FDOT DISTRICT 7

US 41 (SR 45)

From Kracker Avenue to South of SR 676 (Causeway Boulevard)
Project Development and Environment (PD&E) Study

Final Cultural Resource Assessment Survey (CRAS) Report Volume 1 of 2

January 2014
Introduction Revised January 2017

Florida Department of Transportation
District Seven

Work Program Item Segment No. 430056-1
ETDM Project No. 5180
Hillsborough County

US 41(SR 45)

From Kracker Avenue to South of SR 676 (Causeway Boulevard),
Project Development and Environment (PD&E) Study

Final Cultural Resource Assessment Survey (CRAS) Report – Volume 1 of 2

Work Program Item Segment No. 430056 1
ETDM Project No. 5180
Hillsborough County, Florida

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

Prepared by:

Archaeological Consultants, Inc.

In association with:

American Consulting Engineers of Florida, LLC

January 2014
Introduction Revised January 2017

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Ms. Robin Rhinesmith
Florida Department of Transportation
11201 McKinley Drive
Tampa, Florida 33612-6456

February 24, 2014

RE: DHR Project File No.: 2014-150/ Received by DHR: January 22, 2014
Work Program Item Segment No.: 430056-1
Project: *US 41 from Kracker Avenue to South of SR 676 (Causeway Boulevard), Cultural Resources Assessment Survey*
County: Hillsborough

Dear Ms. Rhinesmith:

Our office reviewed the referenced cultural resources assessment survey in accordance with Chapters 267, *Florida Statutes*, and implementing state regulations, regarding determinations of eligibility for the *National Register of Historic Places (NRHP).*

We have reviewed the information provided with your request for concurrence regarding the evaluations of historic resources within the project's area of potential effect (APE). At this time, we concur with the determinations of eligibility for the resources submitted. We note that the Alafia River Swing Span Bridge and Tender Station (HI1007) and the CSX Railroad (HI10237) are considered eligible for listing in the NRHP.

As the project progresses and alternatives are developed, coordination with this office will be necessary in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties.*

If you have any questions, please contact Alyssa McManus Architectural Historian, Transportation Compliance Review Program, by email *alyssa.mcmanus@dos.myflorida.com*, or by telephone at 850.245.6438 or 800.847.7278. We appreciate your continued interest in protecting Florida's Historic Properties.

Sincerely

Robert F. Bendus, Director
Division of Historical Resources
& State Historic Preservation Officer

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements for US 41 (SR 45) from Kracker Avenue (milepoint 15.784) to south of SR 676 (Causeway Boulevard – milepoint 22.791) in Hillsborough County (**Figure 1-1)**, a distance of approximately 7.0 miles. Study objectives included: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws. Improvement alternatives were identified which will improve safety and satisfy future transportation demand. A *State Environmental Impact Report* (SEIR) was prepared for this study and approved on January 12, 2017.

This *Cultural Resource Assessment Survey Report (CRAS)* was prepared as part of this PD&E study. This project was conducted in accordance with the requirements set forth in the *National Historic Preservation Act of 1966*, as amended, and Chapter 267, *Florida Statutes.* It was carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the FDOT *PD&E Manual* and the standards contained in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (FDHR 2003; FDOT 1999). In addition, this study meets the specifications set forth in Chapter 1A-46, *Florida Administrative Code* (*FAC*).

The purpose of the *CRAS* was to identify any archaeological sites and historic resources located within the project area of potential effect (APE), and to assess their significance in terms of the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the existing and proposed right of way (ROW); the historical APE includes the archaeological APE as well as the adjacent properties.

A review of the Florida Master Site File (FMSF) and NRHP indicated that 19 previously recorded archaeological sites are located within one-half mile of the study corridor. Of these, the plotted locations of seven sites (8HI16, 8HI17, 8HI26, 8HI35, 8HI71, 8HI6747, and 8HI10215) are adjacent or proximate to the study corridor. The background research suggested a variable potential for archaeological sites. As the result of field survey, no new archaeological sites were identified. Evidence of two previously recorded sites, 8HI26 and 8HI10215, was found within the project APE, and the FMSF data were updated. Neither site, as contained within the US 41 project APE, is considered eligible for listing in the NRHP due to the low artifact density and diversity, and low research potential. In addition, both sites have been disturbed through construction of US 41, the adjacent railroad, and other nearby constructed features. Archaeological survey within and proximate to the recorded locations of 8HI16, 8HI17, 8HI35, 8HI71, and 8HI6747 yielded negative results.

While no human remains were observed within the project APE during the current survey, the findings of previous work indicate that if any land altering activities are planned outside the existing

eastern ROW located between Ohio and Michigan Avenues, archaeological monitoring is warranted given the possible presence of human remains.

Background research revealed that 18 previously recorded historic resources are located within the project APE. Historical/architectural survey resulted in the identification and evaluation of 121 historic resources, including 99 buildings (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 through 12116); 10 building complex resource groups (8HI1058, 8HI12117 through 12123, 8HI12127, and 12128); seven bridges (8HI1007, 8HI11793, and 8HI12019 through 12023); and five linear resource groups (8HI10237, 8HI12124 through 12126, and 8HI12129). Of the 121 historic resources located within the project APE, 10 were previously recorded in the FMSF and 111 were newly identified. Eight previously recorded historic resources are no longer extant.

The Alafia River Swing Span Bridge and Tender Station (8HI1007) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation and under Criterion C in the area of Engineering. Also, the CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. Current plans for the US 41 improvement project suggest that there will be no involvement with the Alafia River Swing Span Railroad Bridge and Tender Station (8HI1007) and the CSX Railroad (8HI10237). None of the other linear resources and bridges, nor the historic buildings and building complex resource groups, is considered potentially eligible for listing in the NRHP due to their commonality of style and construction and their lack of known significant historical associations. There is no potential for historic districts.

In conclusion, given the results of background research and archaeological and historical/ architectural field surveys, the Alafia River Swing Span Bridge and Tender Station (8HI1007) and the CSX Railroad (8HI10237) are considered potentially eligible for listing in the NRHP. All other recorded resources are not considered NRHP-eligible. It is anticipated that the proposed project will have no involvement with the Alafia River Swing Span Bridge and Tender Station and the CSX Railroad. If the FDOT recommended alternative has involvement with either resource, a determination of effects will be prepared and coordinated with the State Historic Preservation Office (SHPO). Proposed pond and floodplain compensation (FPC) sites were not identified in the PD&E Study; they will be evaluated during design.

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SECTION 1 INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) study was to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design of the proposed improvements for widening US 41 (SR 45) from Kracker Avenue to south of Causeway Boulevard (SR 676). The PD&E study satisfied all applicable requirements in order for this project to qualify for state funding of subsequent project development phases (design, right of way [ROW] acquisition, and construction).

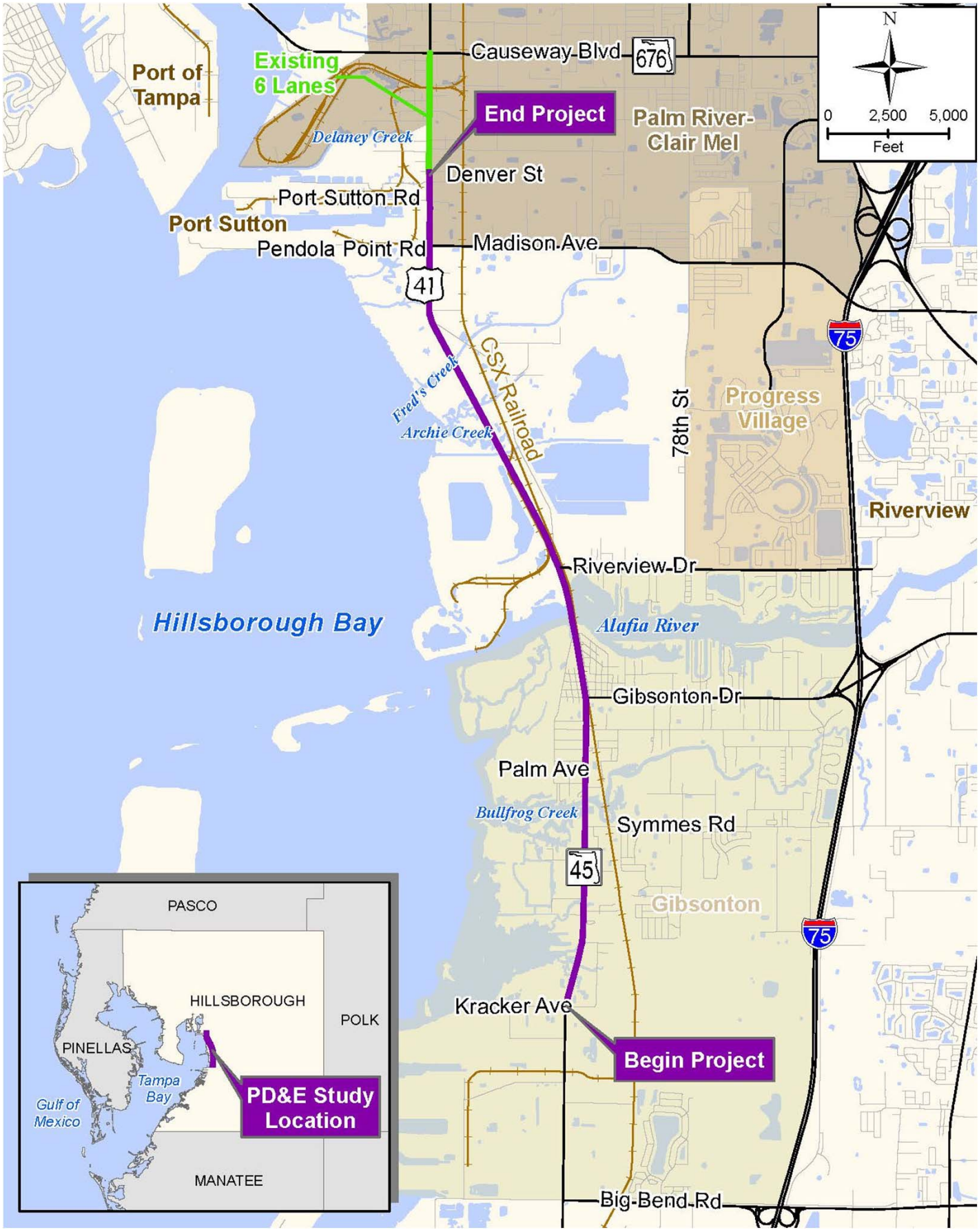
US 41 is a major north-south arterial of regional significance that parallels Interstate 75 (I-75) and US 301 in Hillsborough County. This project was screened through FDOT's Efficient Transportation Decision Making (ETDM) process as Project #5180. A *Final Programming Screen Summary Report* was published on April 10, 2013. A *State Environmental Impact Report* (SEIR) was prepared as part of this study and approved on January 12, 2017.

1.2 PROJECT DESCRIPTION

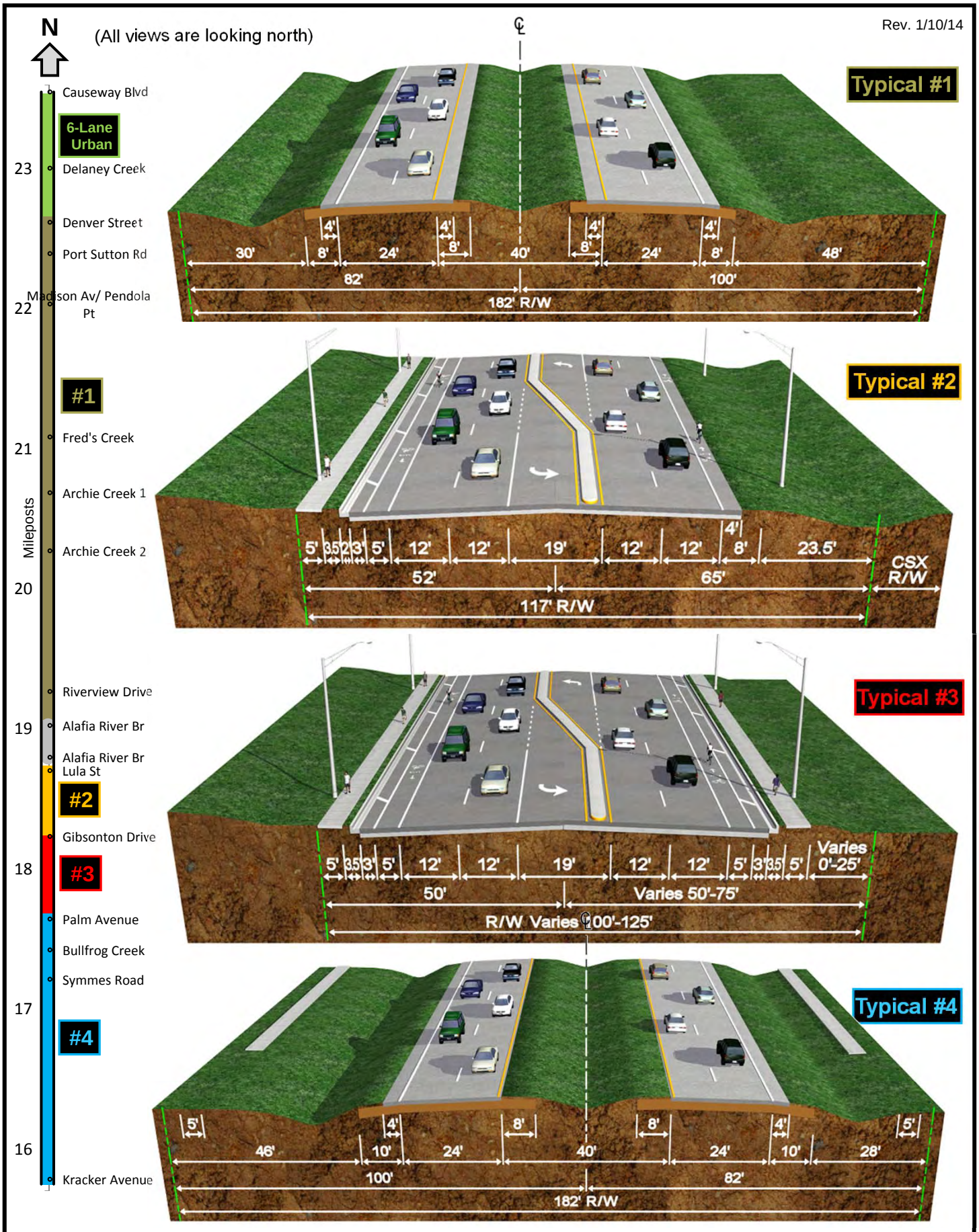
The FDOT conducted a PD&E study to evaluate alternative capacity and operational improvements to US 41 from Kracker Avenue (milepoint 15.784) to south of Causeway Boulevard (milepoint 22.791) in Hillsborough County (**Figure 1-1**), a distance of approximately 7.0 miles. The highway is to be improved from an existing, four-lane divided rural and urban facility to a six-lane divided facility. Bridges over Bullfrog Creek and the Alafia River are planned to be replaced. The planned improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (trail, pedestrian, bicycle and transit accommodations). However, the PD&E study for the proposed project did not evaluate specific stormwater management facilities and floodplain compensation sites as these locations will be identified during the proposed project's future design phase.

1.3 EXISTING FACILITY AND PLANNED IMPROVEMENTS

US 41 currently has both four-lane divided rural and urban typical sections (**Figure 1-2**). In addition, a 0.9-mile segment near the north end, between Denver Street and SR 676, was previously widened to a six-lane urban section. Existing lane widths vary from 11 to 12 feet and median widths vary from 19 to 40 feet. The rural typical section areas include 4-foot paved shoulders. The posted speed limit is 50 miles per hour (mph) in the north Gibsonton area and 55 mph in the areas to the south and north. The existing right of way width varies from 100 feet in north Gibsonton to 182 feet in the areas to the south and north. Existing bridge typical sections are shown in **Figure 1-3**.

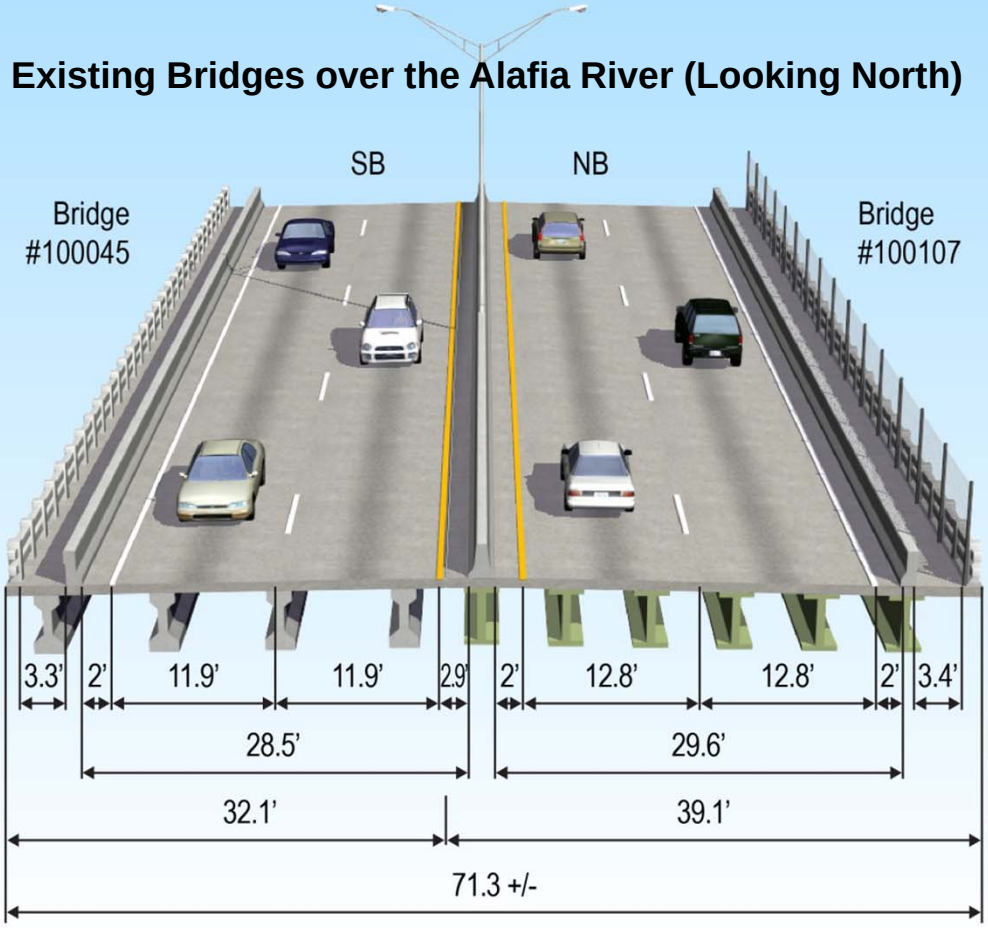


US 41(SR 45) PD&E Study *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056-1 Hillsborough County	**Location and Study Area Map**	**Figure 1-1**

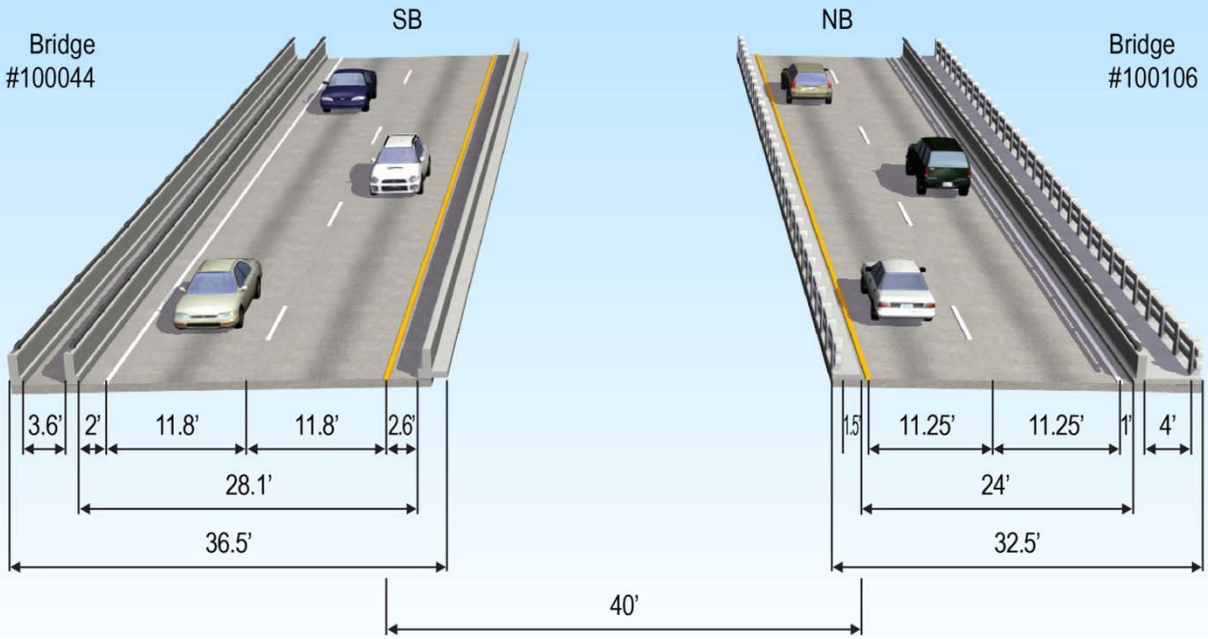


FDOT **US 41(SR 45) PD&E Study** *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056 1 - Hillsborough County	**Existing Roadway Typical Sections**	**Figure 1-2**

Existing Bridges over the Alafia River (Looking North)



Existing Bridges over Bullfrog Creek (Looking North)



Rev. 2/2014

US 41(SR 45) PD&E Study *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056 1 - Hillsborough County	**Existing Bridge Typical Sections**	**Figure 1-3**

Planned improvements include widening to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation facilities and multimodal facilities. Planned typical sections include both suburban and urban typical sections. Additional right of way will be required in the north Gibsonton area for the planned improvements. Alternatives to replace the bridges at Bullfrog Creek and the Alafia River were evaluated. Planned typical sections are shown in **Figures 1-4, 1-5** and **1-6**. A "No-Build" Alternative was also evaluated. No future phases for this proposed project are included in FDOT's current adopted 5-year work program (Fiscal Years 16/17 through 20/21).

1.4 PROJECT PURPOSE AND NEED

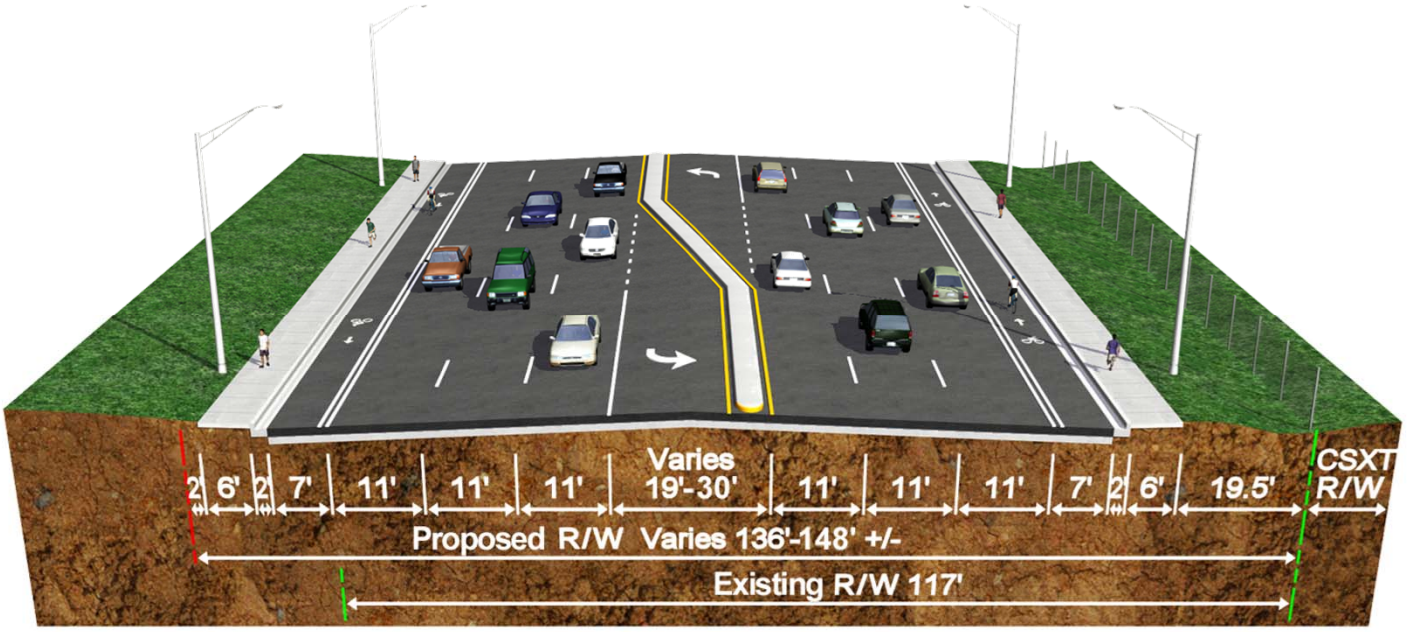
US 41 within the study area plays a significant role in connecting southern Hillsborough County to the Tampa Bay region. The purpose of the proposed project is to accommodate future traffic demands on US 41 due to growth within the project limits and surrounding areas. Segments within this corridor are projected to operate at level of service (LOS) F in the design year (2040) if no increase in capacity is provided. Additional factors which support the need for the project include:

Regional Connectivity - US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton. US 41 is a "regional road" according to the West Central Florida Metropolitan Planning Organization's (MPO's) Chairs Coordinating Committee (CCC). US 41 also provides highway access to the Port of Tampa facilities at Pendola Point and Port Sutton.

Safety - With the additional capacity provided in the corridor by the widening of US 41 from four to six lanes, roadway congestion will be reduced, which will decrease potential conflicts with other vehicles and potentially increase safety. An analysis of traffic crash data for years 2008 thru 2012 revealed that the overall average crash rate within the study limits was lower than the statewide average crash rate for similar type facilities. While not structurally deficient, the bridges over both Bullfrog Creek and the Alafia River are classified as *functionally obsolete* due to substandard-width shoulders. In addition, the sidewalks on the bridges are very narrow and there are no dedicated bicycle facilities.

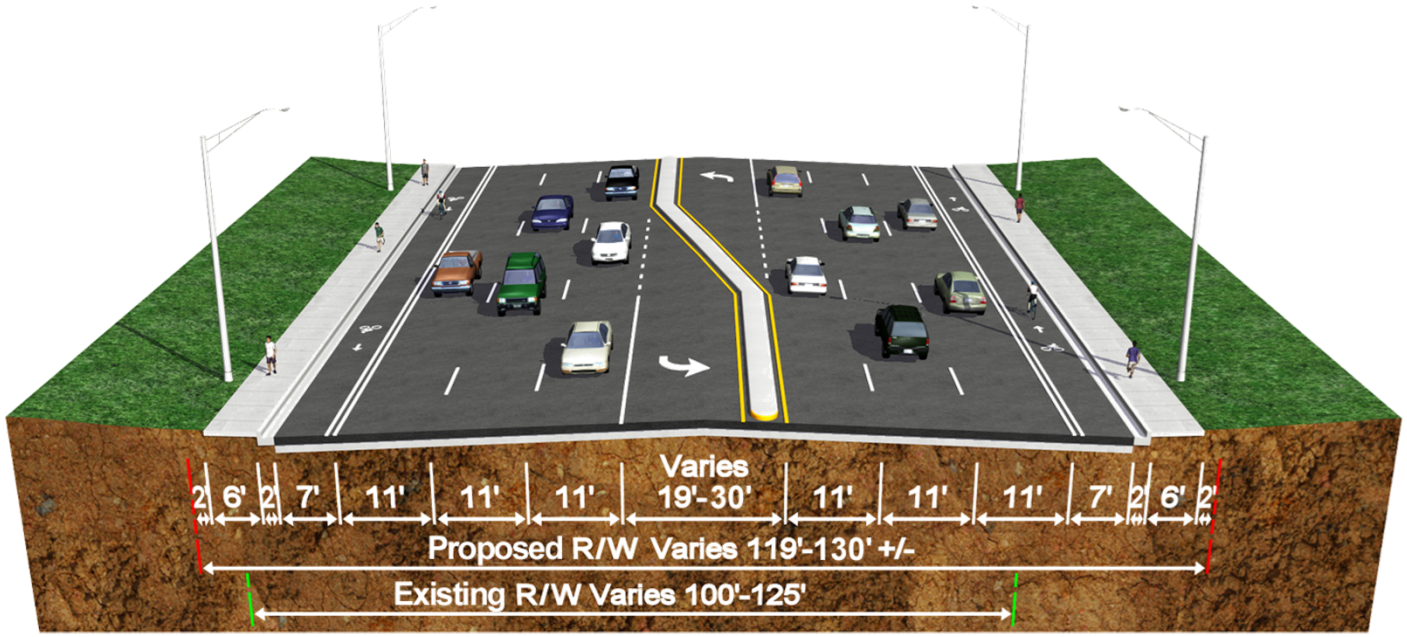
Plan Consistency - This project is consistent with the Comprehensive Plan for Unincorporated Hillsborough County. The Hillsborough County *Imagine 2040 Long-Range Transportation Plan (LRTP)* indicates a need to widen US 41 to 6-lanes from 19th Avenue to north of Madison Avenue, "beyond 2040". In addition, a short segment between Madison Avenue and Causeway Boulevard is shown as 6 lanes in the Cost Feasible FDOT Strategic Intermodal System Projects, with design after year 2026.

