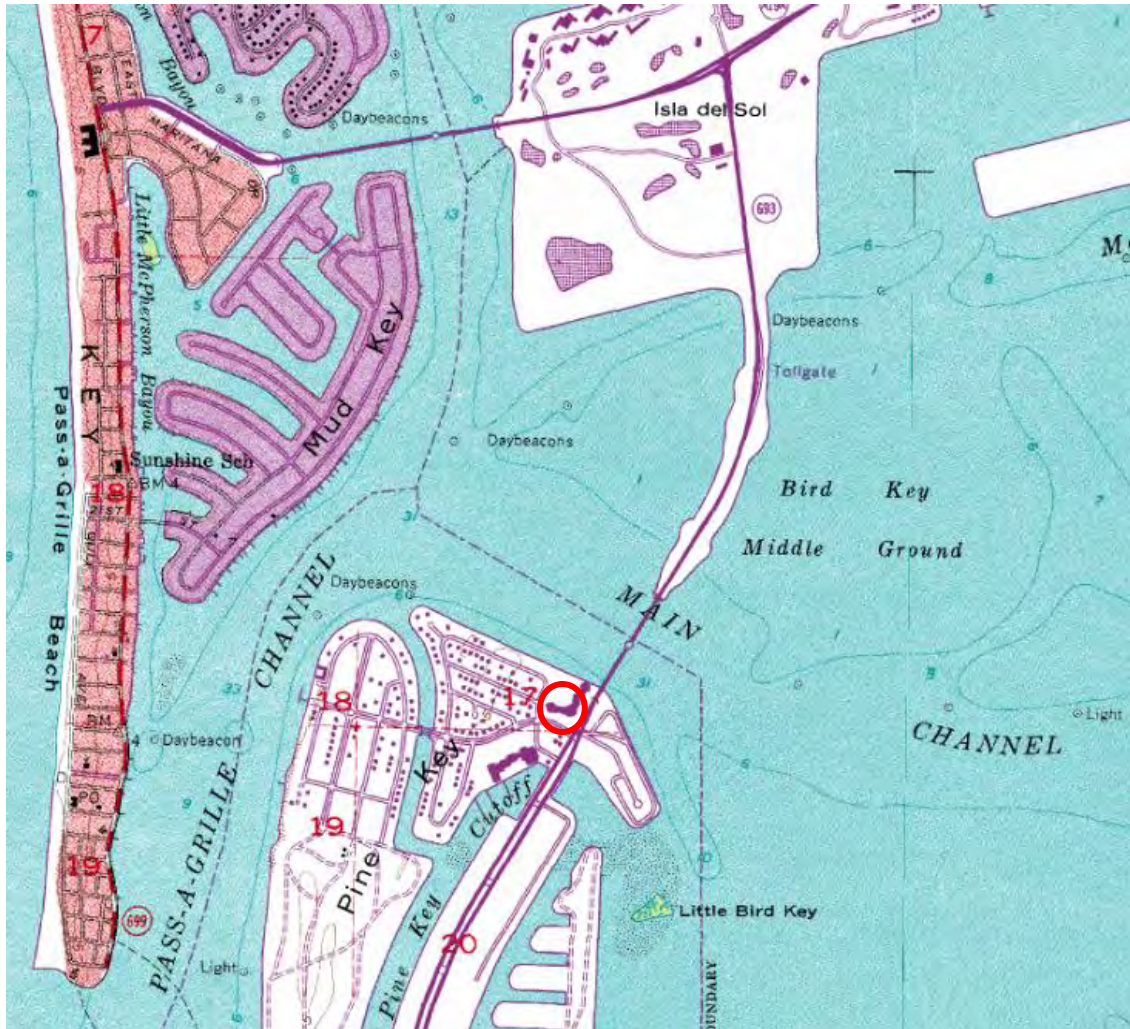
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