(All views are looking north)



From Gibsonton Drive to Lula Street

Design Speed = 45 mph



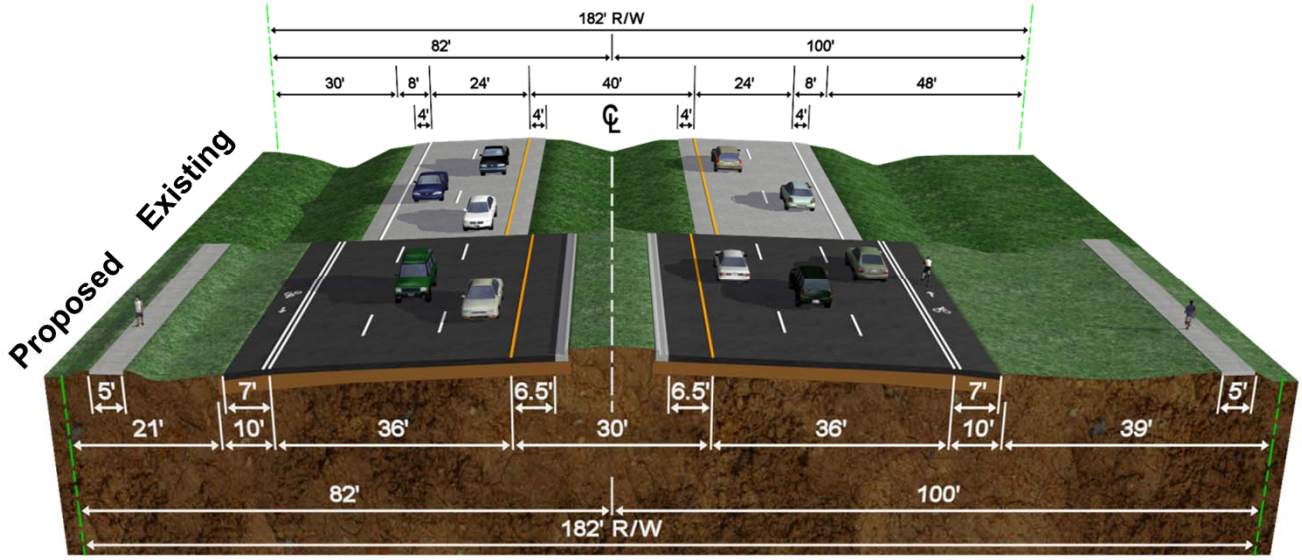
From Palm Avenue to Gibsonton Drive

Design Speed = 45 mph

Rev. 3/14/16

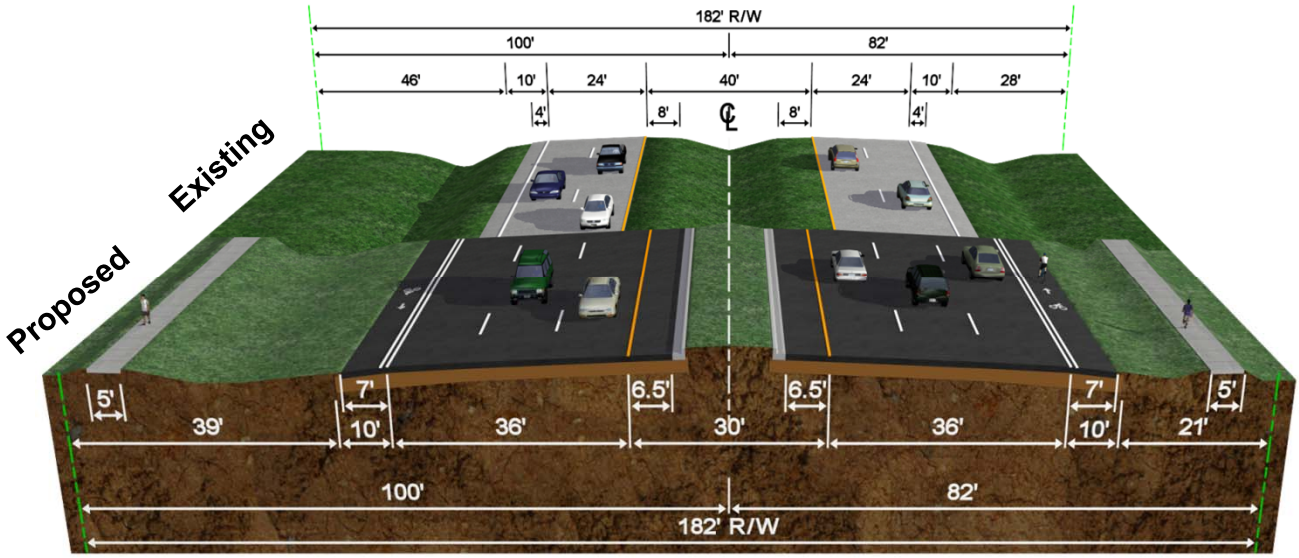
US 41(SR 45) PD&E Study *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056 1 - Hillsborough County	**Planned Urban Typical Sections**	**Figure 1-4**

Suburban Alternatives Utilizing the Existing Pavement



- Provides 50 mph design speed (required for SIS Connector Segment north of Pendola Point)
- Design variation for border width required
- No additional ROW required

Between Alafia River Bridge & Denver Street (Near the North End of the Project)



- Provides 50 mph design speed
- Design variation for border width required
- No additional ROW required

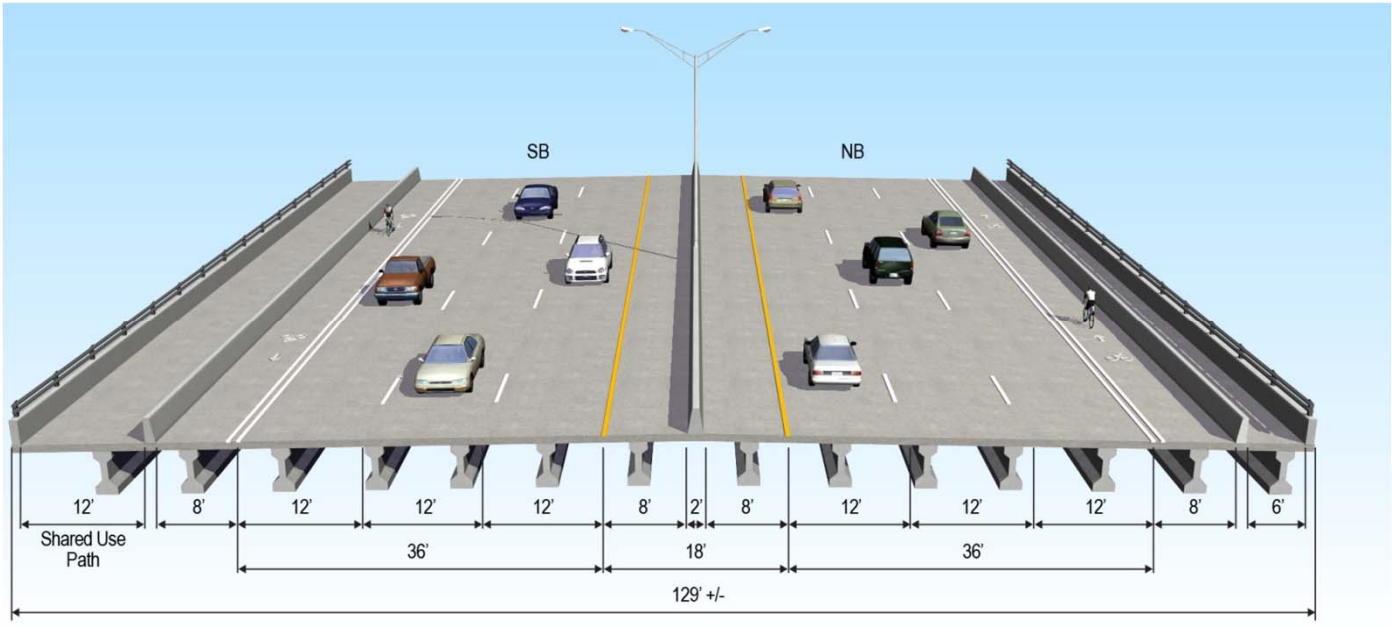
Between Kracker Ave. & Palm Ave. (Near the South End of the Project)

(All views are looking north)

Rev. 10/12/16

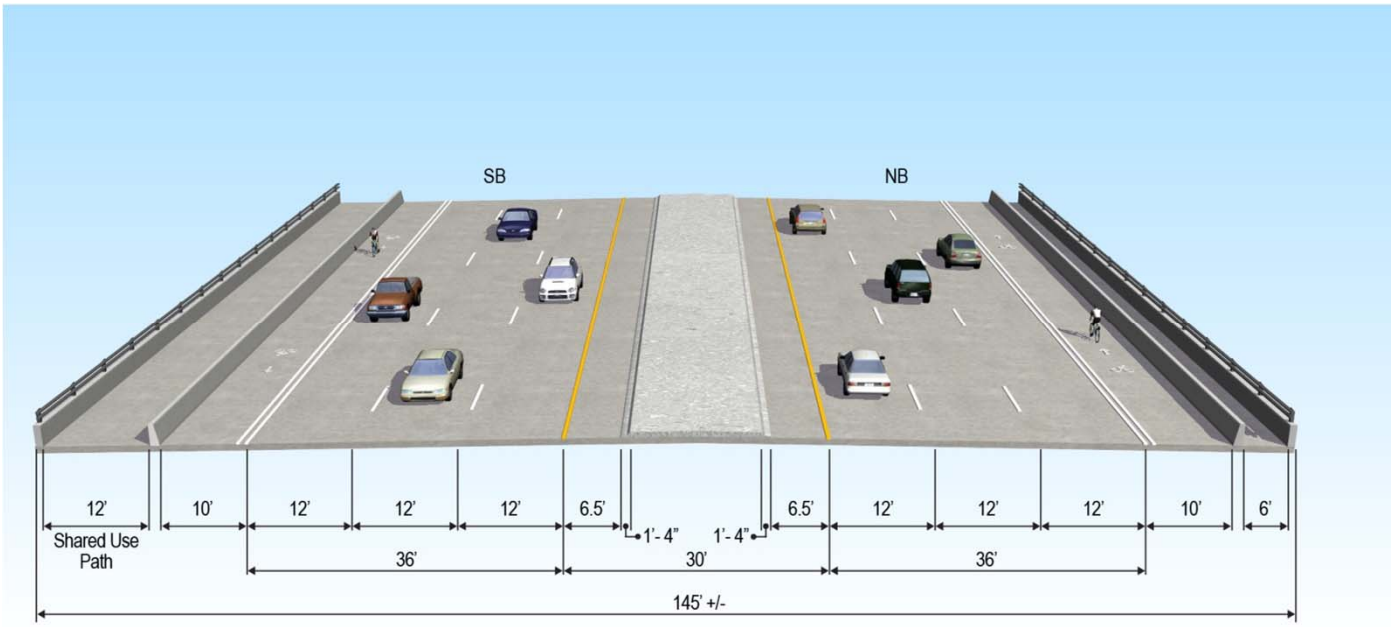
US 41(SR 45) PD&E Study *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056 1 - Hillsborough County	**Planned Suburban Typical Sections**	**Figure 1-5**

(All views are looking north)



Bridge at Alafia River

Design Speed = 50 mph



Bridge at Bullfrog Creek

Design Speed = 50 mph

Rev. 10/12/16

US 41(SR 45) PD&E Study *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056 1 - Hillsborough County	**Planned Bridge Typical Sections**	**Figure 1-6**

Emergency Evacuation - US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. US 41 provides access to I-75 via interchanges with east-west connections on Gibsonton Drive, Big Bend Road (CR 672) and SR 60 in close proximity to the study limits.

Current and Future Transportation Demand - Traffic in the corridor is expected to increase due to projected population and employment growth along the corridor. In 2013, the Annual Average Daily Traffic (AADT) ranged between 23,400 vehicles per day (VPD) (Level of Service [LOS] B) and 36,400 VPD (LOS B) within the study area according to the *Traffic Technical Memorandum*. With a maximum AADT of 32,350 VPD over the four lane section, US 41 is at 88 percent capacity for the adopted level of service standard of D. In 2040, AADTs are expected to range between 38,800 VPD and 61,000 VPD. The existing four lane cross section would result in a LOS F in some segments with the future projected traffic volumes. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

Modal Interrelationships – Expansion of the existing roadway would help improve mobility for the Hillsborough Area Regional Transit (HART) Authority local bus route 31 within the corridor. Bicycle and pedestrian accommodations will also be considered as part of the proposed improvements.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. The segment of US 41 between Madison Avenue/Pendola Point Road and SR 676 is designated as a Strategic Intermodal System (SIS) *connector*. The SIS is a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. Improvements to US 41 would enhance access to activity centers in the area and would improve movement for goods and freight in the Tampa Bay region and across the State.

1.5 REPORT PURPOSE

This *CRAS* Report is one of several documents prepared as part of this PD&E study. The purpose of this *CRAS* was to locate and identify any archaeological sites and historic resources within the project APE and to assess, to the extent possible, their significance as to eligibility for listing in the National Register of Historic Places (NRHP). The archaeological and historical components of the survey were conducted between January and June 2013 by Archaeological Consultants, Inc. (ACI), in association with American Consulting Engineers of Florida, LLC. Background research preceded field survey. Such research served to provide an informed set of expectations concerning the kinds of cultural resources that might be anticipated to occur within the project APE, as well as a basis for evaluating any newly discovered sites. For the purpose of this analysis, the archaeological APE was defined as the existing and proposed ROW; the historical APE includes the archaeological APE as well as immediately adjacent properties.

This project was conducted in accordance with the requirements set for in the *National Historic Preservation Act of 1966*, as amended, and Chapter 267, *FS*. It was carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the FDOT's *PD&E Manual* (FDOT 1999) and the standards contained in the FDHR's *Cultural Resource Management Standards and Operational Manual* (FDHR 2003). In addition, this study meets the specifications set forth in Chapter 1A-46, *FAC*.

SECTION 2 ENVIRONMENTAL SETTING

2.1 LOCATION AND SETTING

The US 41 PD&E Study corridor is located is Sections 33 and 34 of Township 29 South, Range 19 East; Sections 3, 4, 9, 10, 14, 15, 23, 26, and 35 of Township 30 South, Range 19 East; and Sections 2 and 3 of Township 31 South, Range 19 East (United States Geological Survey [USGS] Tampa and Gibsonton) (**Figure 2-1**). The corridor traverses a mix of rural, residential, and commercial properties as well as wetlands, fields, and wooded tracts (**Photos 2-1 and 2-2**). Utilities, ditches, and culverts front the corridor, and sidewalks are present in some areas.

Photo 2-1: General view of US 41, looking south-southeast.

2.2 PHYSIOGRAPHY AND GEOLOGY

The project corridor is located within the Midpeninsular physiographic zone (White 1970) which is characterized by gently rolling topography with a series of low hills and valleys paralleling the coast. The corridor ranges in elevation from 0-3 meters [m] (0-10 feet [ft]) above mean sea level (amsl) with the lowest elevations along the rivers and creeks. The corridor is situated within the Gulf Coastal Lowlands. Shelly sand and clay overlie limestone from the Peace River Formation in the southern two-thirds of the corridor and undifferentiated Pleistocene and Holocene sediments along the northern corridor (Campbell and Arthur 1993; Knapp 1980; Scott 2001; Scott et al. 2001).

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 2-1 Environmental setting of the US 41 PD&E Study corridor (National Geographic Society 2011)

Photo 2-2: US 41, facing north toward Bullfrog Creek.

2.3 SOILS AND VEGETATION

The study corridor crosses through a number of different soil associations: Myakka-Basinger-Holopaw, Myakka-Urban land–St. Augustine, Urban land-Myakka-Smyrna, and Arents-Haplaquents-Quartzipsamments (United States Department of Agriculture [USDA] 1989). The latter consists of made land. The Myakka-Basinger-Holopaw association occurs within the flatwoods and consists of nearly level poorly and very poorly drained soils. Myakka sand supports longleaf and slash pine while the very poorly drained Basinger and Holopaw soils support cypress, sweetgum, red maple, and black tupelo. The Urban land-Myakka-Smyrna association also occurs in the flatwoods. The natural vegetation consists of longleaf and slash pine with an understory of saw palmetto, pineland threeawn, gallberry, and running oak. The Myakka-Urban land-St. Augustine soils occur in the wetlands and coastal areas. These are nearly level, very poorly to somewhat poorly drained soils. The natural vegetation consists of salt tolerant grasses and shrubs such as needlegrass rush, seashore saltgrass, marshhay cordgrass, big cordgrass, smooth cordgrass, and red mangrove. Longleaf pine, slash pine, and saw palmetto occur in the more elevated areas. **Table 2-1** provides a list of the specific soil types along the study corridor and their associated environmental setting (USDA 1989, 2012).

Table 2-1: Soil types, drainage, and environmental setting along the study corridor

NAME	DRAINAGE	SETTING
Basinger, Holopaw, and Samsula soils, depressional	very poor	Swamps and depressions on the flatwoods
Felda fine sand	poor	Broad sloughs on the flatwoods
Floridana fine sand	very poor	Sloughs and swales on the flatwoods
Kesson muck, frequently flooded	very poor	Tidal swamps and marshes
Malabar fine sand	poor	Low-lying sloughs and shallow depressions on the flatwoods
Myakka fine sand	poor	Broad plains on the flatwoods
Myakka fine sand, frequently flooded	very poor	Tidal areas
Pinellas fine sand	poor	Broad plains on the flatwoods
St. Augustine fine sand	somewhat poor	Flats and ridges bordering Tampa Bay
St. Johns fine sand	poor	Low-lying plains on the flatwoods
Wabasso fine sand	poor	Plains on the flatwoods

2.4 PALEOENVIRONMENTAL CONSIDERATIONS

The early environment of the region was different from that seen today. Sea levels were lower, the climate was arid, and fresh water was scarce. An understanding of human ecology during the earliest periods of human occupation in Florida cannot be based on observations of the modern environment because of changes in water availability, botanical communities, and faunal resources. Aboriginal inhabitants would have developed cultural adaptations in response to the environmental changes taking place, which were then reflected in settlement patterns, site types, artifact forms, and subsistence economies.

Due to the arid conditions between 16,500 and 12,500 years ago, the perched water aquifer and potable water supplies were absent (Dunbar 1981:95). Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5,000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). The rise of sea level reduced xeric habitats over the next several millennia. Intermittent flow in the Hillsborough River some 8500 years ago was likely due to precipitation and surface runoff, and by 6000 years ago, the river probably began flowing due to spring discharge from the Floridan aquifer (Dunbar 1981:99).

Around 5000 years ago, a climatic event marking a brief return to Pleistocene climatic conditions induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses, and sedges (Carbone 1983). At Lake Annie, in south central Florida, pollen cores were dominated by wax myrtle and pine. The assemblage suggests that by this

time, a forest dominated by longleaf pine along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). By about 3500 BCE (Before Common Era), surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 1.5 m (5 ft) above present levels. After this time, modern floral, climatic, and environmental conditions began to be established.

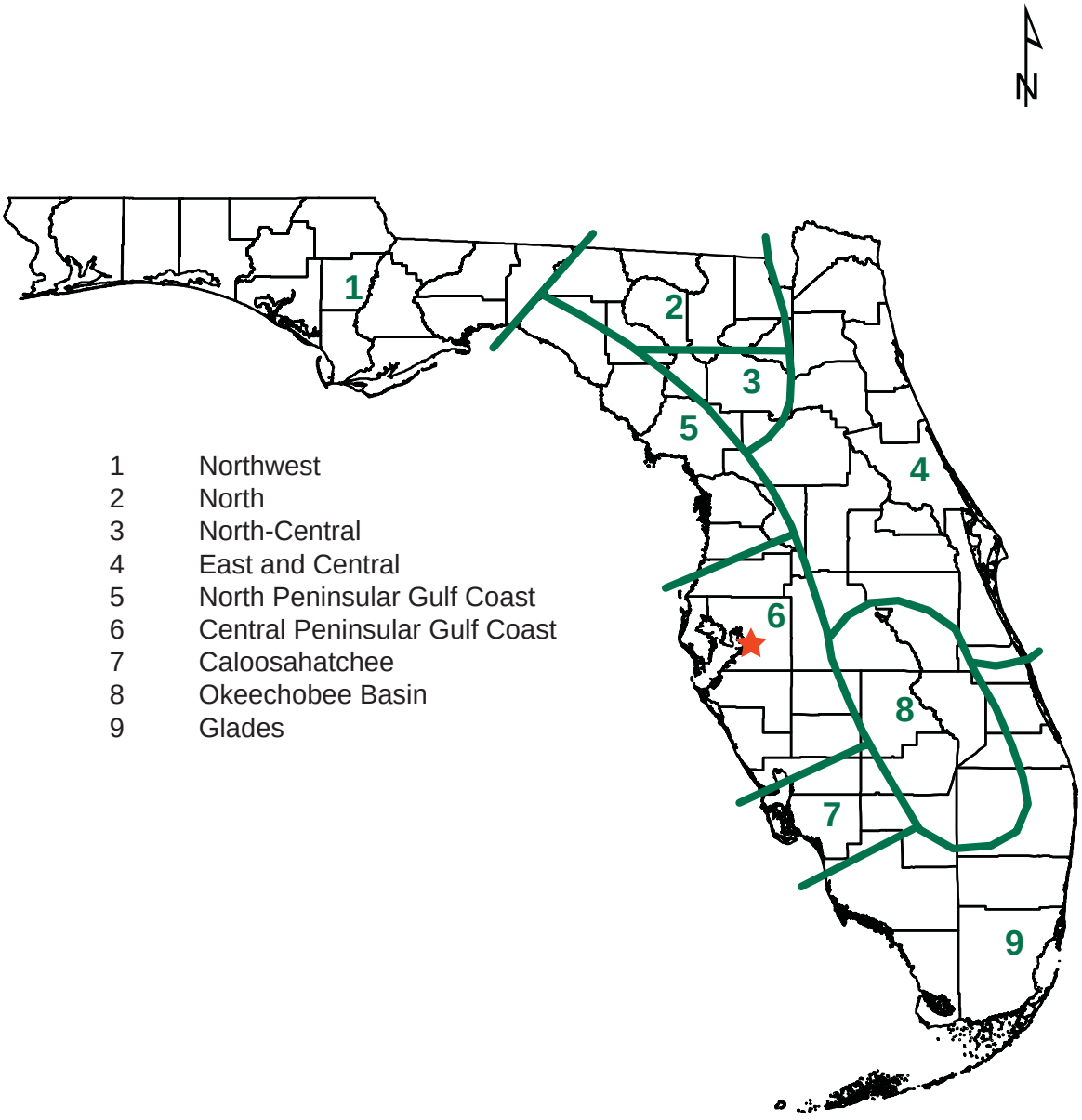
SECTION 3 CULTURAL CHRONOLOGY

A discussion of the regional culture history is included to provide a framework within which to examine the local archaeological and historical record. Archaeological and historic sites are not individual entities, but were once part of a dynamic cultural system. As a result, individual sites cannot be adequately examined or interpreted without reference to other sites and resources in the area. The culture history of an area (i.e. the archaeological region) outlines the sequence of archaeological and historical cultures through time. These are defined largely in geographical terms, but also reflect shared environmental and cultural traits. The US 41 PD&E Study corridor is located in the Central Peninsular Gulf Coast archaeological region (Milanich 1994; Milanich and Fairbanks 1980). This region extends from just north of Tampa Bay southward to the northern portion of Charlotte Harbor (**Figure 3-1**). Within this zone, the Paleo-Indian, Archaic, Formative, and Mississippian stages have been defined based on unique sets of material culture traits such as stone tools and ceramics as well as subsistence, settlement, and burial patterns.

The local history of the region is divided into four broad periods based initially upon the major governmental powers. The first period, Colonialism, occurred during the exploration and control of Florida by the Spanish and British from around 1513 until 1821. At that time, Florida became a territory of the U.S. and 21 years later became a State (Territorial and Statehood). The Civil War and Aftermath (1861-1899) period deals with the Civil War, the period of Reconstruction following the war, and the late 1800s, when the transportation systems were dramatically increased and development throughout the state expanded. The Twentieth Century period includes subperiods defined by important historic events such as the World Wars, the Boom of the 1920s, and the Depression. Each of these periods evidenced differential development and utilization of the region, thus effecting the historic site distribution.

3.1 PALEO-INDIAN

The Paleo-Indian stage is the earliest known cultural manifestation in Florida, dating from roughly 12,000 to 7500 BCE [Before Common Era] (Milanich 1994). Archaeological evidence for Paleo-Indians consists primarily of scattered finds of diagnostic lanceolate-shaped projectile points. The Florida peninsula at this time was quite different than today. In general, the climate was cooler and drier with vegetation typified by xerophytic species with scrub oak, pine, open grassy prairies, and savannas (Milanich 1994:40). When human populations were arriving in Florida, the sea levels were still as much as 40 to 60 m (130-200 ft) below present levels and coastal regions of Florida extended miles beyond present-day shorelines (Faught 2004). Thus, many sites have been inundated (cf., Faught and Donoghue 1997).



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 3-1 Florida Archaeological Regions. The project area (★) is within the Central Peninsular Gulf Coast Region

The Paleo-Indian period has been sub-divided into three horizons based upon characteristic stone tool forms (Austin 2001). Traditionally, it is believed that the Clovis Horizon (10,500-9000 BCE) represents the initial occupation of Florida and is defined based upon the presence of the fluted Clovis points. These are more common in north Florida. Research suggests that Suwannee and Simpson points may be contemporary with or predate Clovis (Dunbar 2006a; Stanford 1991). The Suwannee Horizon (9000-8500 BCE) is the best known of the three Paleo-Indian horizons. The lanceolate-shaped, unfluted Simpson and Suwannee projectile points are diagnostic of this time (Bullen 1975; Daniel and Wisenbaker 1987; Purdy 1981). The Suwannee tool kit includes a variety of scrapers, adzes, spokeshaves, unifacially retouched flakes, and blade-like flakes as well as bone and ivory foreshafts, pins, awls, daggers, anvils, and abraders (Austin 2001:23).

Following the Suwannee Horizon is the Late Paleo-Indian Horizon (8500-8000 BCE). The smaller Tallahassee, Santa Fe, and Beaver Lake projectile points have traditionally been attributed to this horizon (Milanich 1994). However, many of these points have been recovered stratigraphically from late Archaic and early Woodland period components and thus, may not date to this period at all (Austin 2001; Farr 2006). Florida notched or pseudo-notched points, including the Union, Greenbriar, and Hardaway-like points may represent late Paleo-Indian types, but these types have not been recovered from datable contexts and their temporal placement remains uncertain (Dunbar 2006a:410).

Archaeologists hypothesize that Paleo-Indians lived in migratory bands and subsisted by gathering and hunting, including the now-extinct Pleistocene megafauna. It is likely that these nomadic hunters traveled between permanent and semi-permanent sources of water, such as artesian springs, exploiting the available resources. These watering holes would have attracted the animals, thus providing food and drink. In addition to being tethered to water sources, most of the Paleo-Indian sites are close to good quality lithic resources. The settlement pattern consisted of the establishment of semi-permanent habitation areas and the movement of the resources from their sources of procurement to the residential locale by specialized task groups (Austin 2001:25).

Although the Paleo-Indian period is generally considered to have been cooler and drier, there were major variations in the inland water tables resulting from large-scale environmental fluctuations. There have been two major theories as to why most Paleo-Indian materials have been recovered from inundated sites. The Oasis theory posits that due to low water tables and scarcity of potable water, the Paleo-Indians and the game animals upon which they depended clustered around the few available water holes that were associated with sinkholes (Neill 1964). Whereas, others postulated that the Paleo-Indians gathered around river-crossings to ambush the large Pleistocene animals as they crossed the rivers (Waller 1970). This implies periods of elevated water levels. Based on the research along the Aucilla and Wacissa Rivers, it appears that both theories are correct, depending upon what the local environmental conditions were at that time (Dunbar 2006b). During the wetter periods, populations became more dispersed because the water resources were abundant and the animals they relied on could roam over a wider range.

Some of the information about this period has been derived from the underwater excavations at two inland spring sites in Sarasota County: Little Salt Spring and Warm Mineral Springs (Clausen et al. 1979). Excavation at the Harney Flats Site in Hillsborough County has provided a rich body of data concerning Paleo-Indian life ways. Analysis indicates that this site was used as a quarry-related base camp with special use activity areas (Daniel and Wisenbaker 1987). It has been suggested that Paleo-Indian settlement may not have been related as much to seasonal changes as generally postulated for the succeeding Archaic period, but instead movement was perhaps related to the scheduling of tool-kit replacement, social needs, and the availability of water, among other factors (Daniel and Wisenbaker 1987:175). Investigations along the Aucilla and Wacissa Rivers, as well as other sites within the north Florida rivers, have provided important information on the Paleo-Indian period and how the aboriginals adapted to their environmental setting (Webb 2006). Studies of the Pleistocene faunal remains from these sites clearly demonstrate the importance of these animals not for food alone, but as the raw material for their bone tool industry (Dunbar and Webb 1996).

3.2 ARCHAIC

Climatic changes occurred, resulting in the disappearance of the Pleistocene megafauna and the demise of the Paleo-Indian culture. The disappearance of the mammoths and mastodons resulted in a reduction of open grazing lands, and thus, the subsequent disappearance of grazers such as horse, bison, and camels. With the reduction of open habitat, the herd animals were replaced by the more solitary, woodland browser: the white-tailed deer (Dunbar 2006a:426). The intertwined data of megafauna' extinction and cultural change suggests a rapid and significant disruption in both faunal and floral assemblages. The Bolen people represent the first culture adapted to the Holocene environment (Carter and Dunbar 2006). This included a more specialized toolkit and the introduction of chipped-stone woodworking implements.

Due to a lack of excavated collections and the poor preservation of bone and other organic materials in the upland sites, our knowledge of the Early Archaic artifact assemblage is limited (Carter and Dunbar 2006; Milanich 1994). Discoveries at the Page-Ladson, Little Salt Spring, and Windover sites indicate that bone and wood tools were used (Clausen et al. 1979; Doran 2002; Webb 2006). The archaeological record suggests a diffuse, yet well-scheduled, pattern of exploiting both coastal and interior resources. Because water sources were much more numerous and larger than previously, the Early Archaic peoples could sustain larger populations, occupy sites for longer periods, and perform activities requiring longer occupations at a specific locale (Milanich 1994:67).

Marked environmental changes, which occurred some 6500 years ago, had a profound influence upon human settlement and subsistence practices. Among the landscape alterations were rises in sea and water table levels that resulted in the creation of more available surface water. In addition to changed hydrological conditions, this period is characterized by the spread of mesic forests and the beginnings of modern vegetation communities including pine forests and cypress swamps. Humans adapted to this changing environment and regional and local differences are reflected in the archaeological record (Russo 1994a, 1994b; Sassaman 2008).

The Middle Archaic archaeological record is better understood than the Early Archaic. The material culture inventory included several stemmed, broad blade projectile point types including the Newnan, Levy, Marion, and Putnam types (Bullen 1975). Population growth, as evidenced by the increased number of Middle Archaic sites and accompanied by increased socio-cultural complexity, is assumed for this time (Milanich and Fairbanks 1980). Site types included large base camps, smaller special-use campsites, quarries, and burial areas. The most common sites are the smaller campsites, which were most likely used for hunting or served as special-use extractive sites for such activities as gathering nuts or other botanical materials. At quarry sites, aboriginal populations mined stone for their tools. They usually roughly shaped the stone prior to transporting it to another locale for finishing. Base camps are identified by their larger artifact assemblages and wider variety of tools.