**128 Pinellas Bayway – Building A**



Looking North



USGS Pass-a-Grille Beach, FL 1956, PR 1981, PI 1983

☒ Original  
☐ Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PI12095  
 Field Date 8 / 19 / 13  
 Form Date 8 / 21 / 13  
 Recorder # 2

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) **Tierra Verde Shopping Center (Building B)** Multiple Listing (DHR only) \_\_\_\_\_  
 Survey Project Name **SR 679 (Pinellas Bayway Structure E), 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.) 128 Pinellas Bayway  
 Cross Streets (nearest / between) NW corner of Pinellas Bayway and Madonna Boulevard  
 USGS 7.5' Map Name & Date Pass-a-Grille Beach (1956; PR 1981; PI 1983) Plat or Other Map \_\_\_\_\_  
 City / Town (within 3 miles) St Petersburg In City Limits? ☒ yes ☐ no ☐ unknown County Pinellas  
 Township 32 Range 16 Section 17 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 Tax Parcel # 17-32-16-90828-023-0010 Landgrant \_\_\_\_\_  
 Subdivision Name Tierra Verde Unit 1 Block 23 Lot 1-7  
 UTM: Zone ☐ 16 ☐ 17 Easting \_\_\_\_\_ Northing \_\_\_\_\_  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: 1963 ☐ approximately ☐ year listed or earlier ☐ year listed or later  
 Original Use\* Commercial From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Current Use\* Commercial From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Other Use\* \_\_\_\_\_ From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Moves: ☐ yes ☒ no ☐ unknown Dates \_\_\_\_\_ Original address (if moved) \_\_\_\_\_  
 Alterations: ☒ yes ☐ no ☐ unknown Dates \_\_\_\_\_ Nature\* Façade upgraded \_\_\_\_\_  
 Additions: ☒ yes ☐ no ☐ unknown Dates \_\_\_\_\_ Nature\* \_\_\_\_\_  
 Architect (last name first): Unknown Builder (last name first): Unknown  
 Ownership History (especially original owner, dates, profession, etc.) \_\_\_\_\_

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☒ no ☐ unknown Describe \_\_\_\_\_

### DESCRIPTION

Style\* Masonry Vernacular Exterior Plan\* Irregular Number of Stories 1  
 Exterior Fabric(s) \* Stucco  
 Roof Type(s) \* Flat Roof Material(s) \* Built up  
 Roof secondary strucs. (dormers etc.) \*  
 Windows (types, materials, etc.) \* Fixed glass, metal frames

Distinguishing Architectural Features (exterior or interior ornaments) Decorative parapet trim; decorative stone base at columns

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

✦ 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</i> 15, p. 2)				

## DESCRIPTION (continued)

Chimney: No. 0 Material(s) \*

Structural System(s) \* Masonry

Foundation: Type(s) \* Slab Material(s) \* Concrete

Main Entrance (stylistic details) Storefront doors and windows set within covered walkway

Porch Descriptions (types, locations, roof types, etc.) recessed covered walkway

Condition (overall resource condition): ☒ excellent ☐ good ☐ fair ☐ deteriorated ☐ ruinous

Narrative Description of Resource This shopping center building was constructed in 1963 but appears to have been altered through the years, most recently within the past few years, so much so that it does not retain its historic integrity. The original layout appears to have been a collection of hexagonal or octagonal shapes joined together.

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 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 type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey                             | <input type="checkbox"/> historic photos  | <input type="checkbox"/> interior inspection      | <input type="checkbox"/> HABS/HAER record search   |
| <input checked="" type="checkbox"/> other methods (describe) historic aerials |   |   |  |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) PALMM aerials (1970)

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears 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) Due to the alterations and the typical commercial shopping center design and construction, this building does not appear to be NRHP eligible.

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

Architecture; community planning &amp; development

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field &amp; 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.

## RECORDER INFORMATION

Recorder Name Rebecca Spain Schwarz

Recorder Contact Information (address / phone / fax / e-mail) 4030 W Boy Scout Blvd, Suite 700, Tampa, FL 33607 / 813-281-8308 / 813-282-8155 /

Rebecca.spain-schwarz@atkinsglobal.com

Recorder Affiliation Atkins

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

## Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

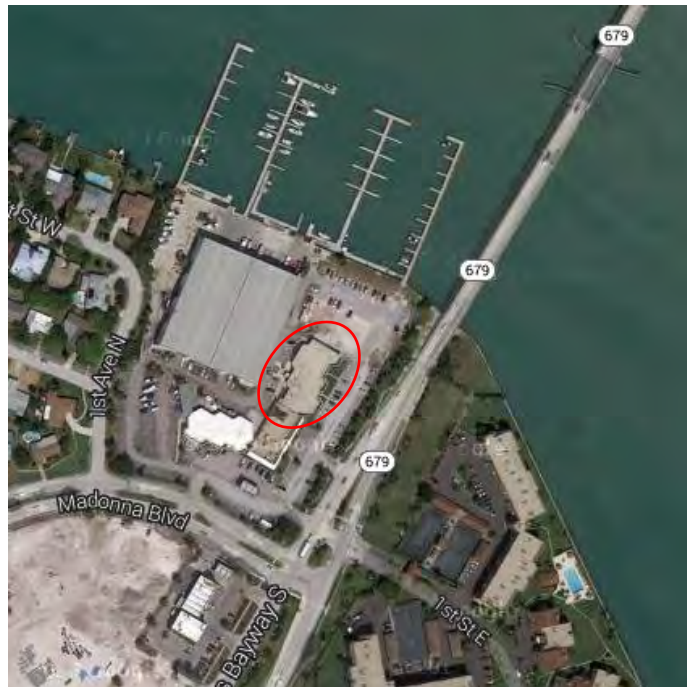
② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&amp;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.