During the Late Archaic period, population increased and became more sedentary. The broad-bladed, stemmed projectile styles of the Middle Archaic continued to be made with the addition of Culbreath, Lafayette, Clay, and Westo point types (Bullen 1975). A greater reliance on marine resources is indicated in coastal areas. Subsistence strategies and technologies reflect the beginnings of an adaptation to these resources. Around 4000 years ago, evidence of fired clay pottery appears in Florida. The first ceramic types, tempered with fibers (Spanish moss or palmetto), are referred to as the Orange series. Initially, it was thought that they lacked decoration until about 1700 BCE, when they were decorated with geometric designs and punctations. Research has called this ceramic chronology into question; AMS dates from a series of incised Orange sherds from the middle St. Johns River Valley, have produced dates contemporaneous with the plain varieties (Sassaman 2003).

Milanich (1994:86-87) suggests that while there may be little difference between Middle and Late Archaic populations, there are more Late Archaic sites and they were primarily located near wetlands. The abundant wetland resources allowed larger settlements to be maintained. It is likely that the change in settlement patterns was related to the environmental changes. By the end of the Middle Archaic, the climate closely resembled that of today; vegetation changed from those species that preferred moist conditions to pines and mixed forests (Watts and Hansen 1988). Sea levels rose, inundating many sites located along the shoreline. The adaptation to this environment allowed for a wider variety of resources to be exploited and a wider variation in settlement patterns. No longer were the scarce waterholes dictating the location of sites. Shellfish, fish, and other food sources were now available from coastal and freshwater wetlands resulting in an increased population size.

The Late Archaic Transitional stage refers to that portion of the ceramic Archaic when sand was mixed with the fibers as a tempering agent. The same settlement and subsistence patterns were being followed. During this period, there was a diffusion of cultural traits because of the movement of small groups (Bullen 1959, 1965)., which resulted in the appearance of several different ceramic and lithic tool traditions, and the beginning of cultural regionalism.

3.3 FORMATIVE

The Formative stage is comprised of the Manasota and Weeden Island-related cultures (ca. 500 BCE to 800 CE [Common Era]). Settlement patterns consisted of permanent villages located along the coast with seasonal forays into the interior to hunt, gather, and collect those resources unavailable along the coast. Most Manasota sites are shell middens found on or near the shore where aboriginal villagers had easiest access to fish and shellfish (Milanich 1994). The subsistence economy focused on the coastal exploitation of maritime resources, supplemented by the hunting and gathering of inland resources (Luer and Almy 1982). Investigations at the Shaw's Point, Fort Brook Midden, Yat Kitischee, and Myakkahatchee sites have provided a wealth of information on site formation, subsistence economies, and technology and their changes over time (Austin 1995; Austin et al. 1992; Luer et al. 1987; Schwadron 2002). The major villages were located along the shore with smaller sites being located up to 19-29 km (12-18 mi) inland. These inland sites, which probably served as seasonal villages or special-use campsites, were often located in the pine flatwoods on elevated lands proximate to a source of freshwater where a variety of resources could be exploited (Austin and Russo 1989; Luer and Almy 1982). Hardin and Piper (1984) suggest that some of the larger inland sites may actually be permanent or semi-permanent settlements as opposed to seasonal campsites.

Manasota is characterized by a wide range of material cultural traits such as a well-developed shell and bone tool technology, sand tempered plain ceramics, and burials within shell middens (Luer and Almy 1982). Much of the shell and bone technology evolved out of the preceding Archaic period. Through time, the burial patterns became more elaborate, with burials being placed within sand burial mounds located near the villages and middens. The early burial patterns consisted of primary flexed burials in the shell middens, while later sites contained secondary burials within sand mounds.

Temporal placement within the Manasota period can be determined based upon diagnostic ceramic rim and vessel forms (Luer and Almy 1982). The early forms (ca. 500 BCE to 400 CE) are characterized as flattened globular bowls with incurving rims and chamfered lips. Pot forms with rounded lips and inward curving rims were utilized from about 200 BCE until 700 CE. Deeper pot forms with straight sides and rounded lips were developed around 400 CE and continued into the Safety Harbor period. Simple bowls with outward curving rims and flattened lips were used from the end of the Late Weeden Island period (ca. 800 CE) into the Safety Harbor period. Vessel wall thickness decreased over time.

The lithic assemblage of the Manasota culture was scarce along the coast especially in the more southern portions of the region where stone suitable for tool manufacture was absent. Projectile point types associated with the Manasota period include the Sarasota, Hernando, and Westo varieties (Luer and Almy 1982).

Influences from the Weeden Island "heartland," located in north-central Florida, probably resulted in the changes in burial practices. These influences can also be seen in the increased variety of ceremonial ceramic types through time. The secular, sand tempered ware continued to be the dominant ceramic type. Manasota evolved into what is referred to as a Weeden Island-related culture. The subsistence and settlement patterns remained consistent. Hunting and gathering of the inland and coastal resources continued. Evidence of a widespread trade network is seen by the ceramic types and other exotic artifacts present within the burial mounds.

Ceremonialism and its expressions, such as the construction of complex burial mounds containing exotic and elaborate grave offerings, reached their greatest development during this period. Similarly, the subsistence economy, divided between maritime and terrestrial animals and perhaps horticultural products, represents the maximum effective adjustment to the environment. Many Weeden Island-related sites consist of villages with associated mounds, as well as ceremonial/burial mound sites. The artifact assemblage is distinguished by the presence of Weeden Island ceramic types. These are among some of the finest ceramics in the Southeast; they are often thin, well-fired, burnished, and decorated with incising, punctation, complicated stamping, and animal effigies (Milanich 1994:211). Coastal sites are marked by the presence of shell middens, indicating a continued pattern of exploitation of marine and estuarine resources. Interaction between the inland farmer-gatherers and coastal hunter-gatherers may have developed into mutually beneficial exchange systems (Kohler 1991:98). This could account for the presence of non-locally made ceramics at some of the Weeden Island-related period sites. There is no definitive evidence for horticulture in the coastal area (Milanich 1994:215).

3.4 MISSISSIPPIAN

The final aboriginal cultural manifestation in the Central Peninsular Gulf Coast region is Safety Harbor, named for the type-site in Pinellas County. The presence of datable European artifacts (largely Spanish) in sites, along with radiocarbon dates from early Safety Harbor contexts associated with Englewood ceramics, provide the basis for dividing the Safety Harbor period into two pre-Columbian phases: Englewood (900-1000 CE) and Pinellas (1000-1500 CE) and two colonial period phases: Tatham (1500-1567 CE) and Bayview (1567-1725 CE) (Mitchem 1989). The Safety Harbor variant in Hillsborough, northern Manatee, Pinellas, and southern Pasco counties is identified as the Circum-Tampa Bay regional variant.

Although inland sites do occur, the Safety Harbor culture was primarily a coastal phenomenon (Mitchem 1989, 2012). Large coastal towns or villages often had a temple mound, plaza, midden, and a burial mound associated with them. Although some maize agriculture may have been practiced by the Safety Harbor peoples, the coastal environment was not suitable for intensive maize agriculture (Luer and Almy 1981; Mitchem 2012). Away from the coastal plain, a more dispersed pattern of smaller settlements was evident and the burial mounds appear to have been located away from the habitation areas (Mitchem 1988, 1989).

Influences from the north led to the incorporation of some Mississippian traits by the late Manasota peoples, which became the Safety Harbor culture. Most, Safety Harbor components are located on top of the earlier Manasota deposits and there is evidence of significant continuity from Manasota into Safety Harbor. However, in some areas, Manasota continued later than previously thought, while in other areas Englewood did not appear to have occurred at all (Austin et al. 2008). The lack of the diagnostic Englewood ceramics at many sites may indicate that the Englewood phase was skipped in the developmental sequence from Manasota to Safety Harbor (Mitchem 2012).

The primary difference between Manasota and Safety Harbor is the ceramic assemblage. The utilitarian ceramics include the Pasco (limestone tempered), Pinellas (laminated paste), and sand tempered plain varieties. The decorated ceramics, primarily recovered from burial mounds, include Englewood Incised, Sarasota Incised, Lemon Bay Incised, St. Johns Check Stamped, Safety Harbor, Incised, and Pinellas Incised (Willey 1949). The adoption of Mississippian traits such as jar and bottle forms, and the guilloche or loop design, are indicative of this period. However, unlike most Mississippi period ceramics, the use of mussel shell as the aplastic is not present (Mitchem 2012).

Trade between the Safety Harbor people and other Southeastern Mississippian cultures took place. It is likely that marine whelks and conchs were traded with groups in the Southeast and Midwest. In turn, items such as copper and ground-stone artifacts made their way south. Based on Spanish accounts, the Safety Harbor culture had evolved into a chiefdom form of government, albeit minus the maize agriculture of other Mississippian period groups in the Southeast. This lack of agriculture was likely due to the extremely successful adaptation to the local environment and the lack of suitable soils for the production of maize. Mitchem notes that although contact with Mississippian people may have led to political and religious changes, there was not a compelling reason to change their lifestyle completely (Mitchem 2012:185).

3.5 COLONIALISM

The Timucuan Indians are the historic counterparts of the Safety Harbor people. In the Tampa Bay area they are referred to as the Tocobaga, extending from roughly Tarpon Springs southward to the Sarasota area (Bullen 1978). The Tocobaga consisted of a number of small chiefdoms whose leaders frequently waged war against each other. The most powerful chiefdom was Tocobaga, located at the head of Old Tampa Bay at the Safety Harbor site; other major chiefdoms included the Mocoço (at the mouth of the Alafia River) and Ucita (at the mouth of the Little Manatee River) (Hann 2003).

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish crown in the 1500s, ushered in devastating European contact. After Ponce de Leon's landing near St. Augustine in 1513, Spanish explorations were confined to the west coast of Florida; Narvaéz is thought to have made shore in 1528 in St. Petersburg and de Soto's 1539 landing is commemorated at De Soto Point on the south bank of the Manatee River. The Spaniards briefly established a fort and garrison at Tocobaga in the 1560s. In 1568, the Tocobaga killed all of the soldiers and when a Spanish supply ship arrived, the Tocobaga left and the Spanish burned the village (Hann 2003).

The area that now constitutes the State of Florida was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783 when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period of ownership. Prior to the American colonial settlement of Florida, portions of the Muskogean Creek, Yamassee and Oconee Native American populations moved into Florida and repopulated the demographic vacuum created by the decimation of the original aboriginal inhabitants. These migrating groups of Native Americans became known to English speakers as Seminoles. They had an agriculturally based society, focusing upon cultivation of crops and the raising of horses and cattle. The material culture of the Seminoles remained similar to the Creeks, the dominant aboriginal pottery type being Chattahoochee Brushed. European trade goods, especially British, were common. Their settlement pattern included large villages located near rich agricultural fields and grazing lands.

Their early history can be divided into two basic periods: *colonization* (1716-1767) when the initial movement of Creek towns into Florida occurred, and *enterprise* (1767-1821) which was an era of prosperity under the British and Spanish rule prior to the American presence (Mahon and Weisman 1996). The Seminoles formed at various times loose confederacies for mutual protection against the new American Nation to the north (Tebeau 1980:72). The Seminoles crossed back and forth into Georgia and Alabama conducting raids and welcoming escaped slaves. This resulted in General Andrew Jackson's invasion of Florida in 1818, which became known as the First Seminole War.

3.6 TERRITORIAL AND STATEHOOD

Florida became a United States territory in 1821 due to the war and the Adams-Onis Treaty of 1819. Settlement was slow and scattered at that time. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia Counties. At that time, St. Johns County encompassed all of Florida lying east of the Suwannee River, and Escambia County included the land lying to the west. In the first territorial census in 1825, 317 persons reportedly lived in South Florida; by 1830 that number had risen to 517 (Tebeau 1980:134).

Even though the First Seminole War was fought in north Florida, the Treaty of Moultrie Creek in 1823, at the end of the war, was to affect the settlement of all of south Florida. The Seminoles relinquished their claim to the whole peninsula in return for an approximately four million acre reservation south of Ocala and north of Charlotte Harbor (Covington 1958; Mahon 1985:50). The treaty satisfied neither the Indians nor the settlers. The inadequacy of the reservation, the desperate situation of the Seminoles, and the mounting demand of the settlers for their removal, produced another conflict.

In 1823, Gadsden County was created from St. John's County, and the following year Mosquito County was created out of Gadsden. This new county included all of the Tampa Bay area and reached south to Charlotte Harbor (Historic Tampa/Hillsborough County Preservation Board [HT/HCPB] 1980:7). In 1824, Cantonment (later Fort) Brooke was established on the south side of the mouth of the Hillsborough River in what is now downtown Tampa by Colonel George Mercer Brooke. Frontier families followed the soldiers and the settlement of the Tampa Bay area began.

This caused some problems for the military as civilian settlements were not in accord with the Camp Moultrie agreement (Guthrie 1974:10). By 1830, the U.S. War Department found it necessary to establish a military reserve around Fort Brooke with boundaries extending 16 miles to the north, west, and east (Chamberlin 1968:43). Within the military reservation were a guardhouse, barracks, storehouse, powder magazine, and stables.

By the early 1830s, governmental policy shifted in terms of relocating the Seminoles to lands west of the Mississippi River. Outrage at this policy of forced relocation resulted in the Second Seminole War (1835-1842). Following this conflict, the Seminoles who remained in Florida were driven further south, clearing the way for homesteaders. Hillsborough County was established in 1834 by the Territorial Legislature of Florida; it reached north to Dade City and south to Charlotte Harbor, encompassing an area that today comprises Pasco, Polk, Manatee, Sarasota, DeSoto, Charlotte, Highlands, Hardee, Pinellas, and Hillsborough counties. Due to its isolated location, Hillsborough County was slow to develop. The Tampa Bay post office was closed at this time and reestablished as "Tampa" on September 13, 1834 (Bradbury and Hallock 1962). As settlement in the area increased, so did hostilities with Native Americans. The growing threat of Seminole invasion to the civilians near the fort propelled them to sign a petition asking for military protection. Only 25 men signed the petition showing the meager settlement in the area (Brown 1999:46).

By 1835, the Second Seminole War was under way, triggered by an attack on Major Francis Langhorne Dade as he led a company of soldiers from Fort Brooke to Fort King (now Ocala). As part of the effort to subdue Indian hostilities in Florida, military patrols moved into the wilderness in search of any Seminole concentrations. As the Second Seminole War escalated, attacks on isolated settlers and communities became more common. To combat this, the U.S. Army and Navy converged on southwest Florida attempting to seal off the southern portion of the Florida peninsula from the estimated 300 Seminoles remaining in the Big Cypress Swamp and Everglades (Covington 1958; Tebeau and Carson 1965).

In 1837, Fort Brooke became the headquarters for the Army of the South and the main garrison for the Seminole wars. It also served as a haven for settlers who left their farms to seek protection from the warring Seminoles (Piper et al. 1982). Several other forts, including Fort Alabama (later Fort Foster), Fort Thonotosassa, and Fort Simmons were established during the Seminole War years (Bruton and Bailey 1984). Their uses varied from military garrisons to military supply depots; others were built to protect the nearby settlers during Indian uprisings.

The Second Seminole War ended in 1842 when the federal government withdrew troops from Florida. Some of the battle-weary Seminoles were persuaded to emigrate to the Oklahoma Indian Reservation where the federal government had set aside land for their occupation. However, those who wished to remain were allowed to do so, but were pushed further south into the Everglades and Big Cypress Swamp. This area became the last stronghold for the Seminoles (Mahon 1985).

In 1840, the population of Hillsborough County was 452, with 360 of those residing at Fort Brooke (HT/HCPB 1980). Encouraged by the passage of the Armed Occupation Act in 1842, designed to promote settlement and protect the Florida frontier, settlers moved south through Florida. The Act made available 200,000 acres outside the already developed regions south of Gainesville to the Peace River, barring coastal lands and those within a two-mile radius of a fort. The Armed Occupation Act stipulated that any family or single man over 18 able to bear arms could earn title to 160 acres by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years. During the nine-month period the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961a:48).

Tampa became a center of distribution for settlements being established along the Alafia River and in South Florida. In 1843, William G. Ferris established a general merchandising business at Fort Brooke becoming the first of several merchandising firms. The Tampa area had first been a military center and now was developing into a commercial center for the Gulf Coast region of Florida (Robinson 1928). In 1845, the State of Florida was admitted to the Union, and Tallahassee was selected as the capital. The land surrounding Fort Brooke continued to belong to the U.S. government until 1846; therefore, there were few permanent structures beyond the immediate vicinity of the fort. After the military reservation was reduced from sixteen square miles to four square miles, John Jackson was hired to survey and plat the town in 1847 (Robinson 1928:26). By the early 1850s, the first public buildings in Tampa, the courthouse and the Masonic Lodge, were complete; also, the *Tampa Herald*, Tampa's first newspaper, began distribution in 1853 (Robinson 1928:34-35).

To hasten settlement of central Florida, the U.S. government commenced the official surveys of public lands. Most of the corridor area was surveyed by Charles F. Hopkins in 1852, but John Jackson (1847) and A. M. Randolph (1843) surveyed the pertinent lands in Township 31 South. No historic features were noted proximate to the project area, although several trails leading to Fort Brooke were depicted north and west of the project corridor, north of the Palm River (now Tampa Bypass Canal) (State of Florida 1848, 1852b, 1852c). Randolph described the line between Townships 30 and 31 South as cabbage palm oak hammock and salt marsh (State of Florida 1843:129), while the other surveyors primarily described the areas as third rate pine and palmetto with some areas of scrub and sawgrass (State of Florida 1847:684, 1852a:97-181).

Although the majority of Florida's Seminoles had been deported to the western territories by the end of Second Seminole War, a number of Seminoles remained in central and south Florida. In July 1849, an incident occurred at the Kennedy and Darling Store near Peas Creek (Peace River). A band of four Seminoles killed two men, and wounded William McCullough and his wife Nancy, before looting and burning the store. This incident created the "Indian Scare" of 1849 in central Florida and resulted in the federal government establishing a series of forts across the state (Brown 1991; Covington 1961b).

In December 1855, the Third Seminole War, or the Billy Bowlegs War, started because of pressure placed on Native Americans remaining in Florida to migrate west. The war started when Seminole Chief Holatter-Micco, also known as Billy Bowlegs, and 30 warriors attacked an army camp killing four soldiers and wounding four others. The attack was in retaliation for damage done by several artillerymen to property belonging to Billy Bowlegs. This hostile action renewed state and federal interest in the final elimination of the Seminoles from Florida.

Military action was not decisive during the war; therefore, in 1858 the U.S. government resorted to monetary persuasion to induce the remaining Seminoles to migrate west. Chief Billy Bowlegs accepted $5,000 for himself and $2,500 for his lost cattle, each warrior received $500, and $100 was given to each woman and child. On May 4, 1858, the ship *Grey Cloud* set sail from Fort Myers with 123 Seminoles; stopping at Egmont Key, 41 captives and a Seminole woman guide were added to the group. On May 8, 1858, the Third Seminole War was declared over (Covington 1982). Two years later, Gideon Hayes purchased land along the Alafia River (State of Florida n.d.:225).

3.7 CIVIL WAR AND AFTERMATH

In 1861, Florida followed South Carolina's lead and seceded from the Union in a prelude to the American Civil War. Florida had much at stake in this war as evidenced in a report released from Tallahassee in June 1861. It listed the value of land in Florida as $35,127,721 and the value of the slaves at $29,024,513 (Dunn 1989:59). Even though the coast of Florida, including the port of Tampa, experienced a naval blockade during the war, the interior of the state saw very little military action (Robinson 1928:43). Many male residents abandoned their farms and settlements to join the Union army at one of the coastal areas retained by the United States government or joined the Confederate cow cavalry. The cow cavalry provided one of the major contributions of the state to the Confederate war effort by supplying and protecting the transportation of beef to the government (Akerman 1976). It was estimated that three-quarters of the beef supplied to the Confederacy from Florida came from Brevard and Manatee Counties (Shofner 1995). Salt works along the Gulf Coast also functioned as a major contributor to the efforts of the Confederacy (Lonn 1965). Union troops stationed at Punta Rassa conducted several raids into the Peace River Valley to seize cattle and destroy ranches. In response, Confederate supporters formed the Cattle Guard Battalion, consisting of nine companies under the command of Colonel Charles J. Mannerlyn. The lack of railway transport to other states, the federal embargo, and the enclaves of Union supports and Union troops holding key areas such as Jacksonville and Ft. Myers prevented an influx of finished materials. Additionally, federal gunboats blockaded the mouth of the larger rivers throughout the state preventing the shipment of raw materials. The war lasted until 1865.

Immediately following the war, the South underwent a period of "Reconstruction" to prepare the Confederate states for readmission to the Union. The program was administered by the U.S. Congress, and on July 25, 1868, Florida officially returned to the Union (Tebeau 1980:251). Civilian activity slowly resumed a normal pace after recovery from wartime depression, and the population continued to expand. The 1866 Homestead Act was passed to encourage settlement. The act

allowed freedmen and loyal United States citizens to receive 80-acre tracts in Florida and the other four public land states of the South. Former Confederates were not eligible to receive homesteads under the Act until 1876 when the lands were open to unrestricted sale (Tebeau 1980:266, 294). The Homestead Act encouraged growth and settlement throughout the Reconstruction era.

The post-war economic conditions of much of the rest of the South contributed to changes in the economy of the Tampa Bay area and communities to the south along the Gulf Coast. Post-war cattle shipments to Cuba varied considerably with changes in Cuban demand and the institution of a duty. The net result of Reconstruction-period cattle shipping was the movement of ranges and cattlemen farther south, closer to Charlotte Harbor and the Caloosahatchee River (Brown 1991:199). An influx of poor farmers, coinciding with the southward movement of cattle ranches, made the economic stability of the area dependent upon reliable sources of overland freight transport (Mormino and Pizzo 1983:68). During the 1870s and 1880s, the economy boomed with a number of winter visitors seeking the favorable subtropical climate, and an increase of agricultural production with the introduction of truck farming of tomatoes, cucumbers, and beans, as well as experimentation with oranges and lemons. Cattle continued to play a major role in the inland areas.

The State of Florida faced a financial crisis involving title to public lands in the early 1880s. By Act of Congress in 1850, the federal government turned over to the states for drainage and reclamation all "swamp and overflow land." Florida received approximately ten million acres. To manage that land and the five million acres the state had received on entering the Union, the Florida legislature created the Board of Trustees of the Internal Improvement Fund in 1851. In 1855, the legislature set up the trust fund in which state lands were to be held. The Fund became mired in debt after the Civil War, and under state law, no land could be sold until the debt was cleared. In 1881, the Trustees started searching for someone to buy enough state land to pay off the Fund's debt to permit sale of the remaining millions of acres that it controlled.

By 1881, Hamilton Disston, a member of a prominent Pennsylvania saw manufacturing family and friend of then Governor William Bloxham, entered into agreement with the state to purchase four million acres of swamp and overflowed land for one million dollars. In exchange for this, he promised to drain and improve the land. Disston's land holding company was the Florida Land and Improvement Company. He and his associates also formed the Atlantic and Gulf Coast Canal and Okeechobee Land Company in 1881 (Davis 1939:205). This company was established as part of the drainage contract with the State. This contract provided one-half of the acreage that they could drain, reclaim, and make fit for cultivation south of Orlando and east of the Peace River. The Disston Purchase enabled the distribution of large land subsidies to railroad companies, inducing them to begin extensive construction. Disston and the railroad companies in turn sold smaller parcels of land to developers and private investors (Tebeau and Carson 1965:252). The project corridor, except for the lands purchased by Gideon Hayes were deeded to the Florida Central and Peninsular Railroad, the Plant Investment Company, or Disston (State of Florida n.d.:224-227).

The first real influence on the growth of the area was the investment of capital in railroad construction during the 1880s. This was encouraged by the State of Florida, which granted sizeable

amounts of land to the railroad companies. This development increased access, stimulated commerce, and promoted tourism, thus resulting in population growth and economic prosperity (Pettengill 1952). Between 1880 and 1890, Hillsborough County grew almost seven-fold. With the railroad as a catalyst, there was a sudden surge of buying land for speculation, agriculture, and settlement. During the 1880s, timber and naval stores fostered industry across the region. Along the rivers, the timber was first tapped for its rosin and then harvested for lumber. In the late 1880's, phosphate was discovered on the Alafia and in 1894 that the Peruvian Mining Company was formed. In addition to the processing plant, the phosphate-boom led to the construction of a hotel and some houses on the north bank of the river before the shallow deposit was depleted and mining proved too expensive (HT/HCPB 1980; Maio et al. 1998). Through the early part of the century, more settlements sprung up along the Peace River, and across Florida in areas through which the Peace River flowed. The industry radiated out across the state into the deposit regions of the Alafia, Little Manatee, Manatee and Peace Rivers (HT/HCPB 1980).

Although the national financial panic of 1893 prompted a decline in capital and investment in the area, most people in the project area relied on cattle and citrus cultivation for their livelihood. The Great Freeze of 1894 and 1895 ruined the crops, but did not kill the trees, as had happened farther north. From the late 1890s through the early 1940s, the production of naval stores including the harvesting of lumber for construction, and rosin for products such as glass, varnish, gunpowder, waxes, turpentine, and paints, was a major industry.

3.8 TWENTIETH CENTURY

The turn of the century prompted optimism and an excitement over growth and development. Developers used propaganda promoting Florida as the eternal garden to attract tourists and new residents. A series of communities developed along the corridor at this time including Gibsonton (south of the Alafia River), Gardenville (between Gibsonton and Bullfrog Creek), Garden City (straddled Bullfrog Creek), and Adamsville, at the south end of the project corridor. Remlap, located between Adamsville and Garden City referred to lands owned by Mrs. Potter Palmer (Morris 1995:206).

James Gibson and his family arrived from Alabama in 1884 and homesteaded 150 acres of land along the south shore of the Alafia River, from its mouth inland about a half mile (Maio et al. 1998). Gibson, along with Granville Platt and F. L. Henderson, became trustees of the school that was erected in 1888. At that time, the area was known as Platt's Settlement (HT/HCPB 1980). The road to Tampa was paved with shell and a ferry was used to cross the Alafia River. The shell for the road was obtained from the many aboriginal shell mounds that had been located in the area (Federal Writers Project [FWP] 1939).

In 1907, T. M. Wier had Gardenville Town surveyed. In 1910, W. D. Davis filed the plat for Florida Gardenlands, which was the "rural" counterpart to his suburban Garden City subdivision that straddled Bullfrog Creek, though at that time it was called the Roosevelt River. Davis was the president and treasurer of the Davis Mercantile Company, based in Tampa. His promotion of the

properties was so effective that Earl Lincoln Adams and Rosie Manners Adams bought land in the southern portion of Florida Gardenlands and raised their ten children there (Maio et al. 1998). This area then became known as Adamsville, which is located at the southern end of the US 41 corridor. In 1911, Gardenville opened its new school, and the next year, the Gardenville post office was established. It closed in 1925 (Bradbury and Hallock 1962:32).

The early settlers of the region built 25 miles of road by 1913. During this initial road-building era, the foundation of US 301 was laid. It was known then as "The Wire Road" because of telegraph and telephone lines along side it. At this time, what is today known as US 41 constituted a nine-foot wide shell road paid for by a $30,000 local bond issue. Because of the growing importance of truck farming, these roads and others were built to facilitate the transportation of produce to local markets throughout the 1920s (VisitRuskin 2012).

Agriculture expanded in the rural areas as locally grown fruits and vegetables could be shipped to northern markets by rail. A branch of the Seaboard Air Line Railroad from Turkey Creek to Manatee County was completed around 1905, giving rise to the small communities of Lithia, Boyette and Balm (east of the project corridor) (HT/HCPB 1980). By order of President Woodrow Wilson, the United States Railroad Association (run by the federal government) oversaw rail carriers during World War I. This lasted from December 28, 1917, to March 1, 1920, when they were returned to stockholders. The Atlantic Coast Line (ACL) Railroad had already begun construction of its Tampa Southern route prior to the federal takeover in order to meet the demands of the growing agricultural market in Manatee County (Turner 2003:66). The line's president was David Gillett, a former Tampa mayor and owner of Buckeye Nurseries (Turner 2003:66). However, the Tampa Southern route became known as "The Ghost Line," because the owner of the line was originally unknown (Turner 2003:66). The line started at Uceta, several miles east of Tampa's Union Station, and continued south. By 1919, it had been constructed adjacent to the US 41 segment through Gibsonton and Gardenville, and south through Ruskin and into Palmetto in Manatee County (Turner 2003:66). There was a station at Remlap. In 1920, the line traversed Bradenton, and development continued during the Florida Land Boom (Turner 2003:66). The total line extended approximately 93 miles from Uceta to Southfort (Prince 1966:109).

The great Florida Land Boom of the 1920s saw widespread development of towns and highways. Several reasons prompted the boom, including the mild winters, the growing number of tourists, the larger use of the automobile, the completion of roads, the prosperity of the 1920s, and the promise by the state legislature never to pass state income or inheritance taxes. Gibsonton on the Bay was founded in 1923 by James Gibson. The following year, the US Phosphoric Products Company established their phosphate plant on the north shore of the Alafia River, west of US 41. This plant was a boon to the economy, either through employment or through the purchase of private property (Maio et al. 1998). Between 1918 and 1925, the shell road was paved and in 1926, Gibsonton received a post office (Bradbury and Hallock 1962:33).

Gibsonton became the off-season hangout for carnival workers after 1925, when Eddie and Grace May, cookhouse operators on carnival midways, settled there and opened a restaurant called Eddie's Hut. Soon, other carnival workers were drawn to the area by the mild winters and success of Eddie's Hut (Maio et al. 1998). These included Al and Jeanie Tomaini, known as the Giant and the Half Lady. In 1941, they bought 3.5 acres of land and several buildings on the south side of the river. They established Giant's Fishing Camp in 1951 (**Photos 3-1 through 3-4**) after they retired from show business (Fletcher 2008). They purchased the property for $5,500 and received a lifetime lease of the waterfront from U.S. Phosphoric (Rock 2004). The camp, once it was completed, consisted of a restaurant, a bait house, 15 wooden cottages, 12 mobile homes, a picnic area, and boat slips (Maio et al. 1998). Al and Jeanie were important members of the community; Al founded the volunteer fire department and the chamber of commerce (Jameson 2009). Many other carnival folks moved to the area in part because of the Residential Business Zoning, which allowed people to keep show animals and carnival rides and exhibits on their property (Shachat and Schulte 2001). In the beginning, most of the town literally rolled in for the winter and departed each spring. Each November the Ringling Brothers' Circus train would arrive and unload its performers, followed by a convoy of mobile homes, truckloads of concessions and circus animals. Gradually, some show people opened businesses while others retired. The year-round population of Gibsonton began to grow. Tents and make-shift shacks were replaced by houses, and mobile homes gradually stopped moving (Decoy Film Properties 2008).