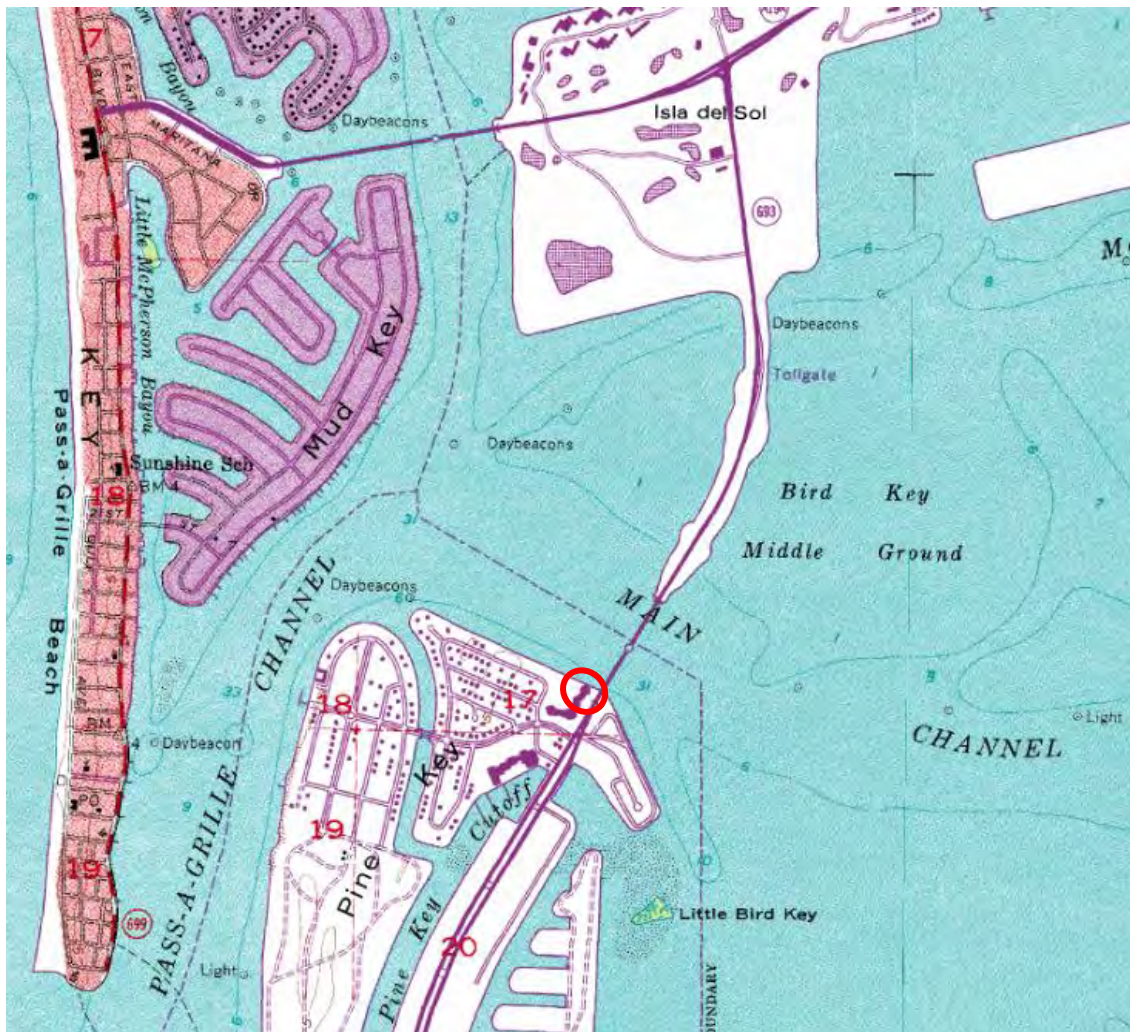


**128 Pinellas Bayway – Building B**



Looking Southwest





USGS Pass-a-Grille Beach, FL 1956, PR 1981, PI 1983



# RESOURCE GROUP FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8\_PI12096 \_\_\_\_\_  
 Recorder# 3 \_\_\_\_\_  
 Field Date 8 / 19 / 13 \_\_\_\_\_  
 Form Date 8 / 21 / 13 \_\_\_\_\_

☒ Original  
☐ Update

**NOTE: Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

### Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☒ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name 128 Pinellas Bayway \_\_\_\_\_ Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name **SR 679 (Pinellas Bayway Structure E), Pinellas County** \_\_\_\_\_ FMSF Survey # \_\_\_\_\_  
 National Register Category (please check one): ☒ building(s) ☐ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) 128 Pinellas Bayway \_\_\_\_\_  
 City/Town (within 3 miles) St Petersburg \_\_\_\_\_ In Current City Limits? ☐ yes ☐ no ☐ unknown  
 County or Counties (do not abbreviate) Pinellas \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_  
 1) Township 32 S Range 16 E Section 17 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 2) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 3) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) \_\_\_\_\_  
 Pass-a-Grille Beach (1956; PR 1981; PI 1983) \_\_\_\_\_  
 Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_  
 Landgrant \_\_\_\_\_  
 Verbal Description of Boundaries (description does not replace required map) \_\_\_\_\_  
 The resource group (a shopping center complex) is located on Lots 1-7, in Block 23 of the Tierra Verde Unit 1 subdivision. This shopping center complex consists of two buildings (8PI12094 and 8PI12095) that were constructed in 1963 and one non-contributing building (at the SE corner of the two buildings) that was built in 1993. \_\_\_\_\_

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

## HISTORY &amp; DESCRIPTION

Construction date: Exactly 1963 (year) Approximately \_\_\_\_\_ (year) Earlier than \_\_\_\_\_ (year) Later than \_\_\_\_\_ (year)  
 Architect/Designer (last name first): Unknown Builder (last name first): Unknown  
 Total number of individual resources included in this Resource Group: # of contributing 2 # of non-contributing 1  
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)  
1961-1970

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) \_\_\_\_\_  
 This shopping center complex consists of two buildings (8PI12094 and 8PI12095) that were constructed in 1963. The original layout (shown in a 1970 aerial) appears to have been a collection of hexagonal or octagonal shaped structures joined together. Based on current aerials and a site visit, it appears that the shopping center has been altered through the years, most recently within the past few years, so much so that it does not retain its historic integrity. In addition, some or part of the original buildings have been demolished. One new building was constructed in 1993.

## RESEARCH METHODS (check all that apply)

<input checked="" type="checkbox"/> FMSF record search (sites/surveys)	<input 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 type="checkbox"/> Public Lands Survey (DEP)
<input type="checkbox"/> cultural resource survey	<input type="checkbox"/> historic photos	<input type="checkbox"/> interior inspection	<input type="checkbox"/> HABS/HAER record search
<input checked="" type="checkbox"/> other methods (specify) historic aerials _____			

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) PALMM (1970) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient information  
 Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information  
 Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) \_\_\_\_\_  
 Due to the alterations and the typical commercial shopping center design and construction, this building does not appear to be NRHP eligible. \_\_\_\_\_  
 Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)  
Architecture; community planning & development \_\_\_\_\_  
 \_\_\_\_\_

## DOCUMENTATION

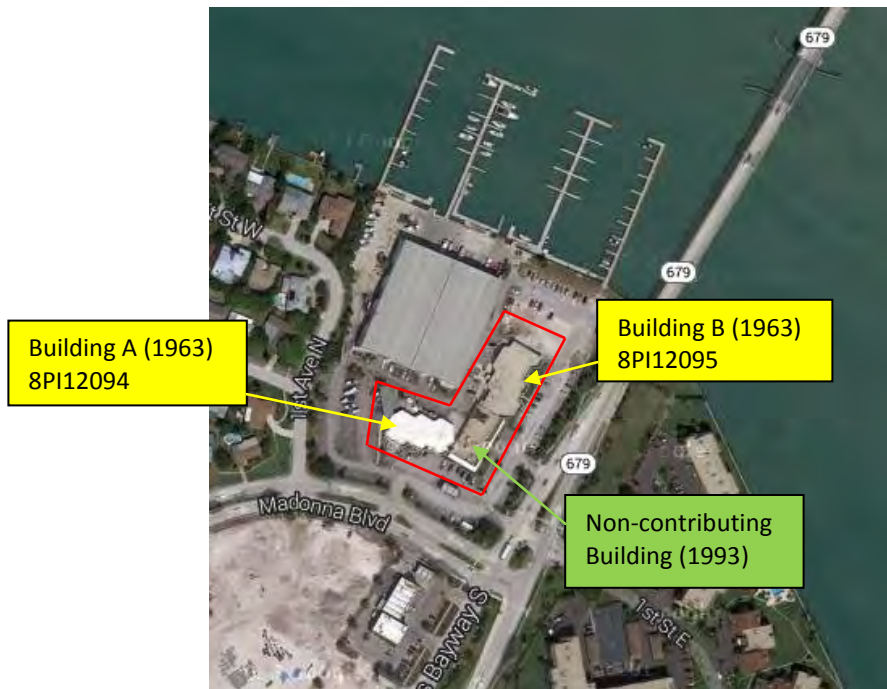
Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:  
 For each separately maintained collection, describe (1) document type(s),\* (2) maintaining organization,\* (3) file or accession nos.,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

## RECORDER INFORMATION

Recorder Name Rebecca Spain Schwarz \_\_\_\_\_  
 Recorder Contact Information (Address / Phone / Fax / Email) 4030 W Boy Scout Blvd, Suite 700, Tampa, FL 33607/ 813-281-8308/ 813-282-8155 /  
Rebecca.spain-schwarz@atkinsglobal.com \_\_\_\_\_  
 Recorder Affiliation Atkins \_\_\_\_\_

## Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)  
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