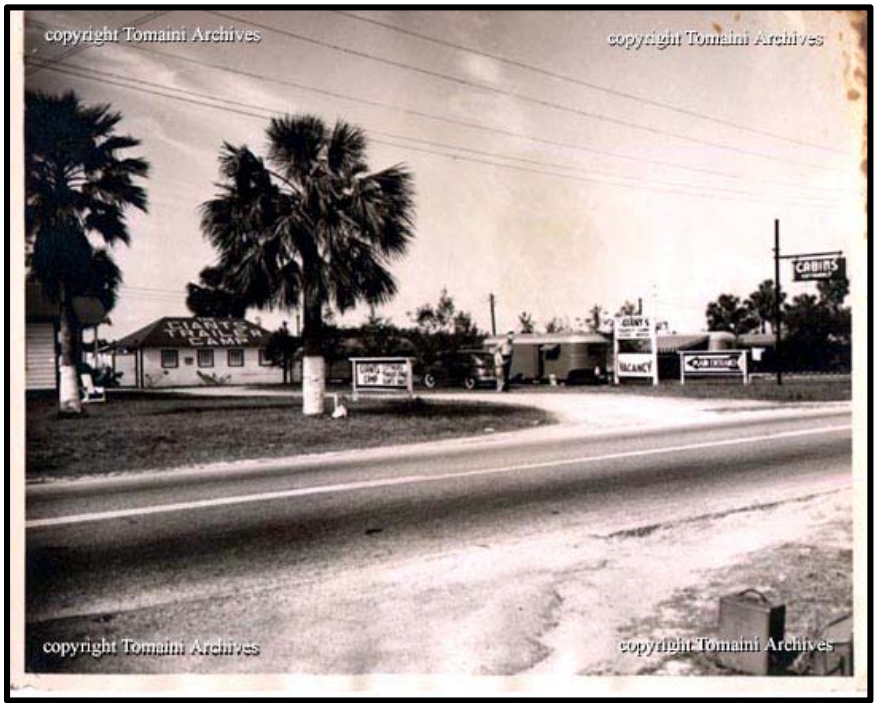


Photo 3-1: Giant's Camp ca. 1951. Source: Tomaini Archives.

Photo 3-2: Giant's Camp cabins ca. 1951. Source: Tomaini Archives.

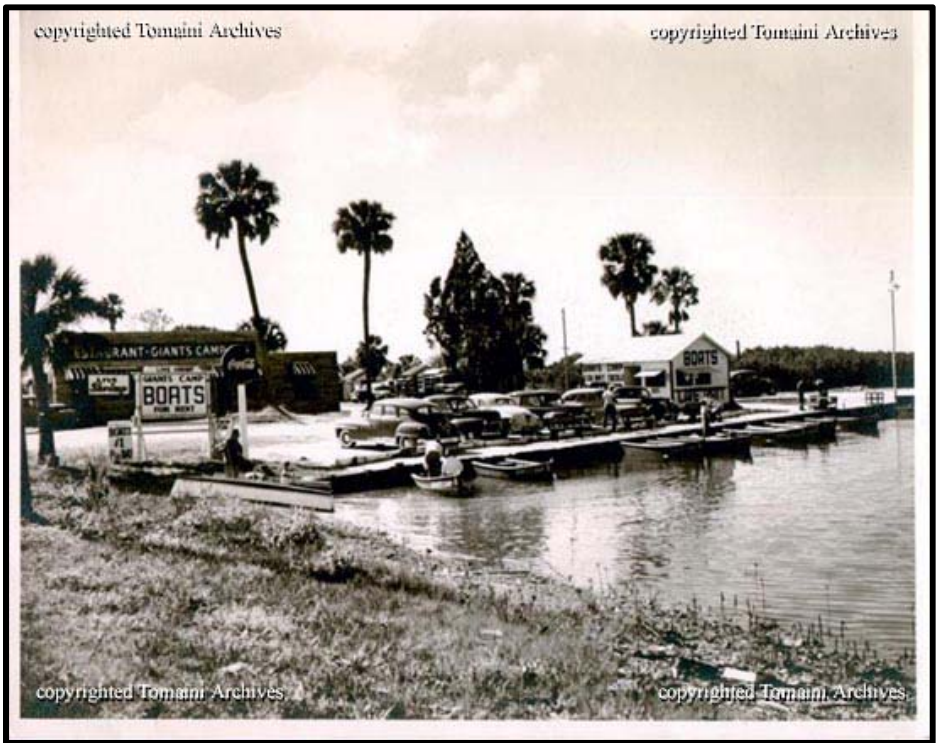


Photo 3-3: Giant's Camp marina ca. 1951. Source: Tomaini Archives.

Photo 3-4: Col. Casper, left, and Al Tomaini, an 8-foot-4 inch giant, fish from the boat docks in front of Giant's Camp in the late 1950s. Tomaini and his wife, Jeannie, owned Giant's Camp restaurant, marina, and motel for many years.
Source: International Independent Showmen's Museum Photographic Collection

Across the river, the U.S. Export Chemical Company was beginning their operations as a fertilizer-manufacturing site. A single diesel electric generator was used to power the plant—it even provided electricity to Gibsonton and Ruskin. By 1925, more structures had been built and the plant could produce 40 tons of fertilizer a day. The loading department was added in 1926, but by the following year, the company was in financial straits and was taken over by the Tennessee Corporation, and the plant name was changed to U.S. Phosphoric Products (Maschek n.d.).

By 1926-27, the bottom fell out of the Florida real estate market. Massive freight car congestion from hundreds of cars loaded with building materials sitting idle in the railroad yards caused the Florida East Coast Railway to embargo all but perishable goods in August 1925 (Curl 1986). The embargo spread to other railroads throughout the state, and, as a result, most construction halted. The 1926 real estate economy in Florida was based upon such wild land speculations that banks could not keep track of loans or property values (Eriksen 1994:172). By October, rumors were rampant in northern newspapers concerning fraudulent practices in the real estate market in south Florida. Confidence in the Florida real estate market quickly diminished and the investors could not sell lots (Curl 1986). To make the situation even worse, hurricanes hit south Florida in 1926 and 1928. The 1928 hurricane created a flood of refugees fleeing northward. The following year, in 1929, the Mediterranean fruit fly invaded and paralyzed the citrus industry creating quarantines and

inspections that further slowed an already sluggish industry. Further compounding the desperate economic situation was the all-time record flood crest of the Alafia River on June 9, 1933.

Although many businesses failed during the Depression, the U.S. Phosphoric Products flourished. In 1930, a new office building was constructed and the first docks were built. Gypsum plaster was a new product, introduced that year. The company also produced citrus tree insecticides and constructed a second sulfuric acid plant. A rail marshalling yard was constructed that could hold 400 cars (Maschek n.d.).

Photo 3-5: Aerial view of the U.S. Phosphoric Plant, Tampa, 1947, photographed by Sherman M Fairchild. Source: http://floridamemory.com/items/show/103877.

In the mid-1930s, the New Deal programs of Franklin D. Roosevelt's administration were aimed at pulling the nation out of the Depression, and Hillsborough County did benefit from these with the Public Works Administration's projects (Lowry 1974). However, it was not until World War II that the local economy recovered, along with the rest of the state. Federal roads, channel building, and airfield construction for the wartime defense effort brought many workers into the Tampa area.

Between 1932 and 1951, the current US 41 project alignment was designated US 541/SR 23. It was a bituminous road classified as a Federal Aid Secondary Highway (Florida State Road Department 1936). US 541 was commissioned in 1932, extending from Tampa to Palmetto. In 1934, it started at the intersection of Florida Avenue and North Hillsborough Avenue, and was multiplexed down Florida Avenue with US 92 (Schul 2002). US 541 followed the current alignment of US 41 south to Palmetto, where it rejoined US 41. US 541 was decommissioned in 1951 in favor of Business US 41 and a more direct route of US 41 south. US 41 followed US 301 at that time (**Figure 3.2**). In the 1950s, US 41 was widened to four lanes. There were plans to build the road through the Giants Camp restaurant, but Al Tomaini instead had the restaurant building moved south 15 feet and west 30 feet (Rock 2003).

Photo 3-6: Routes of US 541 and old route of US 41.

As World War II ended, Hillsborough County, like most of Florida, experienced a population boom in the 1950s. Florida's population increased from 1,897,414 in 1940 to 2,771,305 in 1950 (U.S. Census Bureau [USCB] 1995). After the war, car ownership increased, making the American public more mobile. Tourism, along with corporate investments, developed as one of the major industries for the Tampa Bay area. Many who had served at Florida's military bases during World War II also returned with their families to live. As veterans returned, the trend in new housing focused on the development of small tract homes in new subdivisions.

Interstate 4, which extends from Tampa through Orlando and on to the east coast was begun in 1959 and completed in the late 1960s. Construction of I-75 in Florida began in the 1960s. Interstate 75, completed through eastern Hillsborough County in the early 1980s, provided access allowing continued growth.

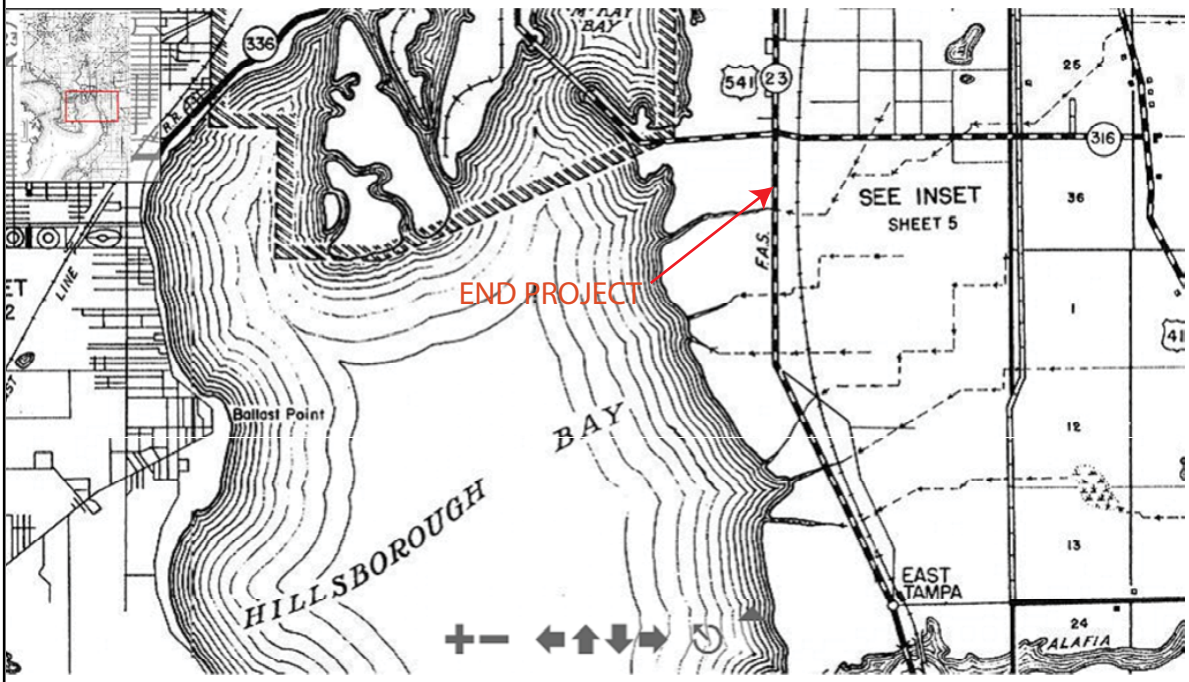
With the population explosion in Hillsborough County, the character of the area has changed. By 1970, development of residential communities, mobile home parks, and villages was well under way throughout the region. Although 500 circuses were still in existence at this time, only seven side shows remained, four of which were owned by one Gibsonton resident (Maio et al. 1998). With the departure of the sideshows, Gibsonton became a retirement community for the carnival workers. However, in 1968, the International Independent Showmen's Association started its first annual tradeshow in Gibsonton, and by the mid-1970s, it was the largest in the world.

By 2010, the population of Hillsborough County totaled 1,229,226, making the county the fourth most populous in the state (Florida Legislative Office of Economic and Demographic Research 2011). The largest employers are in the retail trade, services, and government sectors. Hillsborough County is designated, along with Hernando, Pasco, and Pinellas Counties, as the Tampa-St. Petersburg-

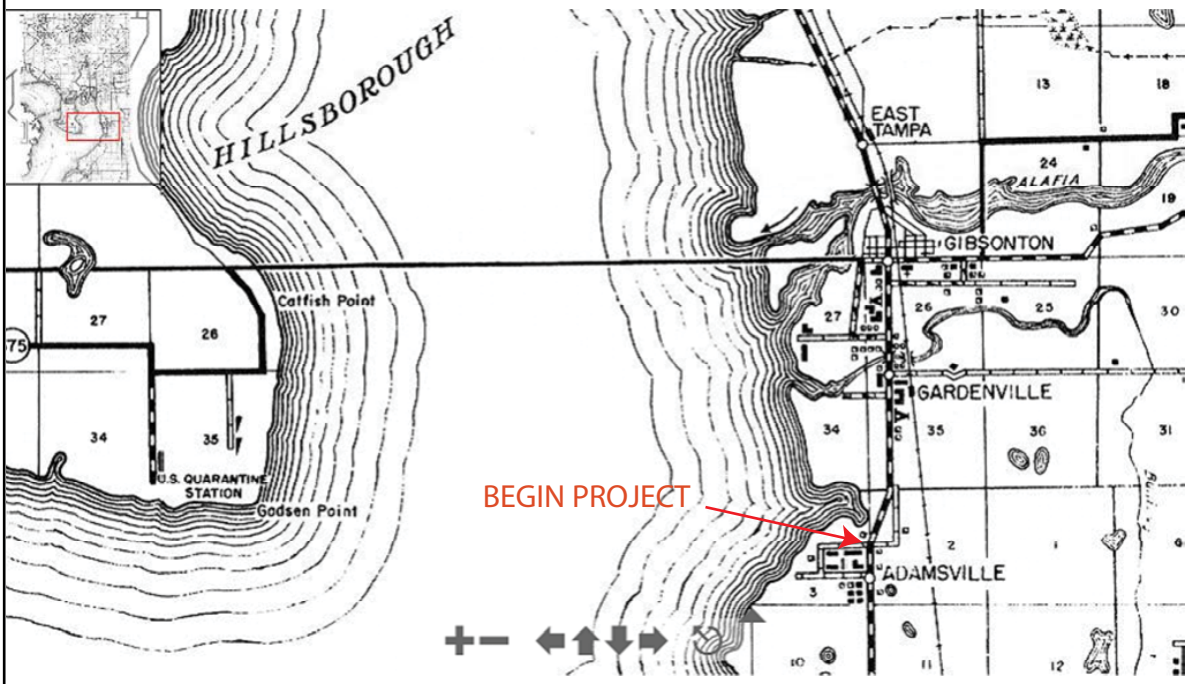
Clearwater Metropolitan Area. Most of the population is centered on Tampa Bay and the Gulf Coast although the interior lands are increasingly becoming developed.

A review of the aerial photographs available from the Publication of Archival, Library & Museum Materials (PALMM) from the late 1930s through the 1960s indicates that the area was primarily rural except for the Gibsonton/Gardenville area and Adamsville, south of the project termini (PALMM 1938, 1957, 1968). This is also shown by the highway map from 1936 (Florida State Road Department 1936) (**Figure 3-2**). By the late 1930s, numerous drainage ditches had been excavated throughout the region and the Palm River had been channelized. In the 1950s, numerous fisheries were constructed between Adamsville and Gibsonton. Hillsborough County is home to 89 certified ornamental fish farms (UF 2012). Beginning in the 1960s, many of these were established near the project APE (PALMM 1968).

Northwest Hillsborough, 1936



Northwest Hillsborough, 1936



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 3-2 1936 highway map of the general project area (Florida State Road Department 1936)

SECTION 4 RESEARCH CONSIDERATIONS AND METHODS

4.1 BACKGROUND RESEARCH AND LITERATURE REVIEW

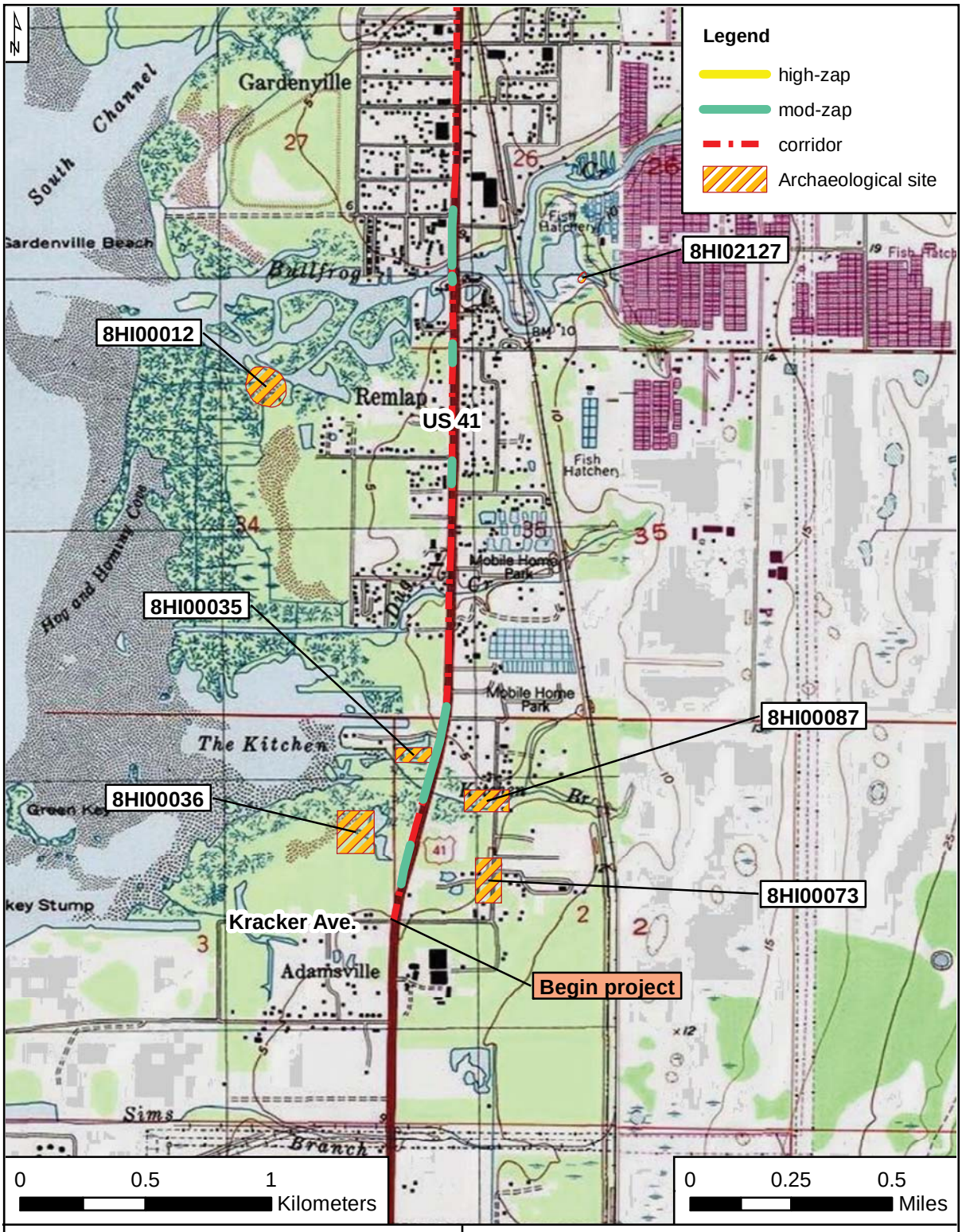
A review was conducted of archaeological and historical literature, records, and other documents and data pertaining to the project area. The focus of this research was to ascertain the types of cultural resources known in the US 41 PD&E Study project APE, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of the sites listed in the NRHP, the Florida Master Site File (FMSF) (April 2013 GIS update), published books and articles, and CRAS reports.

4.1.1 Archaeological Considerations

Research designs are formulated prior to initiating fieldwork to delineate project goals and strategies. Primarily, an attempt is made to understand, based on prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project area, but also provides a valuable regional perspective, and a basis for evaluating any new sites discovered.

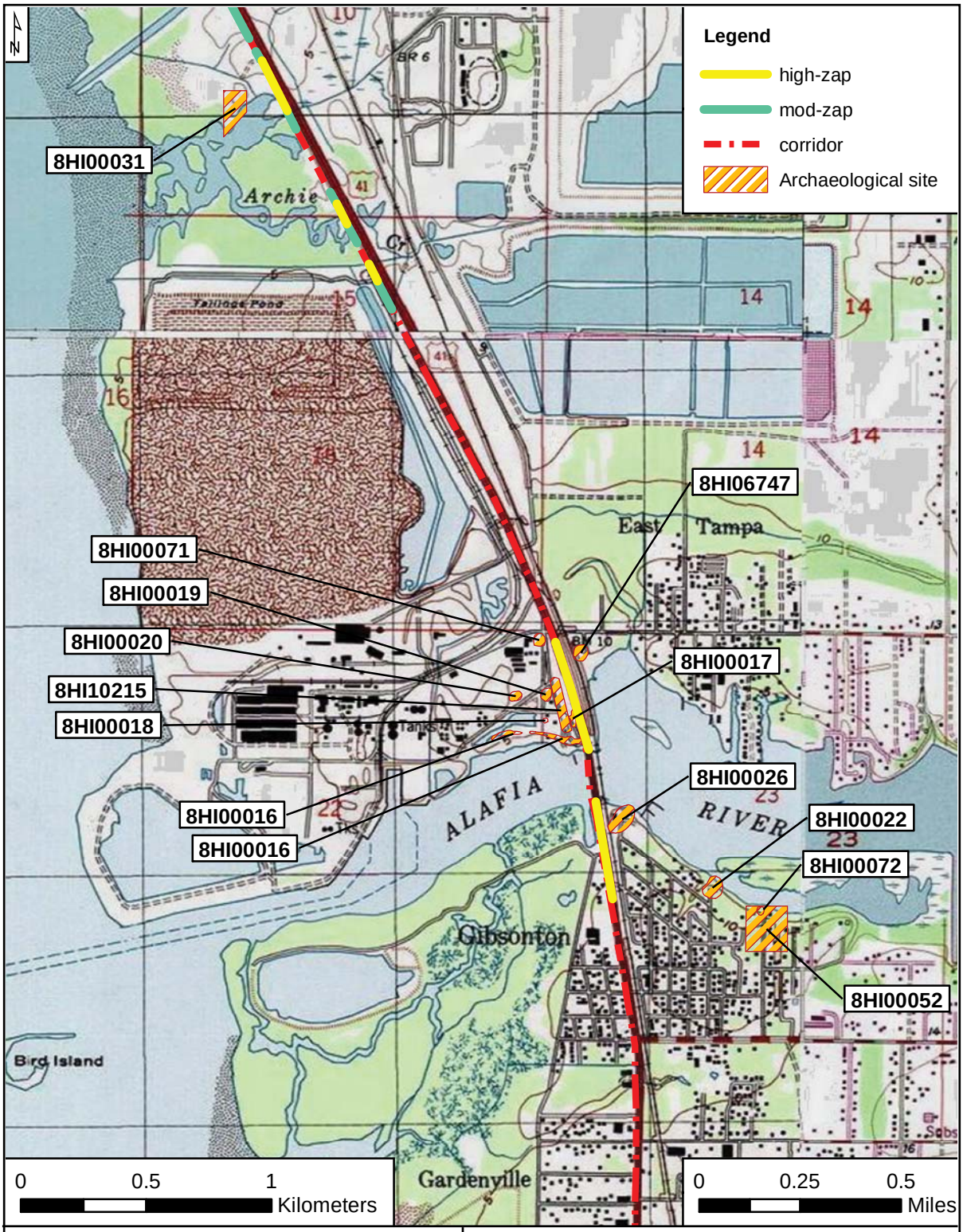
Nineteen previously recorded archaeological sites are located within one-half mile of the study corridor (**Figures 4-1 through 4-3, Table 4-1**). Most of the sites are shell middens, mounds, and burial mounds that were initially recorded in the 1950s by John Goggin and William Plowden, and very few have been examined since their first recording. Most of these sites have not been evaluated in terms of NRHP eligibility. Several of the sites were first investigated in the late 1800s and early 1900s.

The Bullfrog Mound (8HI12) was first mentioned in 1880 by S.T. Walker of the Smithsonian Institution, who described the site as a mound measuring 30 feet high and 200 feet in length and by the same in breadth (Walker 1880). Six years later, the site was described as two mound-shaped piles at considerable distance apart, while all the ground between these piles is covered with shells to the depth of several feet. It was classified as “by far the most extensive shell heap of any that we visited” (Shepard 1886:905). Most of the midden was composed of oyster shell and the only “relics” that they found were small perforated and truncated conchs for necklaces or beads. At that time, the lesser of the two piles reportedly had been considerably reduced due to the burning of shell for lime. By the time C. B. Moore arrived, four years later, the mound was largely demolished to furnish shells for the streets of Tampa (Moore 1900:357).



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-1 Location of the previously recorded archaeological sites and Zones of Archaeological Potential (ZAPs) along the US 41 PD&E Study corridor (National Geographic Society 2011)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-2 Location of the previously recorded archaeological sites and ZAPs along the US 41 PD&E Study corridor (National Geographic Society 2011)

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-3 Location of the previously recorded archaeological sites and ZAPs along the US 41 PD&E Study corridor (National Geographic Society 2011)

Table 4-1: Previously recorded archaeological sites within one-half mile of the US 41 study corridor. Green shading indicates site is located adjacent or proximate to the project APE

SITE #	SITE NAME	SITE TYPE	CULTURE	REFERENCE
HI00012	Bullfrog Mound	Shell midden	Indeterminate	(FMSF; Moore 1900; Shepard 1886; Walker 1880)
HI00016	Mill Point Midden	Shell midden; lithic scatter	Manasota	(FMSF; Moore 1900; Stokes et al. 1999)
HI00017	Mill Point 2	Platform mound; shell mound; earthworks	Indeterminate	(FMSF; Moore 1900)
HI00018	Mill Point 3	Burial mound; shell midden; mound	Weeden Island	(FMSF; Moore 1900; Wheeler 1999)
HI00019	Mill Point 4	Mound	Indeterminate	(FMSF; Moore 1900)
HI00020	Mill Point 5	Mound	Indeterminate	(FMSF; Moore 1900)
HI00022	Shell Bluff	Burial mound	Weeden Island I; Safety Harbor	(FMSF; Mitchem 1987; Moore 1900)
HI00026	Gibsonton	Burials; shell midden; lithic scatter	Manasota; Weeden Island I; Safety Harbor	(FMSF; Mitchem 1987; Stokes 2000b; Stokes et al. 1999)
HI00031	Old Shell Point	Shell midden	Indeterminate	(FMSF)
HI00035	FPS HB-32	Shell midden	Indeterminate	(FMSF)
HI00036	Adamsville	Shell midden	Indeterminate	(FMSF)
HI00052	NN	Mound	Indeterminate	(FMSF)
HI00071	Mill Point 6	Shell midden; artifact scatter; historic refuse	Manasota; 20th century	(FMSF ; Stokes 2000b; Stokes et al. 1999)
HI00072	NN	Shell midden	Indeterminate	(FMSF)
HI00073	NN	Burial mound	Indeterminate	(FMSF)
HI00087	Adamsville III	Shell midden	Indeterminate	(FMSF)
HI02127	Walter Gatlin	Shell midden	Indeterminate	(FMSF)
HI06747	Williams Park Midden	Shell midden; artifact scatter; historic refuse	Manasota; 20th century	(Stokes 2000b; Stokes et al. 1999)
HI10215	TECO Scatter	Campsite	Indeterminate	(Janus Research 2006b)

The Mill Point complex of mounds and middens (8HI16 through 8HI22), located due north of the Alafia River and west of US 41 (**Figure 4-2**), was described as follows:

> *Along the banks of the river are shell ridges (8HI16) with a maximum height of 8 feet. In the rear of these ridges are shell fields and other ridges running back … Parallel with the water of a sort of bay to the east of the point, is a steep ridge of sand (8HI17)terminating abruptly at either end, containing local layers of shell. A certain amount of investigation in this ridge, which is 148 feet long, about 62 feet wide at the base and somewhat over 11 feet high, gave no indication of interments. A roadway about 30 feet wide at its central part slopes upward and joins the ridge about at right angles, near the center of the western side. The length of this roadway from its beginning to the mid-line of the ridge is 82 feet. Off the northern end of the ridge is a depression with sloping sides, having a maximum depth of 4.5 feet, a maximum breadth of 56 and 96 feet in length. From this depression doubtless came*

> *material for the ridge. A short distance west of the ridge is a mound (8HI18) very much spread out, which, apparently, has been under cultivation in earlier times. Its basal dimensions are 80 feet by 68 feet; its height is 4.5 feet. Various excavations showed it to be of white sand with certain intermixture of loam, and local layers of shell. A few fragments of human bone lay near the surface.*
>
> *Several hundred yards from this mound, in a northerly direction, in pine woods … is a sand mound (8HI19) about 3 feet in height. Considerable digging showed it to be domiciliary. A similar mound (8HI20) but a short distance from the other yielded no results* (Moore 1900:356-357).

In 1900, C. B. Moore excavated a trench through the Shell Bluff Mound (8HI22), which is part of the Gibsonton Site (8HI26). He reported that the irregularly-shaped mound was two feet tall and about 55 feet in diameter and produced a number of burials, most of them flexed and lying on their left side (Moore 1900). The site was officially recorded by William Plowden in 1951 as a cemetery located on the south side of the Alafia River and across the railroad grade that parallels the road. At that time, the site was partially covered by an oil refinery and other areas were vegetated with cabbage palms and small oaks (FMSF). In 1980, a road widening project resulted in the uncovering of human remains. A team from the University of South Florida (USF), Department of Anthropology conducted one day of salvage excavations at the site. The USF excavations were between the railroad tracks and Indiana Street and between Ohio and Michigan Avenues (FMSF). The materials recovered consisted of human remains (intact remains were noted under the existing road), ceramics (sand tempered plain [STP], Belle Glade Plain, St. Johns Plain, Weeden Island Plain, and Pinellas Plain), lithic debitage, shell tools, and a greenstone celt. They noted disturbance of the site due to excavations by Montague Tallant and the Boy Scouts, as well as the construction of the railroad, road, private residences, and industrial buildings. Additional testing of this general area was conducted during the surveys for the Florida Gas Transmission (FGT) Company's Phase IV Expansion project (Stokes 2000b; Stokes et al. 1999). A total of 57 shovel tests were excavated at 5 m (15 ft) intervals during two investigations. Of these, 41 produced cultural materials, including disarticulated human remains. An artifact assemblage similar to that recovered by the USF team was found, including lithic debitage and aboriginal ceramics (STP, St. Johns Plain, and Pasco Plain). All human remains were reinterred on site. A preceramic lithic component discovered under the midden zone also was noted. As contained within the project APE for the two gas line surveys, the site was considered ineligible for listing in the NRHP. Sufficient information is currently unavailable to determine site significance, as per the FMSF form.