### 128 Pinellas Bayway – Resource Group

<u>Site No.</u>	<u>Site Name</u>	<u>Address</u>	<u>Date Built</u>	<u>Contributing to Resource Group</u>
8PI12094	128 Pinellas Bayway - Building A	128 Pinellas Bayway	1963	Yes
8PI12095	128 Pinellas Bayway – Building B	128 Pinellas Bayway	1963	Yes
	128 Pinellas Bayway – Building C	128 Pinellas Bayway	1993	No



Looking north at Building A





Looking west at south end of Building B; hardware store on left is newer (1993) building



Looking southwest at north end of Building B





Looking northeast at newer building (1993; non-contributing)



Publication of Archival Library and Museum Materials, Aerial Photograph of Pinellas County, Flight 1KK (1970) Tile 19.



USGS Pass-a-Grille Beach, FL 1956, PR 1981, PI 1983

# Appendix E

## 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) **SR 679 (Pinellas Bayway Structure E), Pinellas County** \_\_\_\_\_

Report Title (exactly as on title page) Cultural Resources Assessment Survey Update Technical Memorandum for SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway (Bridge No. 150049), Pinellas County, Florida \_\_\_\_\_

Report Author(s) (as on title page— individual or corporate; last names first) Atkins North America \_\_\_\_\_

Publication Date (year) 2013 Total Number of Pages in Report (count text, figures, tables, not site forms) 23

Publication Information (Give series and no. in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Atkins North America, 4030 W. Boy Scout Blvd, Tampa, FL 33607 \_\_\_\_\_

Supervisor(s) of Fieldwork (whether or not the same as author[s]; last name first) Rebecca Spain Schwarz \_\_\_\_\_

Affiliation of Fieldworkers (organization, city) Atkins, Tampa and Tallahassee \_\_\_\_\_

Key Words/Phrases (Don't use the county, or common words like *archaeology*, *structure*, *survey*, *architecture*. Limit each word or phrase to 25 characters.) Structure E, Pinellas Bayway, Tierra Verde, Intracoastal Waterway

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

Name Florida Department of Transportation District 7 \_\_\_\_\_

Address/Phone 11201 N. McKinley Drive, Tampa, FL 33612-6456/813-975-6000 \_\_\_\_\_

Recorder of Log Sheet Rebecca Spain Schwarz Date Log Sheet Completed 8 / 27 / 2013

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): \_\_\_\_\_

Pass-a-Grille Beach (1956; PR 1981; PI 1983) \_\_\_\_\_

## Description of Survey Area

Dates for Fieldwork: Start 8/19/13 End 8/19/13 Total Area Surveyed (fill in one) \_\_\_\_\_ hectares \_\_\_\_\_ acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each): Width \_\_\_\_\_ meters 1000 feet Length \_\_\_\_\_ kilometers 1.1 miles

HR6E066R0107 Florida Master Site File, Division of Historical Resources, Gray Building, 500 South Bronough Street, Tallahassee, Florida 32399-0250

Phone 850-245-6440, FAX 850-245-6439, Email: SiteFile@dos.state.fl.us

## Research and Field Methods

Types of Survey (check all that apply): ☐ archaeological ☒ architectural ☒ historical/archival ☒ underwater ☐ other: \_\_\_\_\_

Scope/Intensity/Procedures Desktop analysis only for underwater archaeology survey (no fieldwork); background research and field survey for architectural survey \_\_\_\_\_

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

- |  |   |   |   |
|--|---|---|---|
| <input type="checkbox"/> Florida Archives (Gray Building)                  | <input type="checkbox"/> library research- <i>local public</i>        | <input checked="" type="checkbox"/> local property or tax records | <input checked="" type="checkbox"/> other historic maps |
| <input checked="" type="checkbox"/> Florida Photo Archives (Gray Building) | <input type="checkbox"/> library-special collection - <i>nonlocal</i> | <input type="checkbox"/> newspaper files                          | <input type="checkbox"/> soils maps or data             |
| <input checked="" type="checkbox"/> Site File property search              | <input type="checkbox"/> Public Lands Survey (maps at DEP)            | <input type="checkbox"/> literature search                        | <input type="checkbox"/> windshield survey              |
| <input checked="" type="checkbox"/> Site File survey search                | <input type="checkbox"/> local informant(s)                           | <input type="checkbox"/> Sanborn Insurance maps                   | <input checked="" type="checkbox"/> aerial photography  |
| <input type="checkbox"/> other (describe) _____                            |   |   |   |

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

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> surface collection, controlled           | <input type="checkbox"/> other screen shovel test (size: _____) | <input type="checkbox"/> block excavation (at least 2x2 M) |
| <input type="checkbox"/> surface collection, <u>un</u> controlled | <input type="checkbox"/> water screen (finest size: _____)      | <input type="checkbox"/> soil resistivity                  |
| <input type="checkbox"/> shovel test-1/4" screen                  | <input type="checkbox"/> posthole tests                         | <input type="checkbox"/> magnetometer                      |
| <input type="checkbox"/> shovel test-1/8" screen                  | <input type="checkbox"/> auger (size: _____)                    | <input type="checkbox"/> side scan sonar                   |
| <input type="checkbox"/> shovel test 1/16" screen                 | <input type="checkbox"/> coring                                 | <input type="checkbox"/> unknown                           |
| <input type="checkbox"/> shovel test-unscreened                   | <input type="checkbox"/> test excavation (at least 1x2 M)       |  |
| <input type="checkbox"/> 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.

- |  |  |   |   |
|--|--|---|---|
| <input type="checkbox"/> building permits        | <input type="checkbox"/> demolition permits                  | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> subdivision maps       |
| <input type="checkbox"/> commercial permits      | <input checked="" type="checkbox"/> exposed ground inspected | <input type="checkbox"/> occupant interview | <input checked="" type="checkbox"/> tax records |
| <input type="checkbox"/> interior documentation  | <input checked="" type="checkbox"/> local property records   | <input type="checkbox"/> occupation permits | <input type="checkbox"/> unknown                |
| <input type="checkbox"/> other (describe): _____ |  |   |   |

## Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒ Yes ☐ No If Yes, circle NR-eligible/significant site numbers below.Site Counts: Previously Recorded Sites 1 Newly Recorded Sites 3

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8." Attach supplementary pages if necessary) \_\_\_\_\_

Previously recorded site not updated (0) \_\_\_\_\_

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.) PI12094-12096 \_\_\_\_\_

(Researched FMSF records via FDOT ETDM EST) \_\_\_\_\_

Site Form Used: ☒ Site File Paper Form ☐ SmartForm II Electronic Recording Form**REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)**