Very little information is available on the other sites recorded by Plowden six decades ago. 8HI31 was reportedly destroyed except around the trees. 8HI35, 8HI36, and 9HI52 were described as shell middens and a sand mound in good condition. 8HI72 was recorded as a shell midden located at the foot of Davis Street and 8HI73 was a heavily pitted burial mound. 8HI87 was described as a shell field (FMSF). 8HI71 was listed as a flint area crossed by SR 541. The site was reported to have been destroyed by US 41 in 1977 (FMSF). Additional testing of the site was conducted for the FGT

expansion project. As a result, additional lithic debitage, some aboriginal ceramics, and historic debris were recovered (FMSF; Stokes 2000b; Stokes et al. 1999). Sufficient information is currently unavailable to determine site significance.

The FGT surveys also yielded additional information about 8HI6747, a shell midden located on a flat, sandy bench on the north bank of the Alafia River. The site produced marine shell, some animal bone, pottery sherds, and lithics. Beneath the shell midden, evidence for a preceramic lithic scatter was found. Based on the ceramics, the midden component dates from as early as 500 BCE, but probably dates from 400-900 CE (Stokes 2000b; Stokes et al. 1999). Sufficient information is currently unavailable to determine NRHP eligibility.

8HI2127 was recorded in 1984 by a USF student based on informant information. The site is a shell midden deposit located in the backwaters of Bullfrog Creek along a small slough. The shell midden is about 4 ft thick and is composed of marine shell. No artifacts were noted on the surface and no subsurface testing was conducted (FMSF). 8HI10215 is a temporally indeterminate lithic scatter that was discovered during the survey for the proposed TECO Big Bend SCR Ammonia Supply Pipeline (Janus Research 2006b). This low-density lithic scatter was determined ineligible for listing in the NRHP by the SHPO.

In addition to the above mentioned reports and surveys, there have been many other CRAS projects conducted in the area for a variety of commercial and residential development (ACI 2004c, 2008a; Collins and Mohlman 2003; Hendryx 2002; Swindell et al. 1980; Williams 1990), transportation projects (ACI 2004a, 2004b, 2008b; HDR Engineering 1992; Swann 2009), water and sewage lines (Austin 2000a; Miller 1979), natural gas transmission lines and ancillary facilities (Austin 2000b, 2000c; Estabrook et al. 1991; Pochurek 2000; Stokes 2000a, 2002), a soil disposal area (Wheaton 1988), and telecommunication towers (Deming 2000; Heston 2007; Pracht 2001). In addition, there have been two underwater surveys along the Alafia River and within the Ybor, Port Sutton, and Garrison Channels (Hall 2000; Tubby and Watts 1999).

Based on these data, and other regional site location predictive models and studies (e.g., Austin et al. 1991; Burger 1982; de Montmollin 1983; Deming 1980; Janus Research 1992, 2004; Weisman and Collins 2004) informed expectations concerning the types of sites likely to occur within the project APE, as well as their probable environmental settings, was generated. As archaeologists have long realized, aboriginal populations did not select their habitation sites and activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. It has been repeatedly demonstrated that non-coastal archaeological sites are most often located near a permanent or semi-permanent source of potable water. In addition, aboriginal sites are found, more often than not, on better drained soils, and at the better drained upland margins of wetland features such as swamps, sinkholes, lakes, and ponds. Numerous sites are located directly on the coast, usually in areas with slightly higher relative topography. Upland sites well removed from potable water are rare. In the pine flatwoods, sites tend to be situated on ridges and knolls near a freshwater source.

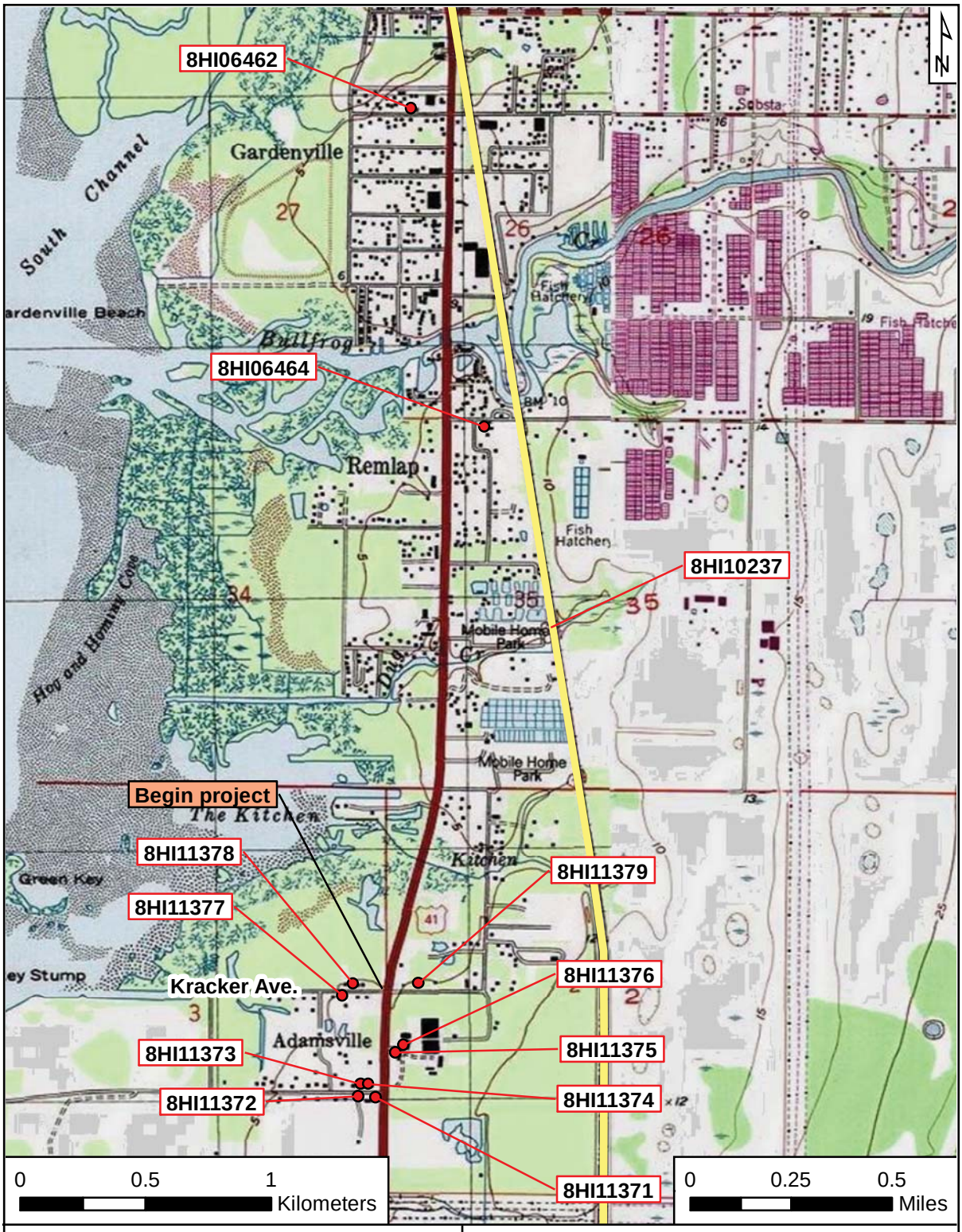
It should be noted that this settlement pattern cannot be applied to sites of the Paleo-Indian and Early Archaic periods, which precede the onset of modern environmental conditions. Sites dating to these early periods were tethered to water and lithic resources, much more so than is evident during the later periods. The predictive model for Hillsborough County indicates that the project APE has a variable potential for aboriginal archaeological site occurrence (Janus Research 2004) (**Figures 4-1 through 4-3**). Given the results of the historic research, there is little potential for nineteenth century homesteads, forts, trails, or roads. However, since the late 1800s, this area has been the scene of increasing occupation and development along what used to be a dirt trail, eventually evolving into the current US 41 corridor. Thus, evidence of historical utilization of the area, especially south of the Alafia River, could be expected.

4.1.2 Historical Considerations

Thirty-one historic resources (**Figures 4-4 through 4-6; Table 4-2**) have been previously recorded within one-half mile of the US 41 study corridor. These were recorded as part of CRAS projects (ACI 2008b, 2009; HDR Engineering 1992) as well as the Hillsborough County Historic Resources Survey (Maio et al. 1998). Ten individually recorded resources are extant within the project APE, including two bridges (8HI1007 and 8HI11793), a railroad segment (8HI10237), a railroad depot (8HI1059), five buildings associated with the Kep-Rite Tourist Court (8HI1058, 8HI1058A, -1058B, -1058C, and -1058D) and one building from the former Giants Motel (8HI1022B). Most buildings date from the 1920s to 1950s. None is listed or determined eligible for listing in the NRHP, and most have not been evaluated by SHPO.

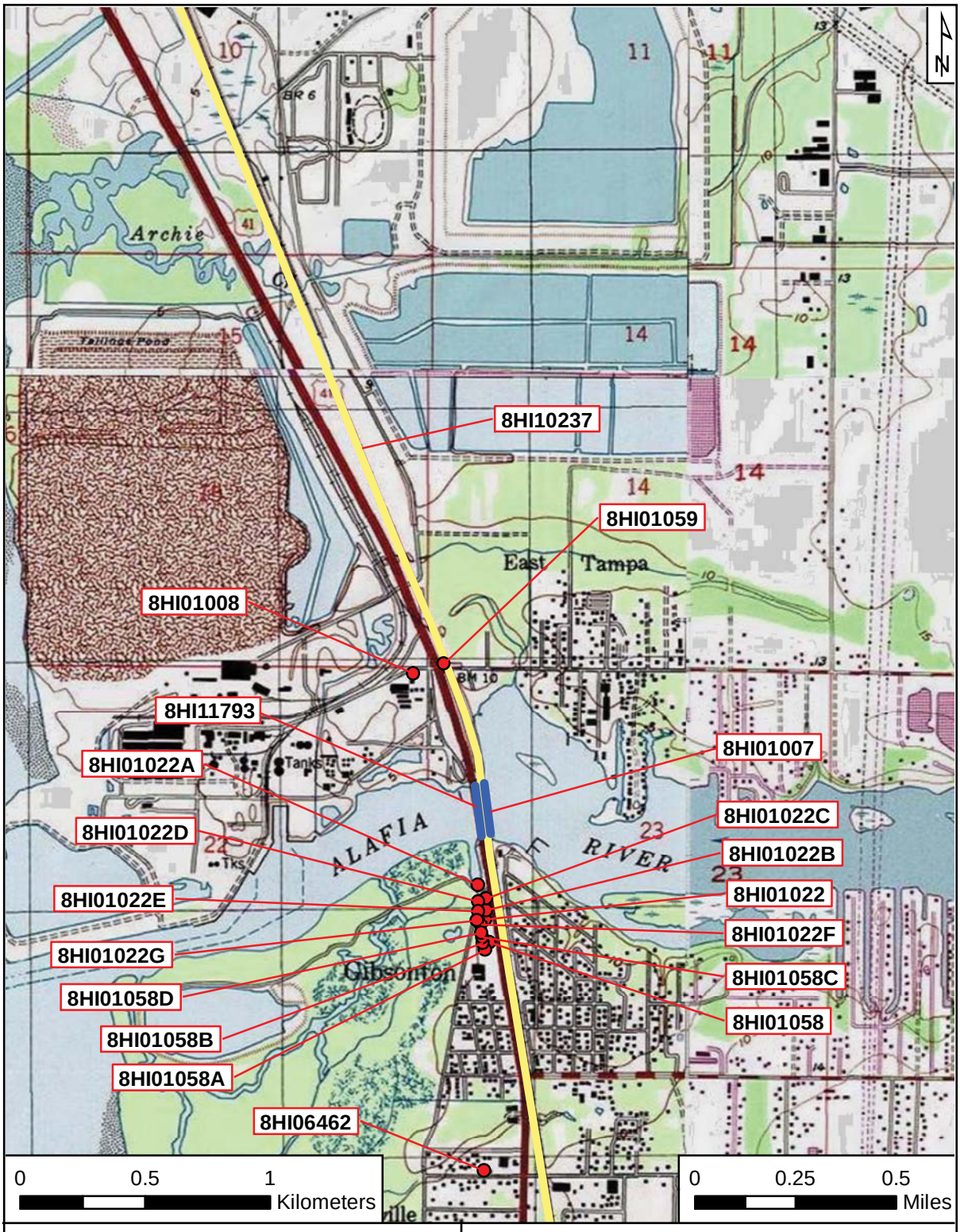
4.2 FIELD METHODOLOGY

Archaeological field methods consisted of ground surface reconnaissance followed by systematic and judgmental subsurface shovel testing. Using the archaeological predictive model formulated for the corridor, archaeological testing was conducted at 25 m (82 ft) and 50 m (164 ft) intervals within the high and moderate ZAPs, respectively. A sample of the low probability areas were tested judgmentally. Recent development and attendant land altering activities resulted in the downgrading of some ZAPs during field survey. Shovel tests were circular and measured approximately 0.50 m (20 in) in diameter by at least 1 m (3.3 ft) in depth unless impeded by dense fill deposits or other natural impediments. All soil removed was screened through 6.4 centimeter [cm] (0.25 inches [in]) mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on the aerial map, and following the recording of relevant data, they were refilled.



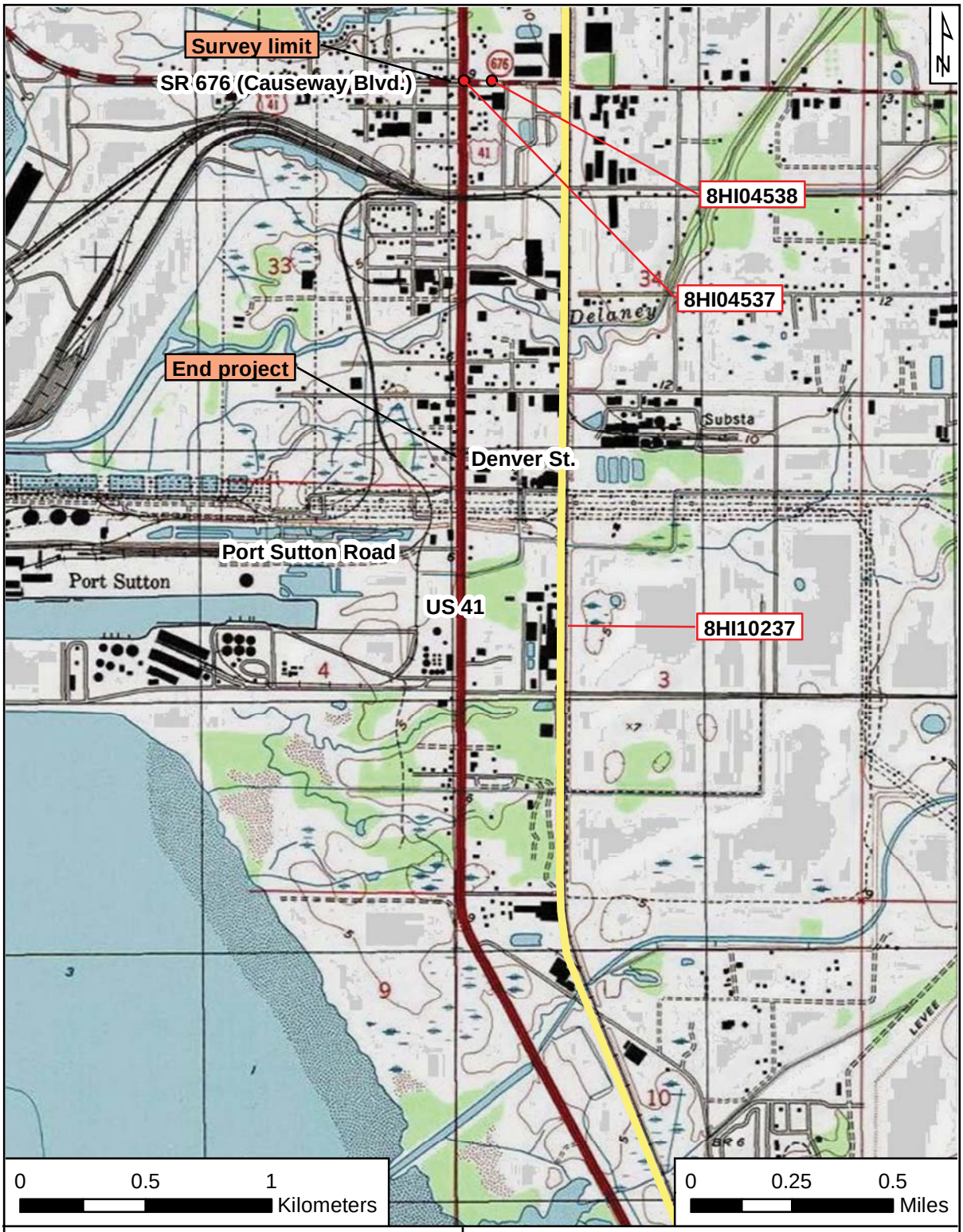
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-4 Location of the previously recorded historic resources within one-half mile of the study corridor (National Geographic Society 2011)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-5 Location of the previously recorded historic resources within one-half mile of the study corridor (National Geographic Society 2011)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 4-6 Location of the previously recorded historic resources within one-half mile of the study corridor (National Geographic Society 2011)

Table 4-2: Previously recorded historic resources within one-half mile of the study corridor

SITE #	SITE NAME	BUILT	STYLE/USE	SHPO EVALUATION
8HI1007	Alafia Swing Bridge and Tender Station	ca. 1927	Movable - Swing	Not evaluated
8HI1008	U.S. Phosphoric Products / 8813 S US 41	ca. 1930	Neo-Classical Revival/ Office building	Not evaluated
8HI1022	Giants Motel / 9815 S US 41	ca. 1941	Frame Vernacular (FV)/ Community Center	Not evaluated
8HI1022A	Giants Motel Unit 1 / 9815 S US 41	ca. 1944	FV/Warehouse	Not evaluated
8HI1022B	Giants Motel Unit 2 / 9815 S US 41	ca. 1944	FV/Motel	Not evaluated
8HI1022C	Giants Motel Unit 3 / 9815 S US 41	ca. 1944	FV/Motel	Not evaluated
8HI1022D	Giants Motel Unit 4 / 9815 S US 41	ca. 1944	FV/Motel	Not evaluated
8HI1022E	Giants Motel Unit 5 / 9815 S US 41	ca. 1944	FV/Motel	Not evaluated
8HI1022F	Giants Motel Restaurant / 9815 S US 41	ca. 1944	FV/Restaurant	Not evaluated
8HI1022G	Giants Motel Bait House / 9815 S US 41	ca. 1944	FV/Bait shop	Not evaluated
8HI1058	Kep-Rite Tourist Court Office / 9839 S US 41	ca. 1926	FV/Motel	Not evaluated
8HI1058A	Kep-Rite Tourist Court A / 9839 S US 41	ca. 1926	Mediterranean Revival/ Motel	Not evaluated
8HI1058B	Kep-Rite Tourist Court B / 9839 S US 41	ca. 1940	FV/Motel	Not evaluated
8HI1058C	Kep-Rite Tourist Court C / 9839 S US 41	ca. 1940	FV/Motel	Not evaluated
8HI1058D	Kep-Rite Tourist Court D / 9839 S US 41	ca. 1940	FV/Motel	Not evaluated
8HI1059	East Tampa Depot / S US 41	ca. 1918	FV/Depot	Not evaluated
8HI4537	5324 Causeway Blvd	ca. 1930	Bungalow/Residence	Ineligible
8HI4538	5420 Causeway Blvd	ca. 1941	FV/Residence	Ineligible
8HI6462	6124 Nundy Avenue	ca. 1940	FV/Residence	Not evaluated
8HI6464	Gardenville School 6215 Symmes Rd.	ca. 1926	Georgian Revival/ Community center	Not evaluated
8HI10237	CSX Railroad	ca. 1919	Railway	Insufficient info
8HI11371	6125 Adamsville Road	ca. 1955	Ranch/Residence	Ineligible
8HI11372	6123 Adamsville Road	ca. 1935	FV/Residence	Ineligible
8HI11373	6124 Adamsville Rd	ca. 1935	FV/Residence	Ineligible
8HI11374	6126 Adamsville Road	ca. 1925	FV/Residence	Ineligible
8HI11375	12623 S US Hwy 41	ca. 1955	FV/Commercial	Ineligible
8HI11376	12608 S Hwy 41	ca. 1953	Masonry Vernacular/ Commercial	Ineligible
8HI11377	6115 Kracker Avenue	ca. 1940	FV/Residence	Ineligible
8HI11378	6618 Kracker Avenue	ca. 1935	FV/Residence	Ineligible
8HI11379	6214 Kracker Avenue	ca. 1945	FV/Residence	Ineligible
8HI11793	Alafia River Bridge	ca. 1952	Girder Floorbeam	Not evaluated

Green shading indicates historic resource is within APE. Red indicates no longer extant.

Historical/architectural field methodology consisted of a survey of the historical APE to determine the location of any buildings and/or other resources believed to have been built before 1965 and to ascertain if any such resources are eligible or potentially eligible for NRHP consideration, either individually or as part of a historic district. This was followed by an in-depth study of each identified historic resource. Photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, and condition. Pertinent records housed at the Hillsborough County Property Appraiser's Office and local libraries were used to obtain information concerning site-specific building construction dates and/or possible association with individuals or events significant to local or regional history. Each recorded resource was assessed as per the NRHP eligibility criteria, both individually and as part of a potential historic district, if applicable.

4.3 UNEXPECTED DISCOVERIES

It was anticipated that if human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872.05, *FS* (Florida's Unmarked Burial Law) would be followed. Based upon the findings of previous investigators, portions of the project APE on the north and south sides of the Alafia River were considered sensitive for the possible occurrence of human remains.

4.4 LABORATORY METHODS AND CURATION

All recovered cultural materials were initially cleaned and sorted by artifact class. Lithics were divided into tools and debitage based on gross morphology. Tools would have been measured, and the edges examined with a 7-45x stereo-zoom microscope for traces of edge damage and classified using standard references (Bullen 1975; Purdy 1981). Lithic debitage was subjected to a limited technological analysis focused on ascertaining the stages of stone tool production. Flakes and non-flake production debris (i.e., cores, blanks, and tested cobbles) were measured, and examined for raw material types and absence or presence of thermal alteration. Flakes were classified into four types (primary decortication, secondary decortication, non-decortication, and shatter) based on the amount of cortex on the dorsal surface and the shape (White 1963). No other artifact classes (e.g., ceramics) were recovered.

All project-related records, including artifacts, field notes, maps, and photographs will be maintained by ACI in Sarasota, until arrangements can be made for curation by the FDOT.

SECTION 5 SURVEY RESULTS

5.1 ARCHAEOLOGICAL SURVEY RESULTS

The archaeological field investigations consisted of surface reconnaissance combined with systematic and judgmental subsurface testing. A total of 136 shovel tests were excavated within the archaeological APE. Of these, 11 were excavated at 25 m (82 ft) intervals, 113 at 50 m (164 ft) intervals, and 12 were judgmentally placed (**Figures 5-1 through 5-7**). As a result, no new archaeological sites were discovered. Background research indicated that seven previously recorded archaeological sites are located within or adjacent to the project APE. Two of these sites, 8HI26 and 8HI10215, were identified within the project. No evidence for the other five sites, 8HI16, 8HI17, 8HI35, 8HI71, and 8HI6747, was discovered. Survey results are contained in the next two sections, and are summarized in **Table 5-1.**

Overall, systematic shovel testing was constrained by the presence of underground utilities, ditches, sidewalks, railroad corridor, and other constructed features. For example, ZAP 24, considered to have a moderate site location potential, was not testable due to the presence of an ammonia pipeline, sewers, ditches, and cable and telephone lines (**Photo 5-1**).

Photo 5-1: Looking south at ZAP 24 from Florence Street along the east side of US 41.

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

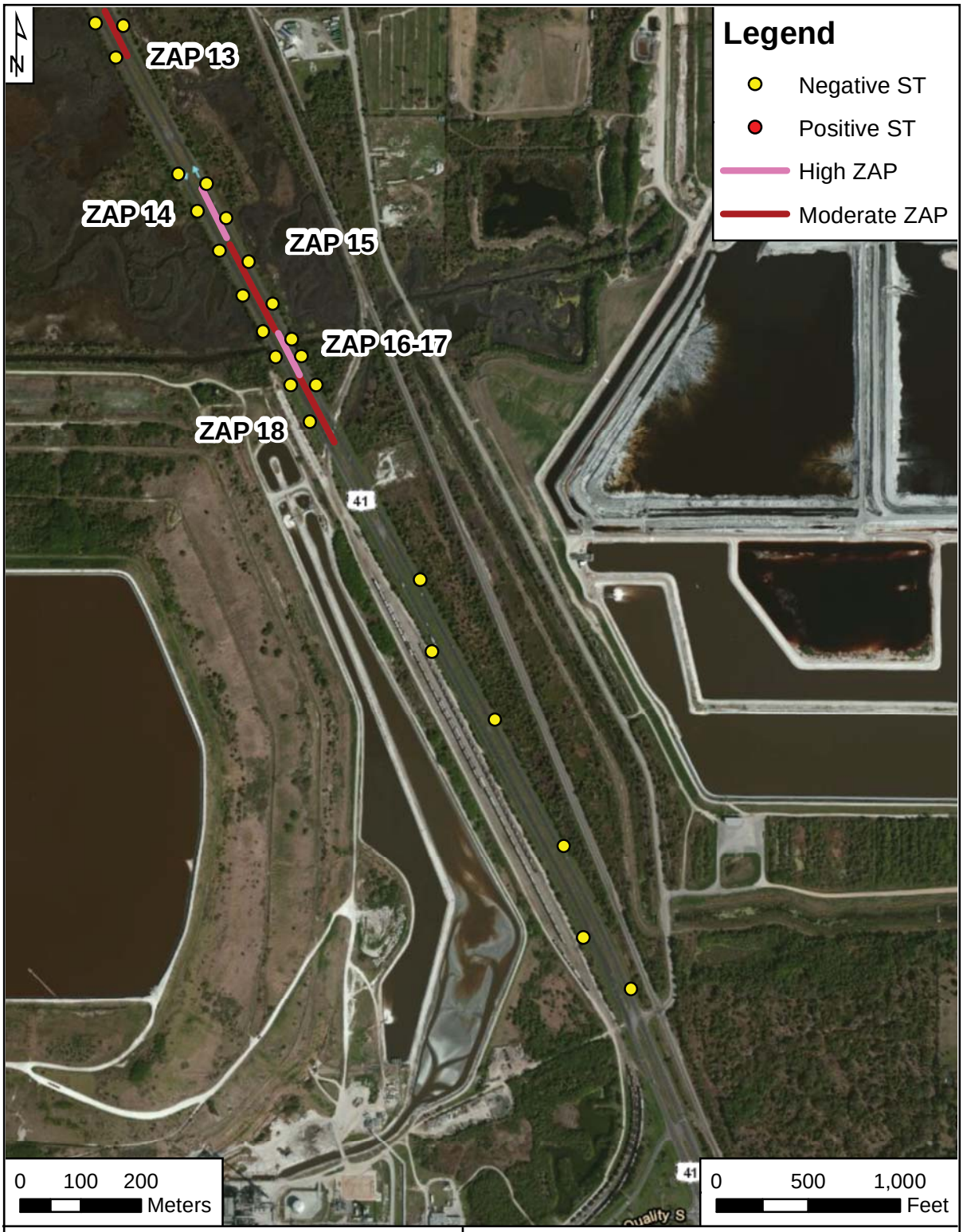
Figure 5-1 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-2 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)

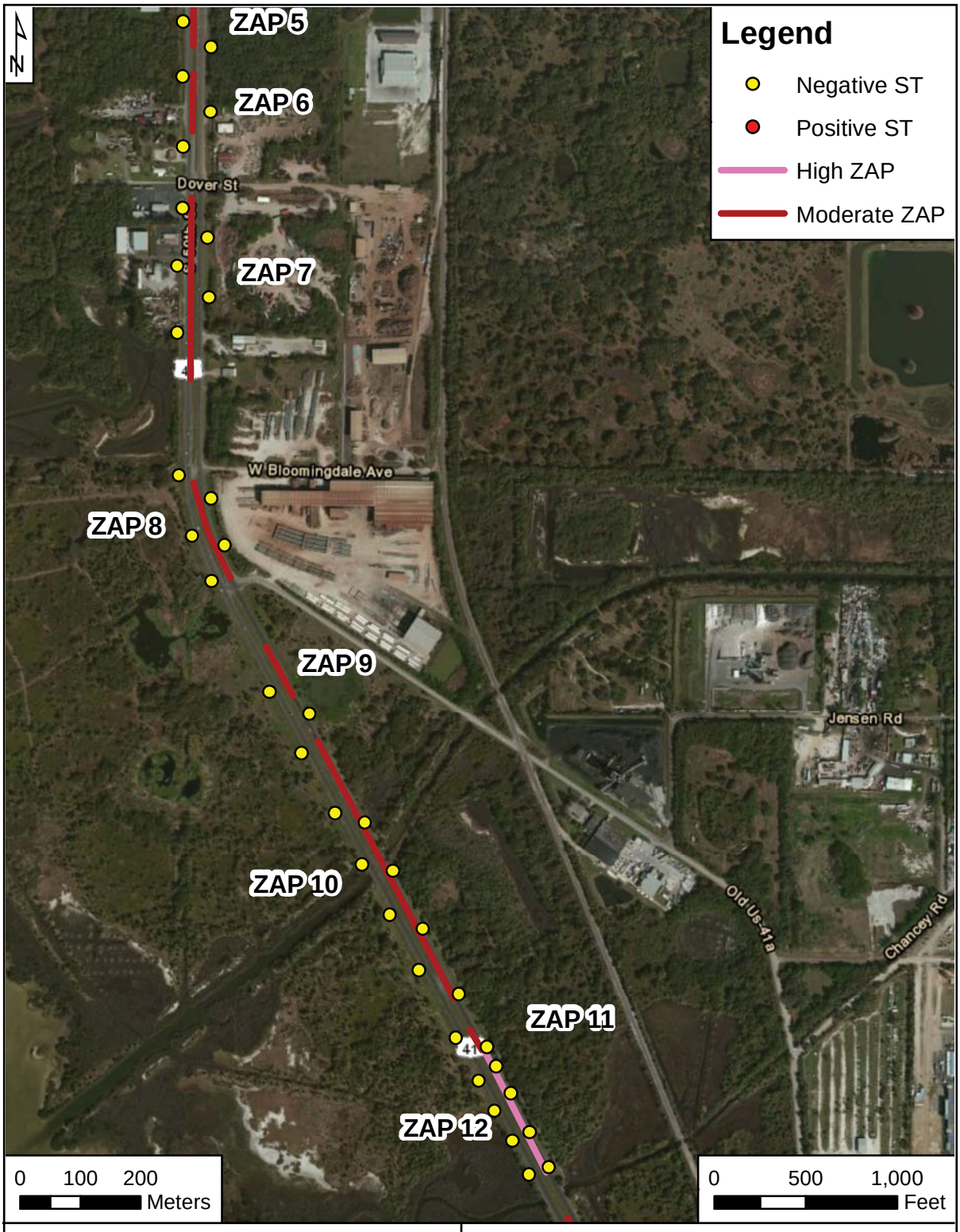
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-3 Approximate location of the shovel tests and 8HI26 and 8HI10215 along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)



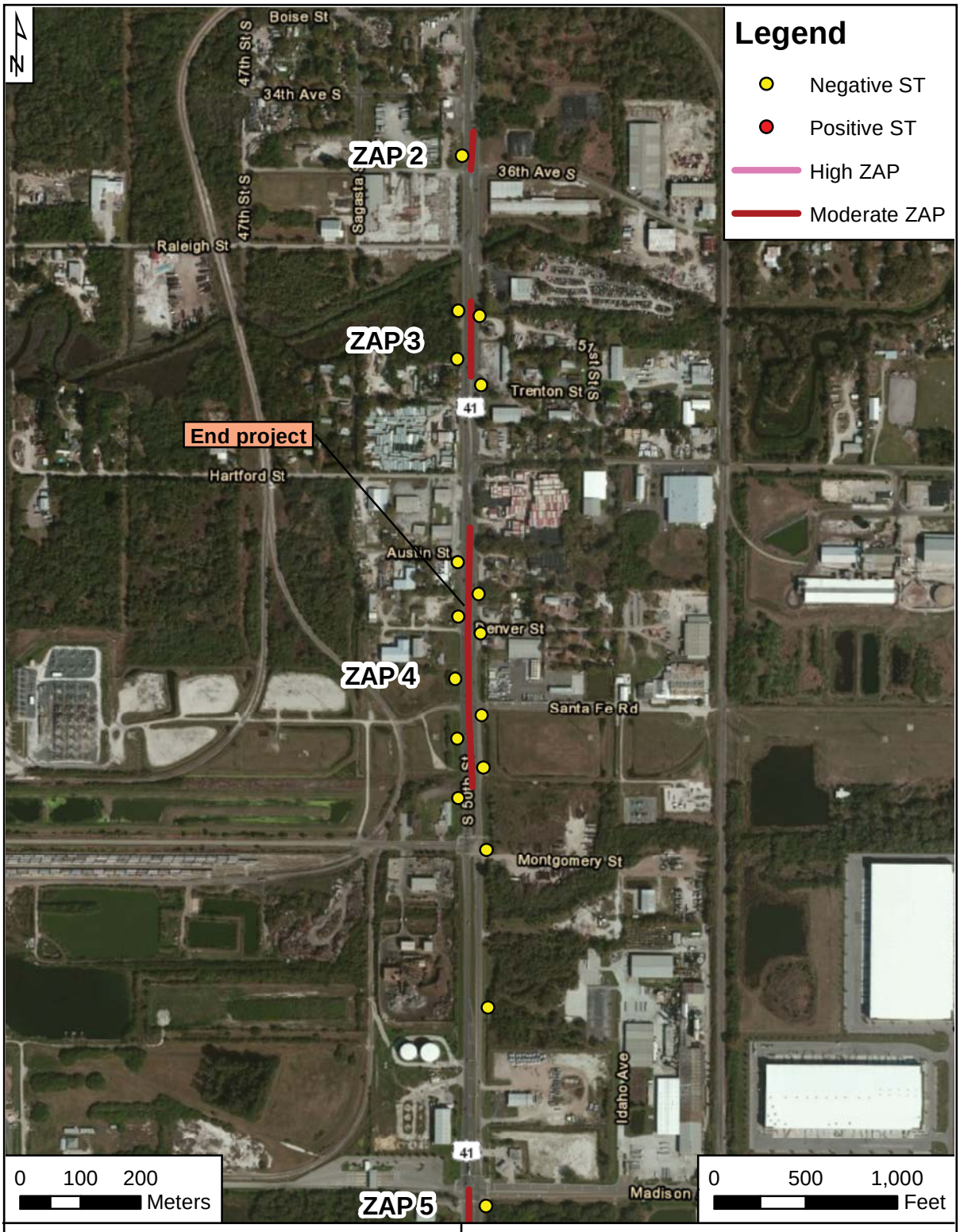
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-4 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-5 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd),
WPI Segment No.: 430056 1
Hillsborough County

Figure 5-6 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-7 Approximate location of the shovel tests along the US 41 PD&E Study corridor (*ESRI 2013a - Basemap: Transportation and Streets*)

Table 5-1: Summary Results of Archaeological Testing

ZAP AREA NO.	PROBABILITY	NO. STs	NO. POSITIVE STs	LOCAL SITES	FINDINGS/COMMENTS
1	Moderate	5	0	none	Dense urban land; power poles and various buried utilities
2	Moderate	1	0	none	Dense urban land; power poles and various utilities; 3 contaminated sites in immediate area
3	Moderate	4	0	none	Urban land; oak, palm, Brazilian pepper vegetation w/modern debris
4	Moderate	10	0	none	Urban land; power line, ammonia pipeline, telephone, sewer
5&6	Moderate	6	0	none	Urban land/ undeveloped land with oak, palm, Brazilian pepper, palmetto, smilax; ammonia pipeline, ditch, power line
7	Moderate	5	0	none	Urban land, scrap processor; palms, smilax, Brazilian pepper; fiber optics, gas, ditch
8	Moderate	5	0	none	Between undeveloped Mosaic land and industrial yard; oak, palm, Brazilian pepper; ammonia pipeline, fiber optics, power line
9	Moderate	3	0	none	Adjacent wetland; transects undeveloped Mosaic Land; palms; ammonia pipeline
10	Moderate	8	0	none	Undeveloped Mosaic land; palms, Brazilian pepper, grasses; waterway transects ZAP; fiber optics, ammonia pipeline
11	Moderate	2	0	none	Undeveloped Mosaic land; oak, pine, palms, palmetto, Brazilian pepper; fiber optics, ammonia pipeline, power line
12	High	8	0	8HI31	Undeveloped Mosaic land, and low-lying wetland; north of waterway; fiber optics, ammonia pipeline, power line
13	Moderate	3	0	none	Artificially raised ROW traversing low-lying wetlands; south of waterway; ammonia pipeline, power line
14	Moderate	2	0	none	Undeveloped land and wetlands; artificially raised ROW; Brazilian pepper, palms, shrubs; ammonia pipeline, power line
15	High	7	0	none	Artificially raised ROW traversing low-lying wetlands; north of waterway; Brazilian pepper, palms, shrubs; ammonia pipeline, power line
16	Moderate	2	0	none	Traverses Mosaic land: undeveloped marsh and industrial facility; grasses, palms, shrubs; ammonia pipeline, power line

ZAP AREA NO.	PROBABILITY	NO. STs	NO. POSITIVE STs	LOCAL SITES	FINDINGS/COMMENTS
17	High	2	0	none	Mosaic industrial facility and undeveloped land; palms, ferns, shrubs; ammonia pipeline, power line, ditches
18	Moderate	2	0	none	Mosaic industrial facility and undeveloped land; palms, ferns, shrubs; ammonia pipeline, ditch, power line, railroad
19	High	18	5	8HI16, 8HI17, 8HI19, 8HI20, 8HI10215, 8HI71; 8HI6747	Adjacent Williams Park and Mosaic property to the west, railroad parallel to east; north side of Alafia River; oak, palms, vines, shrubs; ditches, built-up bridge approach, water, phone, fiber optics, high voltage power, ammonia gas pipeline. Lithic debitage recovered. TPs# 96 and 97 had layers of brown or gray sand mixed with mostly oyster fragments. TP#96 included glass at 50 cmbs, and TP#97 had iron, concrete and other debris mixed in. Both were considered sterile.
20	High	15	5	8HI26	Urban land (residential and commercial); low, wet area at north end of ZAP; Railroad adjacent to the east; West side untestable due to narrow ROW with utilities and built-up bridge approach. Palms, vines, young oak growth, Brazilian pepper, grasses. Ditches, power line, high voltage cables. One shovel test (TP#86) revealed layer of oyster shell in gray-brown sand 30 to 60 cmbs under disturbed sand. Additional judgmental testing produced 1 positive (TP 136) on the west side of US 41.
21	Moderate	4	0		Dense urban land; north of Bullfrog Creek; pavement, ammonia pipeline, cable, phone, sewer
22	Moderate	1	0		Urban land; bait shop and trailer park; south of Bullfrog Creek; ditch, ammonia pipeline, driveways
23	Moderate	1	0		Urban land (commercial and residential); oaks, palms; ditches, ammonia pipeline, fiber optics, high voltage power, sidewalk
24	Moderate	0	0		Urban land; no available ROW to test on either side due to ammonia pipeline, fiber optics, ditches, sidewalk

ZAP AREA NO.	PROBABILITY	NO. STs	NO. POSITIVE STs	LOCAL SITES	FINDINGS/COMMENTS
25	Moderate	6	0	8HI35	Urban land (commercial and residential), and undeveloped low-lying wetlands; artificially raised ROW; traversed by waterway; Australian pine, shrubs, mangrove, Brazilian pepper; ammonia pipeline, fiber optic cables, power line
26	Moderate	3	0		Undeveloped land and wetland; oak, palm, Brazilian pepper, mangrove; ditches, fiber optics, water, ammonia pipeline, power line
Judgmental	Low	13	1		Urban and undeveloped lands; fiber optics, phone, ditches, ammonia pipeline, etc.

5.1.1 Relocated Sites

8HI26: The Gibsonton Site is located in Section 23 of Township 30 South, Range 19 East (USGS Gibsonton) on the south side of the Alafia River. It occurs on Myakka fine sand, and Myakka fine sand, frequently flooded; the latter type is located adjacent to the river. The portion of the project APE located proximate to the recorded location of 8HI26, beginning directly south of the Alafia River, was designated as ZAP 20 (**Figure 5-3**). The northern end of ZAP 20 is low-lying and wet. The west side of the ROW was mostly untestable, due to the presence of utilities, ditches, and the built-up bridge approach. As noted in Section 4, this site has been the focus of multiple field investigations, beginning in 1900 with C.B. Moore. A 1980 survey by USF archaeologists incident to a road widening project, as well as two surveys by SEARCH in 1999 and 2000 along the FGT corridor, resulted in the recovery of human remains, in addition in prehistoric lithic, ceramic, and shell artifacts.

ACI systematically tested the ROW at 50 m (164 ft) intervals along the east side of US 41, and west of the railroad grade. Testing along the west side of US 41 was limited by a narrow ROW with utilities, a built-up road base, and sidewalks. Additional testing was conducted at 25 m (82 ft) intervals within the ROW around the positive shovel tests. Fifteen shovel tests were excavated along the eastern side of the US 41 ROW, and three were excavated along the west side. The three northernmost shovel tests (STs 81, 82 and 83) were terminated around 50 cm (20 in) due to water intrusion; the next two shovel tests (STs 84 and 85) were found to contain impenetrable fill. Continued testing further to the south resulted in the recovery of cultural materials in the form of lithic debitage from six shovel tests (**Figure 5-3; Photo 5-2**). Artifacts were recovered between 40 and 105 cm (16-42 in) below surface. ST 86 produced evidence of midden deposit in the form of oyster shell intermixed with a dark gray-brown sand layer between 30 and 60 cm (12-24 in) below surface.

Photo 5-2: Looking northwest at positive shovel test location (marked by pink flagging) within site 8HI26.

The recovered artifact assemblage includes 18 pieces of lithic debitage, of which eight were chert and 10 were coral. All of the coral had been thermally altered as had two of the chert flakes. Two of the flakes were secondary decortication and the rest were non-decortication flakes. In terms of size, there are three small (0-1 cm^2 / 0-.15 in^2), 13 medium (1-2 cm^2 / .15-.31 in^2), and two large (2-3 cm^2 / .31-.46 in^2). The lithic assemblage suggests the later stages of tool manufacture or tool maintenance based on the relatively small size of the flakes and lack of primary decortication flakes and shatter. The prevalence of coral and the use of thermal alteration suggest that the assemblage was produced in the Middle to Late Archaic period (Ste. Claire 1987).

Based upon the previous investigations and the current fieldwork, the Gibsonton Site extends roughly 450 m (1475 ft) north/south by 150 m (490 ft) east/west. The general stratigraphic profile consists of 0-30 cm (0-12 in) gray brown disturbed sand underlain by 30-120 cm (12-40 in) of very light gray sand. The FMSF office has not updated the original site location from 1951. **Figure 5-3** depicts the revised site boundaries (shaded in light orange) based on the work of USF (Mitchem 1987) and SEARCH (Stokes et al. 1999, Stokes 2000b) as well as the recent investigations (shaded in light green). Most of the artifacts appear to have been recovered from below the level of disturbance.

Insufficient information is currently available to determine the significance of the total site area. The 1999 and 2000 surveys within the FGT corridor evaluated 8HI26 as ineligible for listing in the NRHP within the APE for these previous projects. Similarly, as contained within the APE for the US 41 PD&E Study project, the site is considered ineligible. Although of interest in terms of settlement and land-use patterns, given the mundane nature of the artifact assemblage recovered, the site, as contained within the project APE, does not appear to have the potential to yield information of significance to

our understanding of regional prehistory. No additional work is recommended. However, while no human remains were observed within the project APE during the current survey, the findings of previous work indicate that if any land altering activities are planned outside the existing eastern ROW located between Ohio and Michigan Avenues, archaeological monitoring is warranted given the possible presence of human remains.

8HI10215: The TECO Scatter Site is located in Section 23 of Township 30 South, Range 19 East (USGS Gibsonton) on the north side of the Alafia River. It occurs on Malabar fine sand. 8HI10215 is a temporally indeterminate lithic scatter that originally was discovered during the survey for the proposed TECO Big Bend SCR Ammonia Supply Pipeline (Janus Research 2006b). Four out of the 14 shovel tests excavated in the area produced cultural materials. This low-density lithic scatter was considered ineligible for listing in the NRHP by the SHPO.

Subsurface testing was performed at 50 m (164 ft) intervals within the general site area (ZAP 19) to the east and west of US 41; additional testing was at 25 m (82 ft) intervals (**Figure 5-3**). The project APE is adjacent to the Williams Park Boat Ramp, where the Mill Point complex of mounds and middens is located (see **Figure 4-2**) (**Photo 5-2**). Of the total 18 shovel tests excavated, five produced cultural materials in the form of lithic debitage. Productive shovel tests are on both sides of US 41. The artifacts were found between 25 and 80 cm (10-34 in) below surface. The basic soil stratigraphy consisted of 0-25 cm (0-10 in) gray brown disturbed sand underlain by zones of very light gray sand from 25-60 cm (10-24 in), and brown sand at 60-100 cm (24-40 in).

Photo 5-3: Looking northwest at 8HI10215 on the west side of US 41.

Twenty-two pieces of lithic debitage were recovered, of which 20 are chert (1 thermally altered), and two are coral (both heat treated). The assemblage contains 20 non-decortication flakes and two

secondary decortication flakes. In terms of size, there are two small, 10 medium, eight large, one X4 (3-4 cm^2 / .46-.62 in^2), and one X7 (6-7 cm^2 / 0.93-1.08 in^2). In general, the relatively small flake sizes and lack of primary and secondary decortication flakes suggest the middle to late stages of tool manufacture and/or tool maintenance. The relative lack of thermal alteration and use of coral may indicate a post-Archaic component. This date is consistent with the adjacent Mill Point complex, which dates from the Manasota, Weeden Island, and Safety Harbor periods.

Based on the current survey findings, 8HI10215 extends roughly 240 m (1170 ft) north/south by 100 m (330 ft) east/west. Although of interest in terms of settlement and land-use patterns, given the low artifact density and diversity, and subsequent low research potential, ACI concurs with the previous assessment that the site is ineligible for listing in the NRHP. No additional investigations are warranted.

5.1.2 Negative Findings

8HI16: The Mill Point Midden, a previously recorded shell midden, lithic scatter, artifact scatter, and historic refuse site, was part of the mound and midden complex described by C.B. Moore in 1900. The shell ridge was located along the north bank of the Alafia River, due west of US 41, adjacent to the project APE (**Figure 4-2**). The site was last investigated in 1999 by SEARCH during survey of the FGT Phase IV Expansion, South Tampa Lateral across the Alafia River (Stokes et al. 1999). During the 1999 investigation, the excavation of eight shovel tests at 25 m (82 ft) intervals within the state-owned, county-maintained Williams Park resulted in the discovery of human cranial fragments, teeth, and a long bone fragment from 55 cmbs (22 in). Other human remains also were observed in the walls of the shovel test. This line of shovel tests parallels the western ROW limit of US 41; shovel tests were placed no more than 20 m (66ft) from the existing ROW, as per the information contained in the FMSF. The recovered human remains were reinterred, and SEARCH concluded that while most of 8HI16 was disturbed, significant midden and burials may be preserved below surface. The SHPO concluded that there was insufficient information to determine NRHP eligibility.

ACI conducted ground surface reconnaissance and excavated two shovel tests in the general area of 8HI16, as contained within the US 41 APE (ZAP 19; **Figure 5-3**). No cultural materials were recovered, nor were any human remains observed. Therefore, there is no evidence of 8HI16 within the existing ROW.

8HI17: The Mill Point 2 Site, which included a platform mound, shell midden, and earthworks, is located to the west of US 41, north of the Alafia River (**Figure 4-2**) This area is now within Williams Park (**Photo 5-5**). The recorded location is within the boundary of 8HI10215, as described above. No above ground features associated with this site were observed within the project APE, and the platform mound, shell midden, and earthworks are presumed destroyed, as previously reported.

Photo 5-4. Looking west at general area of site 8HI16, west of US 41.

Photo 5-5: Looking north-northwest toward recorded location of 8HI17 on the west side of US 41.

8HI35: The FPS HB-32 Site is a shell midden located to the west of US 41 in the general vicinity of The Kitchen (**Figure 4-1**). The area is mostly low-lying and wet. According to the information contained in the FMSF form, prepared by John Goggin in 1952, this site was located "on Highway 541, 1.5 miles south of the Bullfrog Creek Bridge." It was situated "300 yards west of the highway in

the mangrove." At that time, the shell mound was in good condition. Following surface inspection, ACI excavated six shovel tests within ZAP 25 in the vicinity of the recorded location of the site, including two along the eastern site boundary (**Figure 5-1**; **Photo 5-6**). All were devoid of cultural materials. Thus, there is no evidence of 8HI35 within the project APE. This is consistent with Goggin's description, which places 8HI35 further to the west.

Photo 5-6: Looking southwest towards 8HI35 site area, west of US 41.

HI71: The Mill Point 2 Site, located west of US 41 and north of the Alafia River (**Figure 4-2**), is recorded as a shell midden, lithic scatter/quarry, ceramic scatter, and historic refuse area dating to the Manasota and 20th century. SEARCH recovered artifacts associated with this site during survey of the FGT corridor in both 1999 and 2000 (Stokes et al. 1999, Stokes 2000b). The FGT corridor traversed land owned by a phosphate processing plant. As a result, these investigators concluded that 8HI71 had a low research potential, and thus, was ineligible for listing in the NRHP. The SHPO concurred with this evaluation in both 1999 and 2000.

ACI conducted surface reconnaissance and excavated three shovel tests in the site vicinity, within ZAP 19 (**Figure 5-3**). None yielded cultural materials. Thus, there is no evidence that 8HI71 is located within the project APE.

Photo 5-7: Looking northwest towards recorded location of 8HI71, west of US 41.

8HI6747: The Williams Park Midden, located east of US 41 and north of the Alafia River (**Figure 4-2**), is recorded as a shell midden, lithic scatter/quarry, and historic refuse area dating to the Manasota and 20th century. It was last investigated by SEARCH during survey of the FGT corridor (Stokes et al. 1999, Stokes 2000b). Both an upper shell midden component underlain by a preceramic lithic scatter component were found. SEARCH concluded that the site was badly disturbed/destroyed by shell mining, land clearing, and park maintenance, and recommended no further investigation. In February 2001, the SHPO determined that 8HI6747 is ineligible for the NRHP.

ACI conducted surface reconnaissance and excavated four shovel tests in the site vicinity, within the north part of ZAP 19 (**Figure 5-3**). None yielded cultural materials. Thus, there is no evidence that 8HI6747 is located within the project APE.

Photo 5-8: Looking south at the general area of 8HI6747, east of US 41.

5.2 HISTORICAL/ARCHITECTURAL SURVEY RESULTS

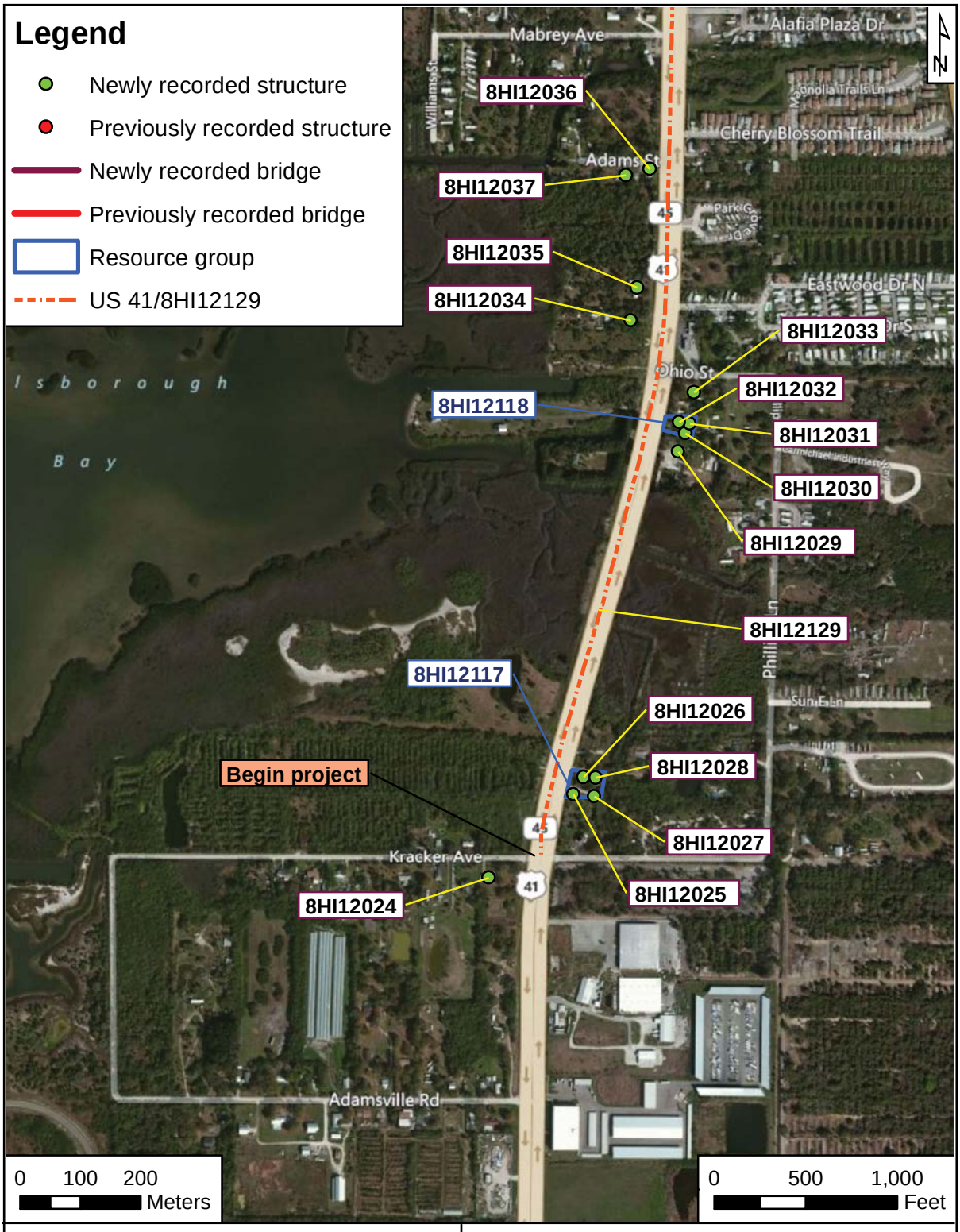
As a result of field survey, 121 historic resources were identified within the US 41 project APE (**Tables 5-2 through 5-5; Figures 5-8 through 5-14**). This includes 99 buildings (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 through 12116) (**Table 5-2);** 10 building complex resource groups (8HI1058, 8HI12117 through 12123, and 8HI12127 through 12128) (**Table 5-3)**; seven bridges (8HI1007, 8HI11793, 8HI12019 through 12023) (**Table 5-4)**; and five linear resource groups (8HI10237, 8HI12124 through 12126, and 8HI12129) (**Table 5-5)**.

Of the 121 historic resources within the APE, 10 (8HI1007, 8HI1022B, 8HI1058, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, 8HI10237, and 8HI11793) were previously recorded in the FMSF, and 111 (8HI12019 through 8HI12129) were newly identified as a result of this survey. FMSF forms were completed for the newly identified historic resources, and forms were updated for all the previously recorded historic resources. Descriptions of each historic resource are presented in **Tables 5-2 through 5-5**, and copies of the FMSF forms are contained in **Appendix A**. Eight previously recorded historic resources are no longer extant (8HI1008, 8HI1022, 8HI1022A, 8HI1022C, 8HI1022D, 8HI1022E, 8HI1022F, and 8HI1022G). ACI wrote a demolished building letter to SHPO to update their status (**Appendix B)**.

The Alafia River Swing Span Bridge and Tender Station (8HI1007) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation and under Criterion C in the area of Engineering. Also, the CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. None of the other linear resources, bridges, historic buildings, and building complex resource groups is considered potentially eligible for listing in the NRHP due to their commonality of style and construction and their lack of significant historical associations. The APE includes portions of Gibsonton and the former communities of Gardenville, Garden City, Adamsville, and Remlap, but there is no potential for historic districts there or elsewhere within the APE.

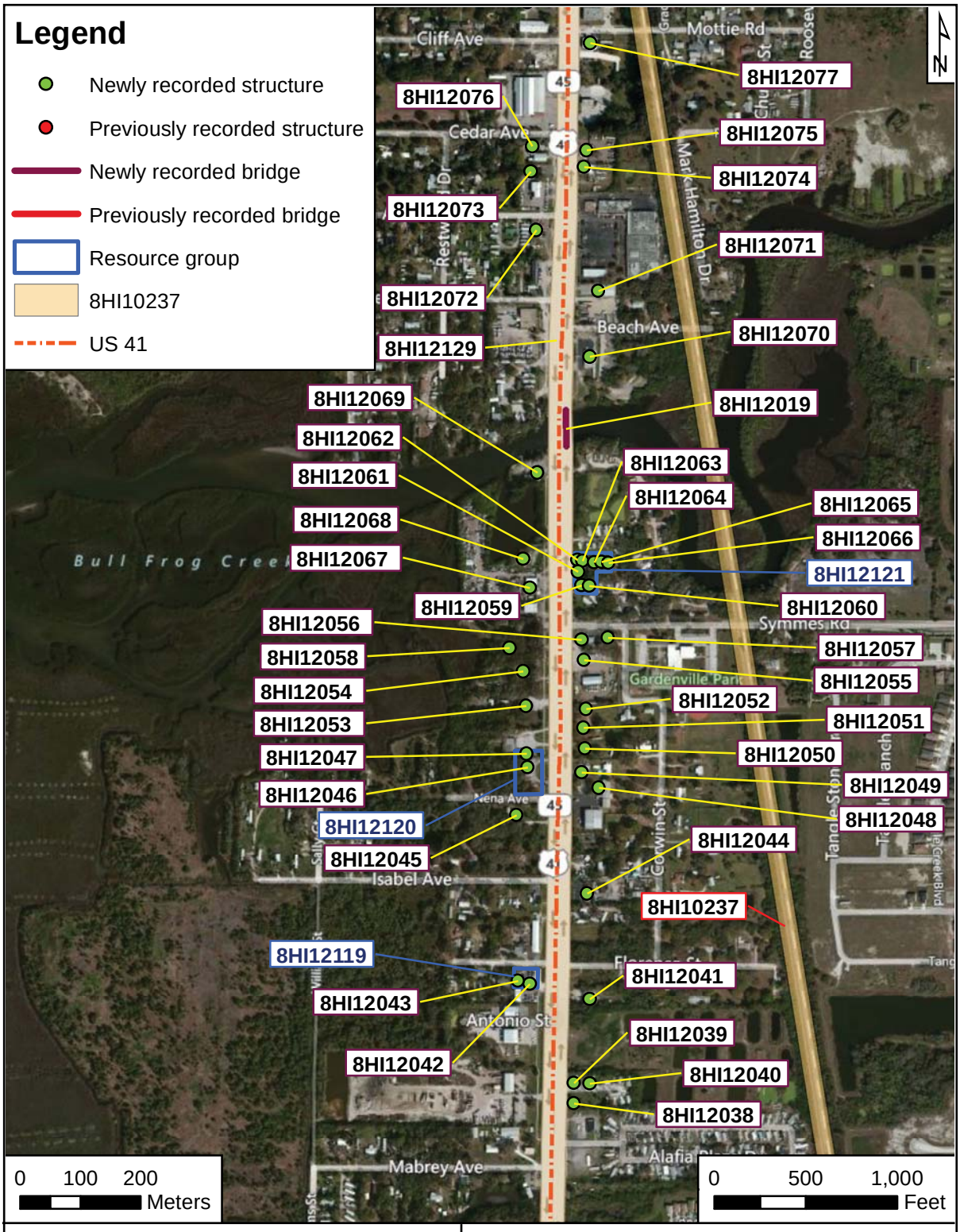
5.2.1 Buildings

There are 99 historic buildings within the US 41 APE (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 - 12116). Six were previously recorded, and 93 were newly recorded. The architectural styles represented within the APE are: Masonry Vernacular (53), Frame Vernacular (41), Contemporary Folk (3), Mediterranean Revival (1), and Ranch (1). These styles are briefly described below. In general, the historic resources are associated with the residential and commercial development of Hillsborough County from the 1920s through the early 1960s. All buildings are typical examples of their respective styles and lack known ties to significant events or people. With few exceptions, the buildings have been altered. Therefore, no historic buildings within the APE appear to be eligible for listing in the NRHP, either individually or as part of a potential historic district.