## DO NOT USE

## SITE FILE USE ONLY

## DO NOT USE

## BAR Related

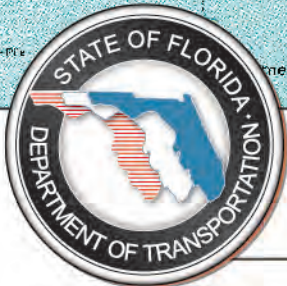
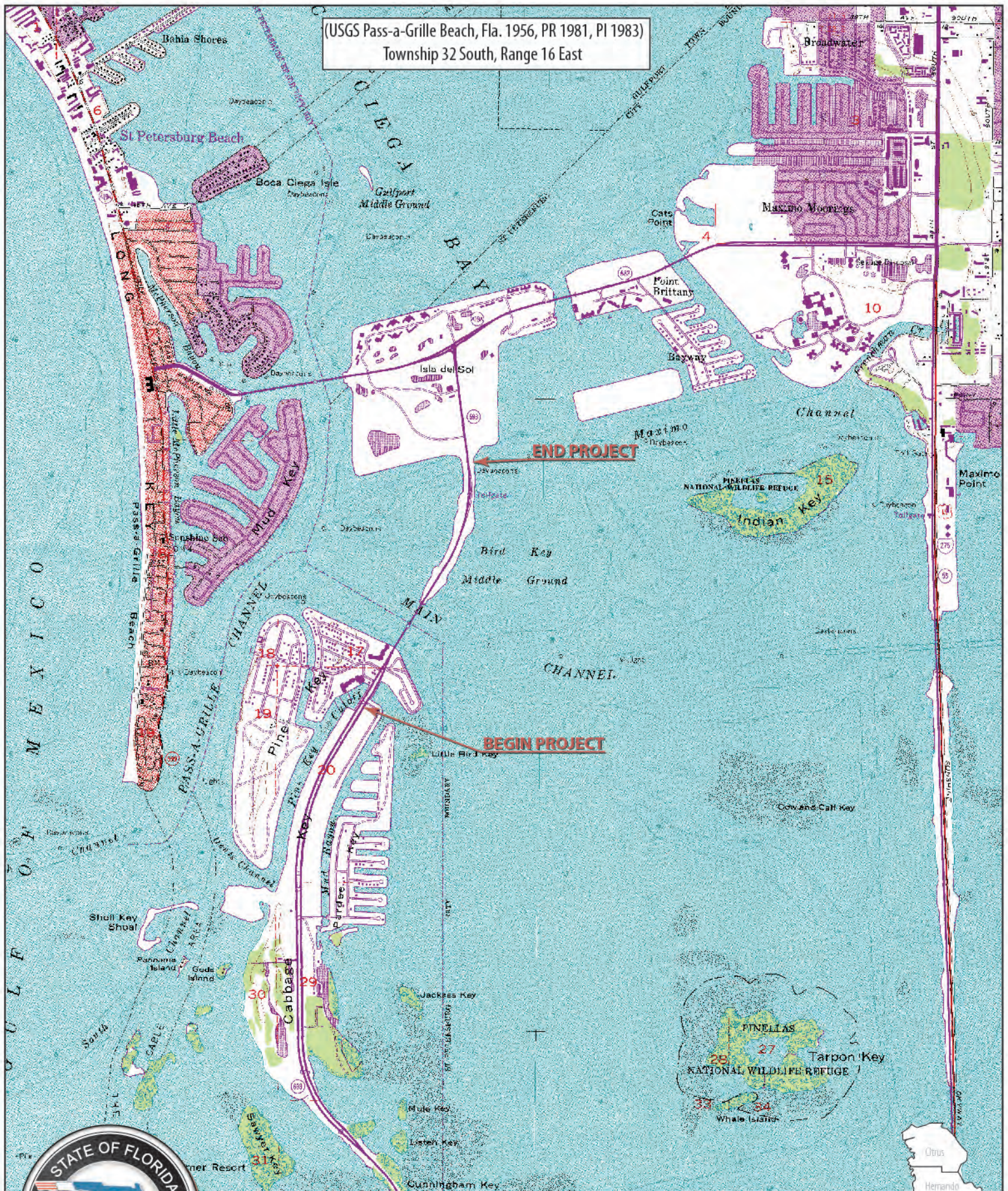
- |                               |                                       |
|-------------------------------|---------------------------------------|
| <input type="checkbox"/> 872  | <input type="checkbox"/> 1A32 # _____ |
| <input type="checkbox"/> CARL | <input type="checkbox"/> UW           |

## BHP Related

- |  |
|--|
| <input type="checkbox"/> State Historic Preservation Grant |
| <input type="checkbox"/> Compliance Review: CRAT # _____   |



(USGS Pass-a-Grille Beach, Fla. 1956, PR 1981, PI 1983)  
Township 32 South, Range 16 East



## SR 679 (Pinellas Bayway - Structure E)

From South of Madonna Blvd. to South of SR 682  
FPN: 410755-2  
FAP: To Be Determined