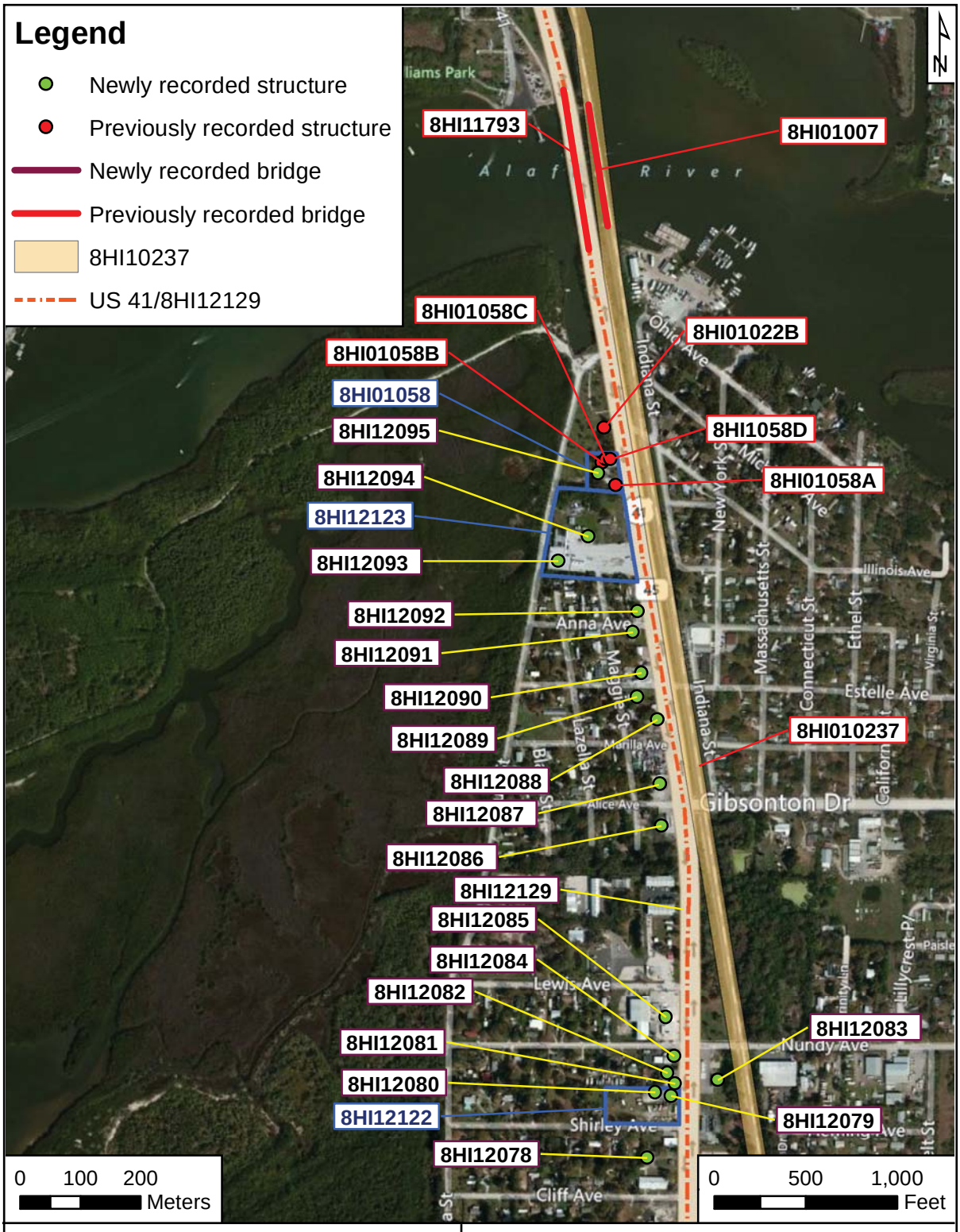
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-8 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



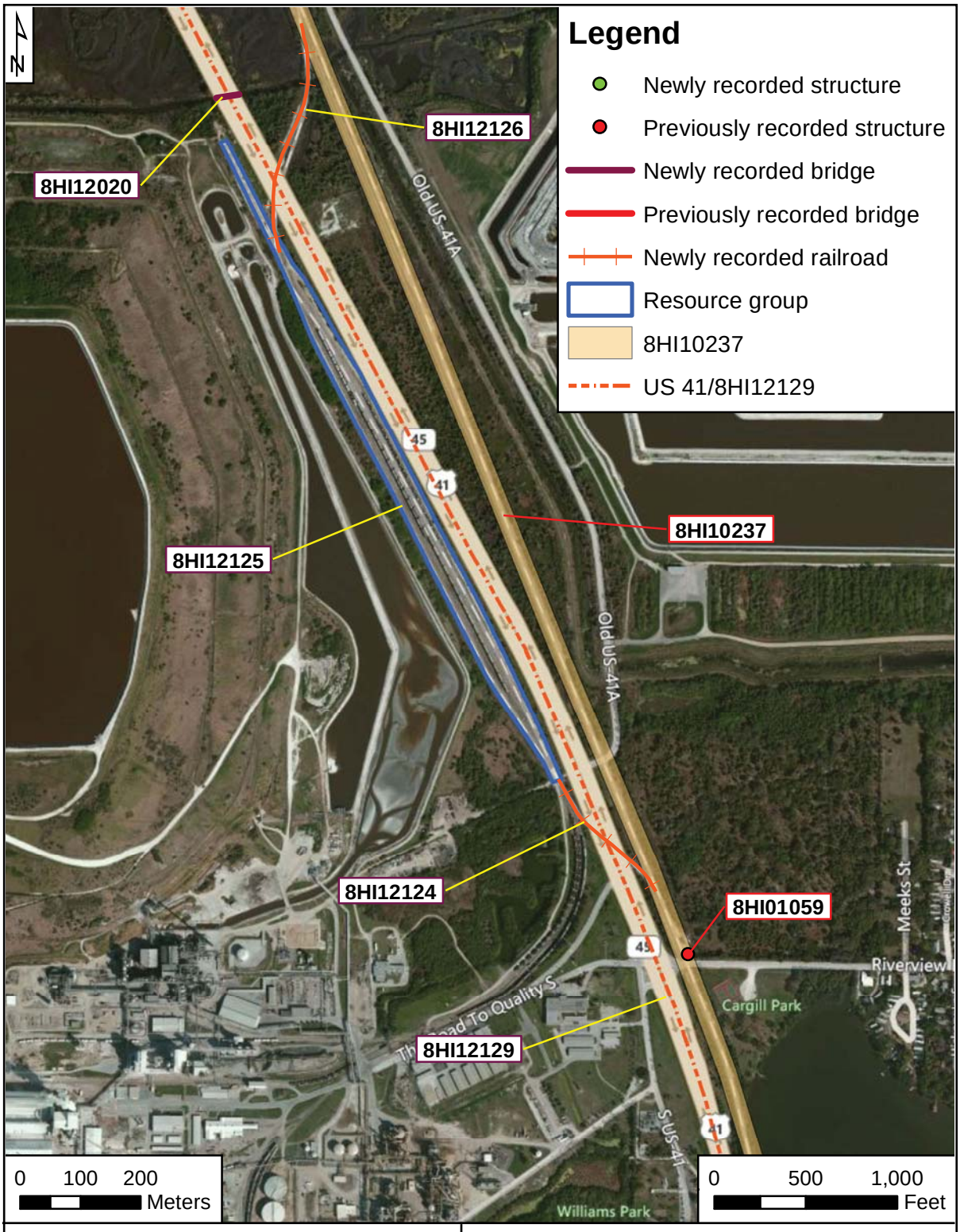
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-9 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



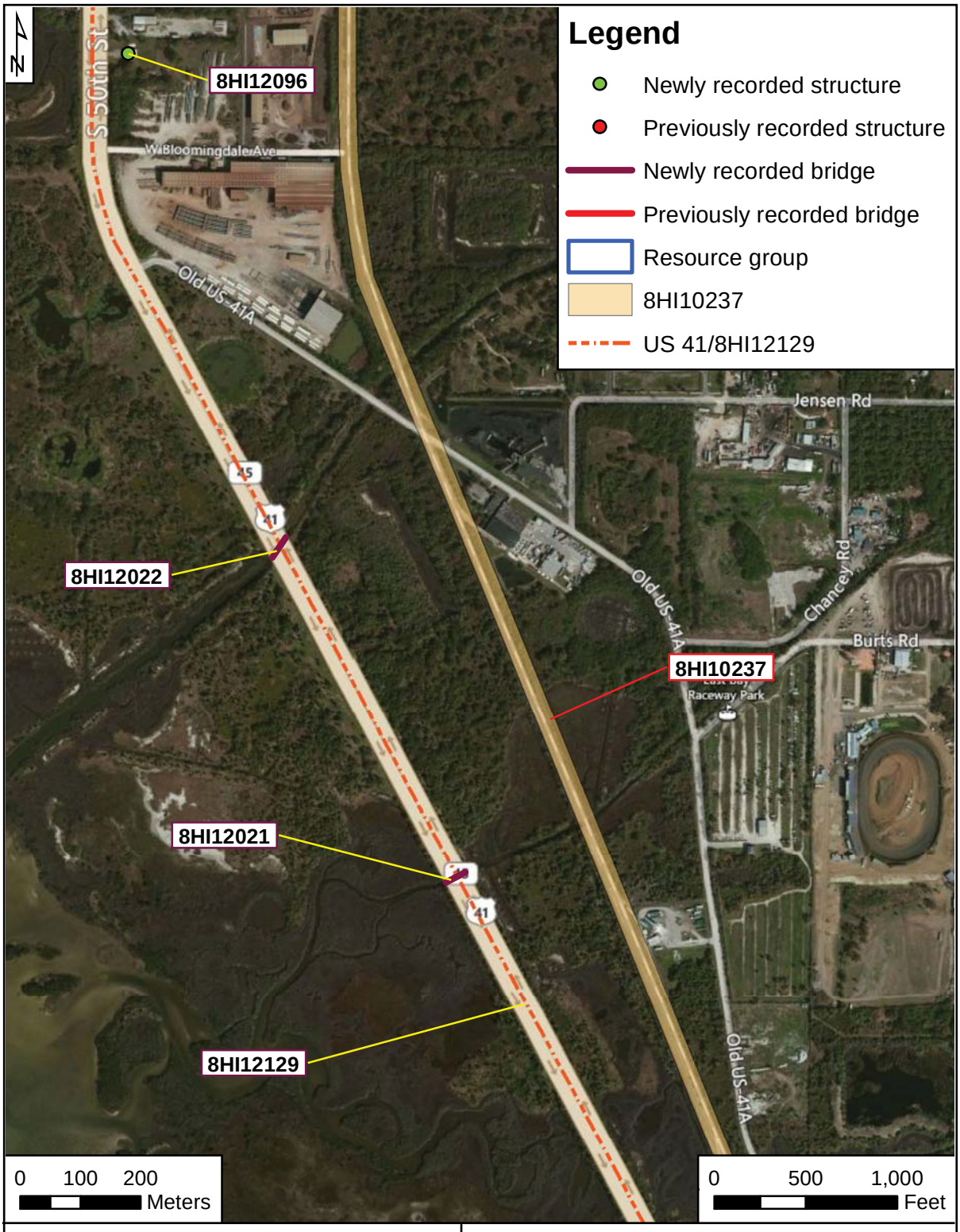
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd),
WPI Segment No.: 430056 1
Hillsborough County

Figure 5-10 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



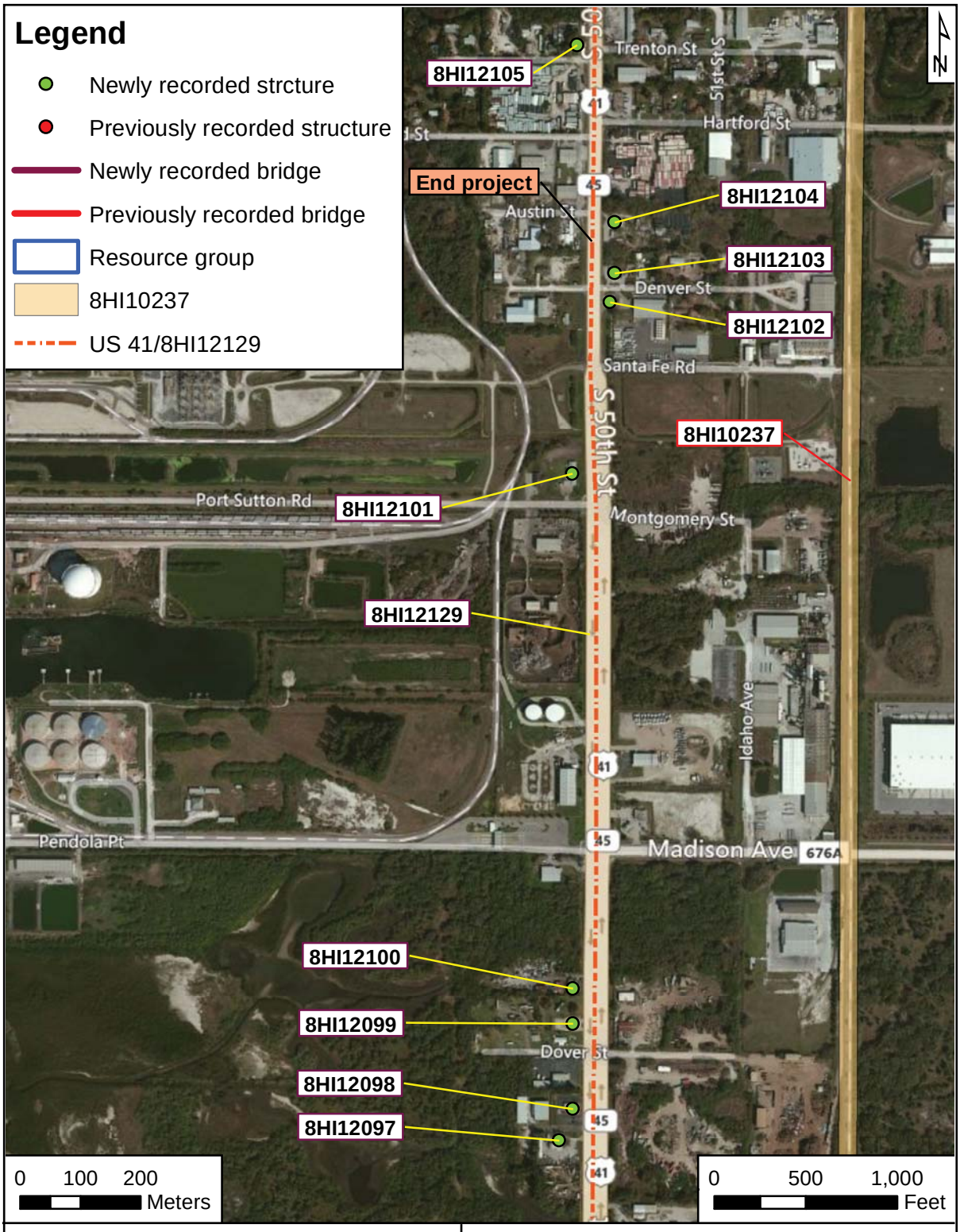
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-11 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



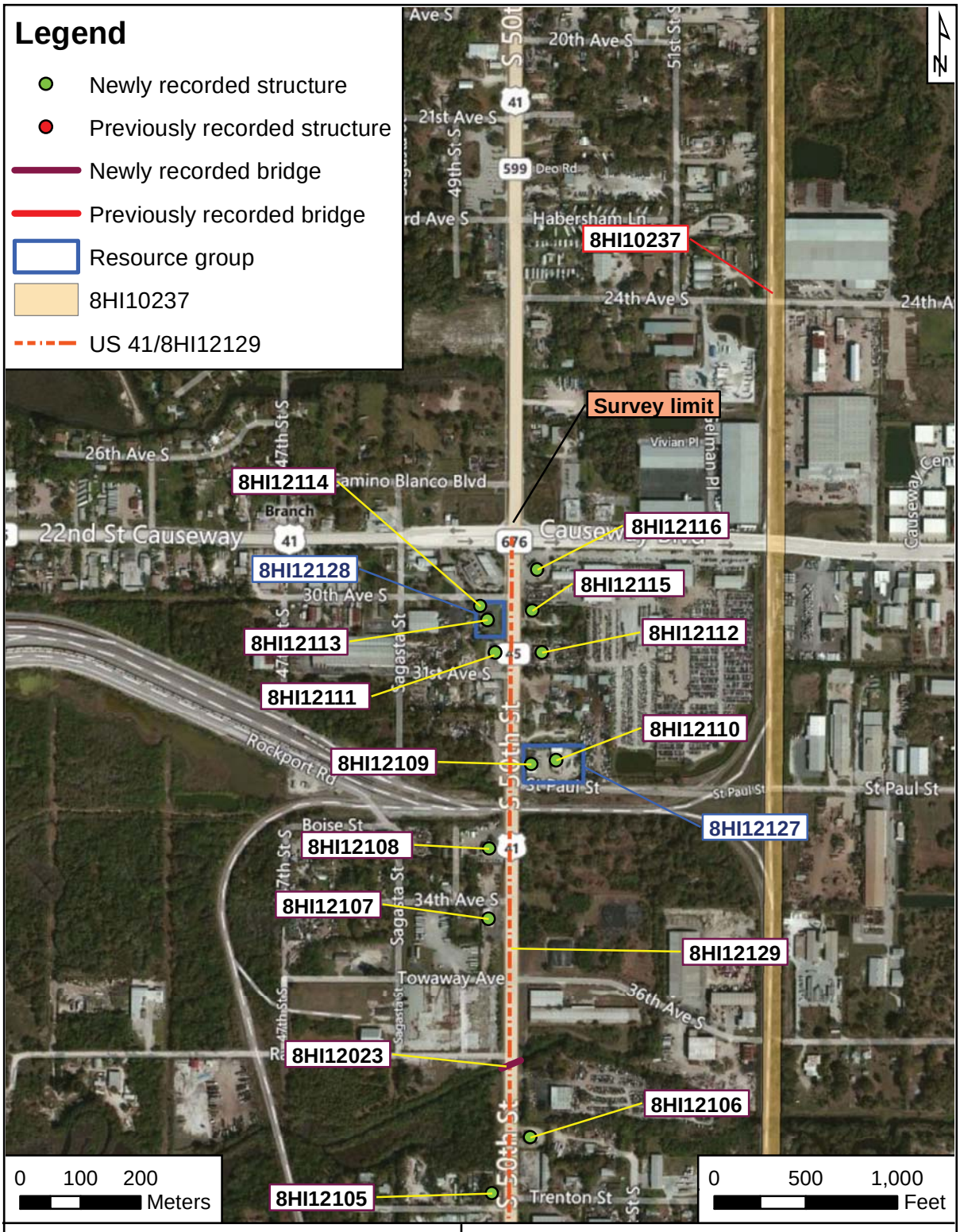
US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-12 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-13 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)



US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

Figure 5-14 Location of the previously and newly recorded historic resources within the US 41 PD&E Study APE (*ESRI 2013a - Basemap: Transportation and Streets*)

Masonry Vernacular: Fifty-three historic resources are of the Masonry Vernacular style **(Photos 5-9 through 5-11)**, and have construction dates that range from 1923 to 1965 (see **Table 5-2**). Most are used for commercial purposes. Masonry Vernacular buildings typically are not designed by professionals but by the occupants. Within the APE, this building type generally has concrete slab foundations and concrete block walls. Roof types consist of gable, cross-gable, and hip, the majority of which are faced with composition shingles. Often, the exterior is painted concrete block, portions of which are occasionally covered in wood. Windows typically include awning or single hung sash (SHS). Exterior ornamentation on these structures consists mostly of concrete window sills, gable vents, and parapet roofs. Additions have been built on the majority of the Masonry Vernacular style historic resources.

Frame Vernacular: Forty-one historic resources are of the Frame Vernacular style **(Photos 5-12 through 5-15)**, and have construction dates that range from 1918 to 1964 (see **Table 5-2**). Most are used for residential purposes. Frame Vernacular buildings also are not designed by professionals but by the occupants. They are simple structures built with available local materials and have little ornamentation. Within the APE, this building type usually has pier or slab foundations of poured concrete. The most common roof type is gable, but there are also examples with cross-gable and hip roofs, the majority of which are faced with composition shingles or 3-V crimp metal. Exterior cladding on these building types is generally wood. The most common fenestration is metal SHS windows, both original and replaced. There are also examples of wood double hung sash (DHS), metal awning, and jalousie. Exterior ornamentation on these structures consists mostly of wood window and door surrounds, corner boards, gable vents, and exposed rafter tails. Additions have been built on the majority of the Frame Vernacular style historic resources.

Contemporary Folk: Three historic resources are of the Contemporary Folk style **(Photo 5-16)**, and all were built in 1958 (see **Table 5-2**). Contemporary Folk buildings lack ornamentation and provide a basic need for shelter (McAlester and McAlester 1998). The three examples within the APE are all mobile homes (8HI12025, 8HI12027, and 8HI12028). The one-story, rectangular buildings rest on concrete block piers. They have a wood-frame structural system and are clad in metal. The roofs are flat are also metal. Windows include metal awning and metal jalousie. None have received additions.

Mediterranean Revival: One historic resource (8HI1058A) is of the Mediterranean Revival style **(Photo 5-17)** and was built ca. 1925 (see **Table 5-2**). The Mediterranean Revival style was popular in Florida in the 1920s Land Boom period. The rectangular, one-story motel building's continuous brick foundation supports the walls, which are covered in stucco. The flat roof has a stepped parapet. Windows includes 4/4 metal SHS (ca. 2000); metal jalousie (ca. 2000); 1-light metal fixed (ca. 1960); and 6-light metal casement paired (ca. 1960). Shed roofs cover some windows and doors. The south portico was enclosed ca. 1990. The architectural integrity of this building has been compromised by alterations.

Table 5-2: Previously and newly recorded historic buildings within the US 41 project APE. From south to north

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12024	6123 Kracker Avenue	ca. 1965	FV	Gable	Original garage enclosed; reroofed	Expansion to W	Concrete block; brick; vinyl	1	6/6 and 8/8 SHS metal	Residence	Ineligible
8HI12025	12432A S US 41	ca. 1958	CF	Flat	Windows enclosed (ca. 1970); door replaced (ca. 2000)		Metal	1	2- and 3-light metal awning	Mobile home	Ineligible
8HI12026	12432B S US 41	ca. 1950	FV	Gable; shed	Reroofed (ca. 2000)		Vinyl	1	2- and 3-light metal awning	Residence	Ineligible
8HI12027	12432C S US 41	ca. 1958	CF	Flat	Cutout for AC unit (ca. 1970)		Metal	1	3- and 4-light metal awning	Mobile home	Ineligible
8HI12028	12432D S US 41	ca. 1958	CF	Flat			Metal	1	Metal jalousie	Mobile home	Ineligible
8HI12029	12154 S US 41	ca. 1954	FV	Hip; shed	Porch enclosed (ca. 1970); reroofed	Porch to W; additions to NE and S	Aluminum	1	1/1 metal SHS; 1/1 wood DHS	Residence	Ineligible
8HI12030	12150A S US 41	ca. 1950	FV	Cross-gable; flat	Reroofed (ca. 1990)	Expansion to N	Aluminum	1	1/1 DHS wood; 1-light fixed wood	Residence	Ineligible
8HI12031	12150B S US 41	ca. 1952	FV	Gable; shed	Reroofed; windows replaced	Expansion to N	Shiplap	1	1/1 DHS wood; 1/1 metal sliding	Residence	Ineligible
8HI12032	12150C S US 41	ca. 1964	FV	Gable; shed	Windows replaced (ca. 1990)	Expansion to N (ca. 1970)	Wood siding; plywood	1	1/1 metal SHS	Residence	Ineligible
8HI12033	6201 Ohio St.	ca. 1956	FV	Gable; shed	Roof replaced; windows replaced (ca. 1990)	Expansions to N, E; porch and carport to S	Wood	1	2/2, 6/6 and 8/8 metal SHS	Residence	Ineligible
8HI12034	12123 S US 41	ca. 1948	FV	Hip; shed; flat		Porch to E; carport to NE	Asbestos shingles	1	1/1 metal SHS	Residence	Ineligible
8HI12035	12115 S US 41	ca. 1959	MV	Hip	Reroofed; cupola added	Expansions to S, W	Stone	1	8-light, 12-light, and 15-light metal awning	Residence	Ineligible
8HI12036	6115A Adams Street	ca. 1947	MV	Gable; shed	Reroofed (ca. 2000)	Rooms to W	Concrete block; metal	1	5-light metal awning; 3-light fixed and 2-light hopper metal	Garage	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12037	6115B Adams Street	ca. 1947	R	Cross gable	Reroofed (ca. 2000)		Stucco; brick; plywood	1	1/1 metal SHS; single-light fixed wood	Residence	Ineligible
8HI12038	11884 S US 41	ca. 1953	FV	Gable; cross-gable	Roof replaced; windows replaced (ca. 2000); stucco (ca. 2000)	Room, deck to SW	Stucco	1	1/1 vinyl DHS	Residence	Ineligible
8HI12039	11860A S US 41	ca. 1948	MV	Cross-gable	Roof and windows replaced (ca. 2000)	Expansions to E, W; porch to W	Concrete block; wood	1	1/1 metal DHS	Residence	Ineligible
8HI12040	11860B S US 41	ca. 1954	MV	Cross-gable	Roof and windows replaced (ca. 2000); porches		Concrete block; wood	1	1/1 metal DHS	Residence	Ineligible
8HI12041	Walden's Used Cars/11838 S US 41	ca. 1954	MV	Gable; shed		Expansion to E	Concrete block	1	4-light metal awning	Commercial	Ineligible
8HI12042	11835 S US 41 Building A	ca. 1943	FV	Gable; shed	Windows replaced (ca. 1970); Exterior replaced, reroofed (ca. 2010)		Metal	1	2/2 metal SHS (ca. 1970); 6/6 metal SHS	Commercial	Ineligible
8HI12043	11835 S US 41 Building B	ca. 1949	FV	Gable; shed		Expansions to N (ca. 1990)	Metal	1		Warehouse	Ineligible
8HI12044	11806 S US 41	ca. 1965	MV	Cross-gable	Roof and windows replaced (ca. 2010); exterior (ca. 2010)	Expansions to N, E	Stucco; stone	1	6/6 metal DHS; 8/8 metal DHS	Office	Ineligible
8HI12045	11553 S US 41	ca. 1963	MV	Gable	Reroofed	Expansion to S	Brick; plywood	1	1/1 metal sliding; 1/1 metal SHS; 2/2 metal SHS	Office	Ineligible
8HI12046	Gibtown Motel Building B / 11545 S US 41	ca. 1957	MV	Flat	Doors, some windows replaced		Concrete block	1	1/1 and 2/2 metal SHS; 6/6 metal SHS	Motel	Ineligible
8HI12047	Gibtown Motel Building A/ 11545 S US 41	ca. 1961	MV	Gable; flat	Some windows replaced (ca. 2010); windows enclosed; doors replaced		Stucco; wood siding	1	1/1, 2/2 and 6/6 metal SHS	Motel	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12048	11550 S US 41	ca. 1949	FV	Cross-gable	Roof replaced (ca. 1970); porch enclosed	Expansions to E, S	Aluminum	1	1/1 wood DHS; 1 wood fixed	Office	Ineligible
8HI12049	11530 S US 41	ca. 1954	MV	Gable; shed	Roof replaced (ca. 2005)	Porches to E and W	Concrete block	1		Store	Ineligible
8HI12050	11528 S US 41	ca. 1946	FV	Cross-gable	Roof replaced (ca. 2000)	Expansion to SE (ca. 1965)	Wood shingles; concrete block	1	1/1 metal SHS; 3-light metal awning; metal jalousie	Residence	Ineligible
8HI12051	11524A S US 41	ca. 1951	FV	Cross Gable	Porch enclosed; wood paneling added to W	Expansion to E	Wood; asbestos shingles	1	2/2 metal SHS; 1-light metal fixed; 3-light metal awning; 1/1 wood DHS	Residence	Ineligible
8HI12052	11524B S US 41	ca. 1953	MV	Hip	Porch screened		Concrete block	1	2/2 metal SHS	Residence	Ineligible
8HI12053	11531 S US 41	ca. 1963	MV	Gable; shed	Roof replaced; parapet added		Concrete block	1	1-light metal fixed	Storage building	Ineligible
8HI12054	11515 S US 41	ca. 1928	F V	Gable	Porch enclosed; roof, windows, doors replaced (ca. 2010)	Expansion to W	Wood siding	1	6/6 and 8/8 metal SHS	Office	Ineligible
8HI12055	11508 S US 41	ca. 1954	MV	Flat	Windows, doors blocked in (ca. 1980)	Canopy at E elevation (ca. 1980)	Stucco	1	2-light awning metal	Office	Ineligible
8HI12056	6101A Symmes Road/ Tropicana Bar	ca. 1945	MV	Gable	Windows covered; reroofed; awning	Expansions to W, S	Concrete block; wood; brick	1		Bar	Ineligible
8HI12057	6101B Symmes Road	ca. 1945	MV	Gable; shed	Window partially enclosed; reroofed	Expansion to W	Concrete block; wood; stucco	1	1-light metal fixed	Office	Ineligible
8HI12058	11507 S US 41	ca. 1959	FV	Gable; shed	Roof replaced; porch enclosed		Artstone; vinyl; wood	1	2/2 metal SHS; 2-light metal awning	Residence	Ineligible
8HI12059	11344A S US 41	ca. 1930	FV	Gable	Door replaced (ca. 1980); window blocked		Wood siding	1	1/1 DHS wood	Residence	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12060	11344B S US 41	ca. 1940	FV	Gable	Windows replaced (ca.1960); door replaced (ca. 1970)		Wood siding; aluminum	1	Metal jalou-sie ; 1-light wood fixed	Residence	Ineligible
8HI12061	11344C S US 41	ca. 1940	FV	Gable; shed	Door replaced (ca. 1950)	Expansion to E (ca. 1950)	Wood siding	1	4-light fixed wood; 1/1 sliding metal	Residence	Ineligible
8HI12062	11344D S US 41	ca. 1939	FV	Gable; flat	Windows replaced (ca. 1970); plywood added to S elevation (ca. 1980); Roof replaced (ca. 1990)	Expansion to NE (ca. 1970)	Asbestos shingles; plywood	1	1/1 SHS metal	Residence	Ineligible
8HI12063	11344E S US 41	ca. 1939	FV	Gable; flat	Window, door, roof replaced (ca. 1990)	Expansion to NW (ca. 1970)	Asbestos shingles	1	2/2 wood DHS; 1-light hopper wood; 1/1 metal SHS	Residence	Ineligible
8HI12064	11344G S US 41	ca. 1939	FV	Gable	Some windows replaced (ca. 1960); door replaced (ca. 1970); roof replaced	Expansion to NW	Asbestos shingles	1	1/1 wood DHS; 1/1 SHS metal	Residence	Ineligible
8HI12065	11344H S US 41	ca. 1930	FV	Gable; shed	Some windows replaced (ca. 1960); door replaced (ca. 1970);	Expansion to NE	Asbestos shingles	1	1/1 wood DHS; 2/2 SHS metal	Residence	Ineligible
8HI12066	11344I S US 41	ca. 1950	FV	Gable; shed			Asbestos shingles	1	1/1 DHS wood; 1-light wood fixed	Residence	Ineligible
8HI12067	11345 S US 41	ca. 1961	MV	Gable; shed		Expansions to N, S, W	Stucco; wood; brick	1	4-light metal awning	Auto repair shop	Ineligible
8HI12068	11333 S US 41	ca. 1963	FV	Gable; shed	Roof replaced, new siding (ca. 2005)	Expansion to W	Wood siding	1	1/1 metal SHS (2)	Vacant	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12069	Bullfrog Creek Bait and Tackle/11307 S US 41	ca. 1955	MV	Shed; gable		Expansions to W (ca. 1965), S	Concrete block	1.5	3-light metal awning; metal jalousie	Commercial	Ineligible
8HI12070	11210 S US 41	ca. 1923	MV	Flat; gable	Exterior renovated (ca. 2000)	Expansion to N (ca. 1980)	Stucco; tile; concrete block	1	1-light wood fixed	Lounge/ store	Ineligible
8HI12071	11334 S US 41	ca. 1959	MV	Gable	Windows, roof, exterior replaced (ca. 2000)		Stucco	1	6/6 metal DHS	Office	Ineligible
8HI12072	11101 S US 41	ca. 1959	MV	Shed; gable	Windows enclosed	Porch added to E; room to NW	Concrete block	1	Metal jalousie	Commercial	Ineligible
8HI12073	11011 S US 41	ca. 1959	MV	Gable; shed	Reroofed; porch enclosed	2-story apartment to W; room to S	Concrete block; wood; brick	2	1/1 metal SHS	Commercial /apartment	Ineligible
8HI12074	11032A S US 41	ca. 1949	MV	Gable; flat; shed	Exterior renovated (ca. 1960); windows blocked in	Expansion to E (ca. 1955); expansion to N (ca. 1960)	Brick	1	1-light wood fixed	Commercial	Ineligible
8HI12075	11032B S US 41	ca. 1949	MV	Gable; flat	Roof, door replaced	Expansion to N (ca. 1960)	Stucco	1	1-light metal fixed; metal jalousie	Office	Ineligible
8HI12076	11003 S US 41	ca. 1960	MV	Gable	Reroofed		Concrete block; wood	1	3-light metal awning	Duplex	Ineligible
8HI12077	Showtown USA Restaurant and Bar/10902 S US 41	ca. 1949	FV	Gable; shed	N wall replaced (ca. 2010); roof replaced	Expansions to W, S	Plywood; stucco	1	1/1 metal SHS; 1-light metal fixed	Restaurant	Ineligible
8HI12078	10829 S US 41	ca. 1959	FV	Gable	Reroofed		Wood	1	1/1 metal SHS	Warehouse	Ineligible
8HI12079	10815A S US 41	ca. 1950	MV	Gable; shed	Reroofed (ca. 2000); metal applied to exterior		Concrete block; metal	1	1-light wood fixed; 1-light fixed metal; 1/1 metal SHS	Office	Ineligible
8HI12080	10815B S US 41	ca. 1950	FV	Gable	Reroofed		Metal	1	1-light fixed metal	Storage building	Ineligible
8HI12081	10813B S US 41	ca. 1948	FV	Gable; shed; flat	Reroofed (ca. 1980)	Expansion to W	Stucco	1	1-light wood fixed	Warehouse	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12082	10813 S US 41	ca. 1948	MV	Hip; gable; shed	Windows, door replaced (ca. 2000)	Rooms to N, SW	Stucco	1	6/6 metal DHS	Residence	Ineligible
8HI12083	10810 S US 41	ca. 1963	MV	Flat	Reroofed (ca. 2000); parapet replaced		Stucco; concrete block	1	1-light metal fixed	Gas station	Ineligible
8HI12084	Juan Tire Service/10805 S US 41	ca. 1958	MV	Flat; gable; shed	Reroofed; windows enclosed	Warehouse to SW ca. 1990	Brick; concrete block; wood	1		Auto repair shop	Ineligible
8HI12085	10181 S US 41	ca. 1958	MV	Cross Gable	Reroofed (ca. 2000)	Office expanded to E (ca. 2000)	Stucco; brick; wood; stone	1	1-light and 12-light metal fixed; 1/1 metal SHS	Auto repair shop	Ineligible
8HI12086	10143 S US 41	ca. 1959	MV	Flat			Wood siding; wood shingles; stucco	1	1-light metal fixed	Gas station	Ineligible
8HI12087	10045 S US 41	ca. 1963	MV	Gable; flat	Windows painted over	Expansion to N	Concrete block; wood	1	1-light metal fixed	Auto repair shop	Ineligible
8HI12088	10015 S US 41	ca. 1928	MV	Gable; flat	Windows replaced; exterior renovated	Expansions to S, W	Stucco	1	1-light metal fixed	Commercial	Ineligible
8HI12089	9109 Estelle Avenue	ca. 1948	FV	Gable; shed	Door replaced by window	Expansions to S, W	Concrete block; shingles-asbestos	1	1/1 metal SHS; 1-light wood fixed	Residence	Ineligible
8HI12090	9935 S US 41	ca. 1959	MV	Flat	Rolling metal windows, doors		Concrete block; brick	1		Commercial	Ineligible
8HI12091	9919 S US 41	ca. 1936	FV	Hip; gable; vaulted; shed	Reroofed (ca. 1985)	Room to W (ca. 1960)	Asbestos shingles	1	6-light wood casement (2); 2-light metal awning	Residence	Ineligible
8HI12092	9913 S US 41	ca. 1963	MV	Flat	Re-stuccoed (ca. 2005)		Stucco; masonry veneer	1	1-light metal fixed	Commercial	Ineligible
8HI12093	9851 S US 41 Building A	ca. 1960	MV	Flat	Some windows enclosed; porch roof	Expansion to S (ca. 1965); room to W	Concrete block; brick; stucco	1	1-light metal fixed	Commercial	Ineligible
8HI12094	9851 S US 41 Building B	ca. 1964	MV	Flat			Concrete block; brick	1		Commercial	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI1058 A	East Bay Motel/ Apartments Building A	ca. 1925	MR	Flat; shed	S portico enclosed (ca. 1990); windows, doors (ca. 2000) replaced		Stucco	1	4/4 metal SHS; metal jalousie; 1-light metal fixed; 6-light metal casement paired	Motel	Ineligible
8HI12095	East Bay Motel/ Apartments Building E	ca. 1960	MV	Cross-gable	Reroofed (ca. 2000)		Concrete block; wood	1	1/1 metal SHS	Motel	Ineligible
8HI1058 B	East Bay Motel/Apartments Building B	ca. 1940	FV	Hip; shed	Windows replaced (ca. 2000); door replaced; reroofed	Room to W	Asbestos shingles	1	6/6 SHS metal; metal jalousie	Motel	Ineligible
8HI1058 C	East Bay Motel/Apartments Building C	ca. 1940	FV	Gable; shed	Reroofed (ca. 1990)	Expansion to N	Asbestos shingles	1	6/6 metal SHS; metal jalousie	Motel	Ineligible
8HI1058 D	East Bay Motel/ Apartments Building D	ca. 1940	FV	Gable; shed	Reroofed (ca. 2012); windows replaced (ca. 2010)	Expansion to N	Asbestos shingles	1	6/6 metal SHS; metal jalousie	Motel	Ineligible
8HI1022 B	Giant's Camp Motel Unit 2/9815 S US 41	ca. 1944	FV	Gable	Restoration (ca. 2010); windows (ca. 1990)		Wood siding	1	1/1 SHS metal	Memorial	Ineligible
8HI1059	East Tampa Depot	ca. 1918	FV	Gable	Walls (ca. 1985), platform (ca. 1990), windows (ca. 1985), door replaced (ca. 1985); reroofed (ca. 1990)		Metal	1	2/2 SHS metal windows	Vacant building	Ineligible
8HI12096	5020 S US 41	ca. 1962	MV	Flat	Parapet added		Stucco	1	1/1 metal SHS	Clubhouse	Ineligible
8HI12097	4917 S US 41	ca. 1957	FV	Gable; shed	Reroofed; doors enclosed on E elevation	Expansions to N, S	Metal	1		Warehouse	Ineligible
8HI12098	Starkey's Lounge/4807 S US 41	ca. 1940	MV	Gable; shed	Roof replaced	Expansion to N; rooms to W	Concrete block; stucco	1	1/1 metal SHS	Lounge	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12099	4805 S US 41	ca. 1940	MV	Cross-gable	Roof, windows replaced (ca. 2010)	Expansion to N	Concrete block	1	Unknown	Store	Ineligible
8HI12100	4801 S US 41	ca. 1947	MV	Flat	Roof replaced; windows, doors blocked in	Expansions to S, W	Concrete block; brick	1	3-light metal awning	Warehouse	Ineligible
8HI12101	4333 S US 41	ca. 1961	MV	Cross gable; flat	Roof replaced (ca. 2000)	Canopy to SW	Concrete block	1	2/2 metal SHS; 1-light metal fixed	Clubhouse	Ineligible
8HI12102	4202 S US 41	ca. 1949	FV	Gable	Windows enclosed; new roof	2 expansions to W; porch to N	Metal; artstone	1		Commercial	Ineligible
8HI12103	4132 S US 41	ca. 1952	MV	Flat; shed	Windows replaced, blocked in (ca. 1980)	Expansions to W, S	Concrete block	1	1-light wood fixed; 1-light wood awning (3)	Vacant	Ineligible
8HI12104	4106 S US 41	ca. 1949	FV	Gable	Reroofed		Wood	1		Residence	Ineligible
8HI12105	3825 S US 41	ca. 1948	FV	Gable	Roof replaced (ca. 1990); windows boarded	Room to SW	Asbestos shingles	1	1- and 2-light wood fixed	Residence/ Vacant	Ineligible
8HI12106	3630 S US 41	ca. 1950	MV	Flat	Windows, doors blocked in	Expansions to NW, SE, S	Concrete block	1		Commercial	Ineligible
8HI12107	3309 S US 41	ca. 1958	MV	Gable; shed		Canopy to S	Brick; concrete block; wood	1	1-light metal fixed (banded)	Auto repair shop	Ineligible
8HI12108	3309 S US 41	ca. 1960	FV	Gable	Roof replaced		Metal; brick	1	1-light metal fixed	Office/ garage	Ineligible
8HI12109	3140 S US 41 Building A	ca. 1965	MV	Flat			Concrete block	1	1/1 SHS metal	Storage building	Ineligible
8HI12110	3140 S US 41 Building B	ca. 1946	MV	Flat		Room to SE (ca. 1970)	Concrete block	1	1/1 awning metal	Warehouse/ office	Ineligible
8HI12111	2923 S US 41	ca. 1946	MV	Flat	Windows enclosed, blocked in		Stucco	1	1-light wood fixed; glass blocks	Commercial /vacant	Ineligible
8HI12112	2930 S US 41	ca. 1948	MV	Shed; gable	Awning	Expansion to S	Concrete block; metal	1		Auto repair shop	Ineligible
8HI12113	Ranch House Motel Building A/2909 S US 41	ca. 1949	MV	Flat	Windows enclosed; doors replaced; AC units installed	Expansion to W (ca. 1960)	Stucco	1	2- and 3-light metal awning	Motel	Ineligible

FMSF	Name / Address	Build Date	Style*	Roof type(s)	Alterations	Additions	Exterior fabric	Stories	Windows	Use	NRHP Eligibility
8HI12114	Ranch House Motel Building B/2909 S US 41	ca. 1949	MV	Gable	Doors replaced; windows enclosed; AC units installed		Concrete block	1	2- and 3-light metal awning	Motel	Ineligible
8HI12115	2912 S US 41	ca. 1961	MV	Flat; shed	Windows enclosed, replaced with vents	Room to N	Concrete block	1		Vacant	Ineligible
8HI12116	Muffler City/ 2802 S US 41	ca. 1958	MV	Flat	Windows partially painted; parapet roof	Expansions to SE, SW (ca. 1965)	Concrete block	1	1-light metal fixed (banded	Auto repair shop	Ineligible

Ranch: One historic resource (8HI12037) is of the Ranch style **(Photo 5-18)** and was built ca. 1947 (see **Table 5-2**). The style, which gained popularity after World War II, features low-slung buildings and a low-pitched roof with large windows. 8HI12037 has a concrete slab foundation, which supports the concrete block and brick walls. The cross-gabled roof is clad in composition shingles. Windows include 1/1 metal SHS (paired); single-light fixed wood windows; and 1/1 metal SHS.

Photo 5-9: The east and north elevations of the Masonry Vernacular style commercial building at 9913 S US 41 (8HI12092).

Photo 5-10: The east and north elevations of the Masonry Vernacular style auto repair shop at 10181 S US 41 (8HI12085).

Photo 5-11: The south and east elevations of the Masonry Vernacular style commercial building at 10143 S US 41 (8HI12086).

Photo 5-12: The east and south elevations of the Masonry Vernacular style residence at 10813A S US 41 (8HI12082).

Photo 5-13: The west and south elevations of the Frame Vernacular style residence at 12150C S US 41 (8HI12032).

Photo 5-14: The west and south elevations of the Frame Vernacular style residence at 11860B S US 41 (8HI12040).

Photo 5-15: The west elevation of the Frame Vernacular style residence at 11528 S US 41 (8HI12050).

Photo 5-16: The east and south elevations of the Frame Vernacular storage building at 10829 S US 41 (8HI12078).

Photo 5-17: The west elevation of the Contemporary Folk style mobile home at 12432 S US 41 (8HI12025).

Photo 5-18: The east and north elevations of the Mediterranean Revival style motel building at 9839 S US 41 (8HI1058A).

Photo 5-19: The north and east elevations of the Ranch style residence at 6115B Adams Street (8HI12037). (Google Street View)

5.2.2 Building Complex Resource Groups

There are 10 historic building complex resource groups within the US 41 APE (8HI1058, 8HI12117 through -12123, and 8HI12127 through -12128) (**Figures 5-8 through 5-14; Table 5-3**). One was previously recorded (8HI1058), and nine are newly recorded (8HI12117 through -12123 and 8HI12127 through -12128). The historic buildings that contribute to the resource groups are associated with the residential and commercial development of Hillsborough County from the 1920s through the early 1960s. The building complex resource groups range in number from two to eight buildings. All buildings are typical examples of their respective styles and lack known ties to significant events or people. With few exceptions, the buildings have been altered. Therefore, no building complex resource groups within the APE appear to be eligible for listing in the NRHP.

Table 5-3: Previously and newly recorded historic building complex resource groups within the US 41 project APE. From south to north

FMSF	Name / Address	No. Contrib. Buildings	Build Dates	Styles	NRHP Eligibility
8HI12117	12432 S US 41 Resource Group	4 (8HI12025 through 8HI12028)	ca. 1958 (8HI12025); ca. 1950 (8HI12026); ca. 1958 (8HI12027); ca. 1958 (8HI12028)	Contemporary Folk (8HI12025); Frame Vernacular (8HI12026); Contemporary Folk (8HI12027); Contemporary Folk (8HI12028)	Ineligible
8HI12118	12150 S US 41 Resource Group	3 (8HI12030 through 8HI12032)	ca. 1950 (8HI12030); ca. 1952 (8HI12031); ca. 1964 (8HI12032)	Frame Vernacular (8HI12030); Frame Vernacular (8HI12031); Frame Vernacular (8HI12032)	Ineligible
8HI12119	11835 S US 41 Resource Group	2 (8HI12042 and 8HI12043)	ca. 1943 (8HI12042); ca. 1949 (8HI12043)	Frame Vernacular (8HI12042); Frame Vernacular (8HI12043)	Ineligible
8HI12120	Gibtown Motel Resource Group /11545 S US 41	2 (8HI12046 and 8HI12047)	ca. 1961 (8HI12046); ca. 1957 (8HI12047)	Masonry Vernacular (8HI12046); Masonry Vernacular (8HI12047)	Ineligible
8HI12121	Nistal Park Cottages Resource Group/ 11334 S US 41	8 (8HI12059 through 8HI12066)	ca. 1930 (8HI12059); ca. 1940 (8HI12060); ca. 1940 (8HI12061); ca. 1939 (8HI12062); ca. 1939 (8HI12063); ca. 1939 (8HI12064); ca. 1930 (8HI12065); ca. 1950 (8HI12066)	Frame Vernacular (8HI12059); Frame Vernacular (8HI12060); Frame Vernacular (8HI12061); Frame Vernacular (8HI12062); Frame Vernacular (8HI12063); Frame Vernacular (8HI12064); Frame Vernacular (8HI12065); Frame Vernacular (8HI12066)	Ineligible
8HI12122	10815 S US 41 Resource Group	2 (8HI12079 and 8HI12080)	ca. 1950 (8HI12079); ca. 1950 (8HI12080)	Masonry Vernacular (8HI12079); Frame Vernacular (8HI12080)	Ineligible
8HI12123	9851 S US 41 Resource Group	2 (8HI12093 and 8HI12094)	ca. 1960 (8HI12093); ca. 1964 (8HI12094)	Masonry Vernacular (8HI12093); Masonry Vernacular (8HI12094)	Ineligible
8HI1058	East Bay Motel/ Apartments Resource Group	5 (8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, and 8HI12095)	ca. 1925 (8HI1058A); ca. 1940 (8HI1058B); ca. 1940 (8HI1058C); (8HI1058D); ca. 1960 (8HI12095)	Mediterranean Revival (8HI1058A); Frame Vernacular (8HI1058B); Frame Vernacular (8HI1058C); Frame Vernacular (8HI1058D); Masonry Vernacular (8HI12095)	Ineligible
8HI12127	3140 S US 41 Resource Group	2 (8HI12109 and 8HI12110)	ca. 1965 (8HI12109); ca. 1946 (8HI12110)	Masonry Vernacular (8HI12109); Masonry Vernacular (8HI12110)	Ineligible
8HI12128	Ranch House Motel Resource Group / 2909 S US 41	2 (8HI12113 and 8HI12114)	ca. 1949 (8HI12113); ca. 1949 (8HI12114)	Masonry Vernacular (8HI12113); Masonry Vernacular (8HI12114)	Ineligible

5.2.3 Bridges

There are seven historic bridges within the US 41 project APE (8HI1007, 8HI11793, 8HI12019 through 8HI12023) (**Figures 5-8 through 5-14; Table 5-4**). Two were previously recorded (8HI1007 and 8HI11793), and five are newly recorded (8HI12019 through 8HI12023). The historic bridges include culverts, girder floorbeams, and a swing. The latter is a railroad bridge, while all the others are highway bridges used by automobiles and pedestrians. The Alafia River Swing Span Bridge and Tender Station (8HI1007) is considered potentially eligible for NRHP listing under Criterion A in the

area of Transportation and under Criterion C in the area of Engineering. The six other bridges within the APE do not appear to be eligible for listing in the NRHP because of their common design and construction. Photos and descriptions of each follow.

Table 5-4: Previously and newly recorded historic bridges within the US 41 project APE. From south to north

FMSF	Name / Address	Build Date	Bridge Type/Use	Spans	Length	NRHP Eligibility
8HI12019	Bullfrog Creek Bridge (FDOT Nos. 10016 and 100044)	ca. 1945	Girder Floorbeam/ auto, pedestrian	9	220 ft	Ineligible
8HI11793	Doyle E. Carlton Bridge/Alafia River Bridge (FDOT Nos. 100107 and 100045)	ca. 1952	Girder Floorbeam/ auto, pedestrian	24	1,216 ft	Ineligible
8HI1007	Alafia River Swing Span Bridge and Tender Station	ca. 1927	Swing/Stringer Multibeam/railroad	35	665 ft	Potentially eligible
8HI12020	Archie Creek Bridge (FDOT No. 100046)	ca. 1943	Culvert/ auto, pedestrian	1	118 ft	Ineligible
8HI12021	Archie Creek Bridge (FDOT No. 100047)	ca. 1943	Culvert/ auto, pedestrian	1	112 ft	Ineligible
8HI12022	Fred's Creek Bridge (FDOT No. 100467)	ca. 1937	Culvert / auto, pedestrian	2	115 ft	Ineligible
8HI12023	Delaney Creek Bridge (FDOT No. 100048)	ca. 1959	Culvert / auto, pedestrian	3	116 ft	Ineligible

Photo 5-20: The Bullfrog Creek Bridge (8HI12019), facing northeast.

8HI12019: The Bullfrog Creek Bridge (FDOT Nos. 100016 and 100044) was built ca. 1945 over Bullfrog Creek. The concrete girder floorbeam bridge consists of a nine northbound and southbound spans that measure about 220 ft long. Each span has two lanes and measures about 29 ft wide. The

northbound span (FDOT number 100016) was built first and the southbound span (FDOT number 100044) followed ca. 1960. Alterations include new signage, guardrail, and resurfacing. This bridge is of a common design and construction for the state, and it is not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

Photo 5-21: The Doyle E. Carlton Bridge/Alafia River Bridge (8HI11793), facing southeast.

8HI11793: The Doyle E. Carlton/Alafia River Bridge (FDOT Nos. 100107 and 100045) was built ca. 1952 over the Alafia River. The concrete girder floorbeam bridges consist of 27 northbound and southbound spans that each measure 1,216 ft long. Each span has two lanes and measures about 32 ft wide. The northbound span (FDOT number 100107) was built first and the southbound span (FDOT number 100045) followed ca. 1959. Alterations include new signage, guardrail, chain-link fence, altered bents, and resurfacing. This bridge is of a common design and construction for the state, and it is not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

Photo 5-22: The Alafia River Swing Span Bridge (8HI1007), facing northwest.

Photo 5-23: The Alafia River Swing Span Bridge (8HI1007), facing north. The CSX Railroad (8HI10237) is in the foreground. The Doyle E. Carlton Bridge/Alafia River Bridge (8HI11793) is to the left.

Photo 5-24: The Alafia River Swing Span Bridge's Tender Station (8HI1007), facing southwest.

8HI1007: The Alafia River Swing Span Bridge was built ca. 1927 and includes a steel swing span in the middle with concrete stringer multibeam approach spans (ca. 1980) to the north and south (FMSF). The swing span rests atop concrete pilings and pivots to allow boats to pass when not in use. The approach spans join the swing span at the two concrete rest piers that are located along the channel. The approach spans are supported by piles, each with three to six concrete piers. Their concrete deck is covered by stone, and the wood ties and steel rails rest on top. A low chain-link fence lines the east edge of the approach spans. The Alafia River Swing Span Bridge measures approximately 665 feet long. The swing span measures about 100 feet long and 10 feet wide. The approximately 34 approach spans total about 565 feet long and are 17 feet wide. At the channel, the bridge is protected by wooden rails, which are supported by concrete piers.

The Alafia River Swing Span Bridge's Tender Station was constructed ca. 1965. It replaced the bridge's original wood tender station (FMSF 1980). The two-story, rectangular building's continuous concrete foundation supports the concrete block walls, which are covered in stucco. The hip roof is covered in composition shingles (ca. 2000). Fenestration includes 1/1 SHS metal windows (ca. 2000) and a metal door with rectangular light. Ornamentation includes concrete window sills and a wide roof overhang.

The Alafia River Swing Span Bridge and Tender Station is potentially eligible for NRHP listing under Criterion A in the area of Transportation and under Criterion C in the area of Engineering. The structure is a rare example of a historic railroad swing bridge in Florida. A review of the FMSF indicated that two similar bridges have been recorded: the still operating Seaboard Air Line Railway/CSX Railroad Swing Bridge (8MT927) and the non-functioning Boca Grande Swing Bridge

(8CH2704). (Neither has been evaluated by SHPO.) Only two other known railroad swing spans exist in Florida: the Little Manatee River Bridge in Ruskin and the Rice Creek Bridge in Palatka (FMSF). While the original Alafia River Swing Span tender station was replaced ca. 1965 and the original wooden approach spans were replaced ca. 1980, the bridge's distinctive steel swing span remains intact and in use .

Photo 5-25: The Archie Creek Bridge (8HI12020), facing northwest.

8HI12020: The Archie Creek Bridge (FDOT No. 100046) was built ca. 1943 over Archie Creek. The concrete culvert consists of one span measuring about 32 ft long and 118 ft wide. This bridge originated as two lanes and was widened to four lanes with a grass median in the late 1950s. Alterations include a metal guardrail added in the 2000s. This bridge is of a common design and construction for the state, and it is not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

Photo 5-26: The Archie Creek Bridge (8HI12021), facing northwest.

8HI12021: The Archie Creek Bridge (FDOT No. 100047) was built ca. 1943 over Archie Creek. The concrete culvert consists of one span measuring about 33 ft long and 112 ft wide. This bridge originated as two lanes and was widened to four lanes with a grass median in the late 1950s. Alterations include a metal guardrail. This bridge is of a common design and construction for the state, and it is not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

Photo 5-27: Fred's Creek Bridge (8HI12022), facing northwest.

8HI12022: The Fred's Creek Bridge (FDOT No. 100467) was built ca. 1937 over Fred's Creek. The concrete culvert consists of two spans that measure about 39 ft long and 115 ft wide. This bridge originated as two lanes and was widened to four lanes with a grass median in the late 1950s. Alterations include a metal guardrail. This bridge is of a common design and construction for the state, and it is not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

Photo 5-28: The Delaney Creek Bridge (8HI12023), facing northwest.

8HI12023: The Delaney Creek Bridge (FDOT No. 100048) was built ca. 1959 over Delaney Creek. The concrete culvert consists of three spans that measure about 37 ft long and 116 ft wide. Alterations include a metal guardrail. This bridge is of a common design and construction for the state, and it's not associated with any significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not eligible for NRHP listing.

5.2.4 Linear Resource Groups

There are five historic linear resources within the US 41 APE (8HI10237, 8HI12124 through 8HI12126, and 8HI12129) (**Figures 5-8 through 5-14; Table 5-5**). One was previously recorded (8HI10237), and four are newly recorded (8HI12124 through 8HI12126 and 8HI12129). The historic linear resources within the APE include a road, railroads, and a railroad siding yard. The CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. The four other linear resources do not appear to be eligible for listing in the NRHP because of their common design and construction and lack of historic associations. Photos and descriptions of each follow.

Table 5-5: Previously and newly recorded historic linear resources within the US 41 project APE. From south to north

FMSF	Name	Build Date	Use	Length	NRHP Eligibility
8HI12129	US 41	ca. 1915	Road	7.8 miles	Ineligible
8HI10237	CSX Railroad	ca. 1918	Railroad	1.5 miles	Potentially eligible
8HI12124	CSX Railroad Crossing No. 624 795 S	ca. 1950	Railroad	700 ft	Ineligible
8HI12125	Mosaic Railroad Siding Yard	ca. 1950	Railroad siding yard	.5 mile	Ineligible
8HI12126	CSX Railroad Crossing No. 624 797 F	ca. 1950	Railroad	.25 mile	Ineligible

Photo 5-29: Segment of US 41 (8HI12129) within the APE, facing north. Source: Google Street View

8HI12129: Within the project APE, US 41 from Kracker Avenue to SR 676 (Causeway Boulevard) is an approximately 7.7 mile long segment of arterial road in west-central Hillsborough County. It is located in Sections 3, 4, 9, 10, 15, 33, and 34 of Township 29 South, Range 19 East; Sections 14, 15, 22, 23, 26, and 35 of Township 30 South, Range 19 East; and Sections 2 and 3 of Township 31 South, Range 19 East (USGS Gibsonton and Tampa). It currently is a six-lane divided highway from SR 676 (Causeway Boulevard) to Denver Street. The remainder of the segment is a four-lane divided highway, with two lanes in each direction separated by a grass median. The densest development along this segment of US 41 is within the community of Gibsonton, as well as just south of SR 676. The remainder of the segment traverses industrial areas, wetlands, and large residential and commercial tracts. There are sidewalks on one or both sides of US 41 from about one-half mile north of the project's southern terminus to Lula Street, just south of the Alafia River. Utility lines,

swales, and buried pipelines are present throughout the corridor on one or both sides. This segment crosses three railroad tracks and several bridges.

This segment of US 41 was built ca. 1915 and originated as a nine-foot wide shell road paid for by a $30,000 local bond issue. Because of the growing importance of truck farming, this road and others were built to facilitate the transportation of produce to local markets throughout the 1920s (VisitRuskin 2012). The road is first evident on a 1927 map of Hillsborough County, and is labeled Ruskin Road (Tampa Chamber of Commerce 1927). In 1932, this segment of US 41 was designated US 541. It was part of a road segment that extended from Tampa to Palmetto. In 1951, US 541 was decommissioned, and this segment of road became known as US 41 (HRHF n.d.). Beginning in the mid-1950s, US 41 was widened from two to four lanes (HCPGM 1998).

In the late 1930s, this segment of US 41 was rural and lined with scattered residences, industry, and agricultural uses. Gibsonton was the only area of concentrated development. Also, it appears to have been an unpaved road. The landscape was relatively barren, with few trees (PALMM 1938). In the late 1950s fish farms are evident in the southern half of this US 41 segment. Land along the remainder of the route was similar to the conditions in the late 1930s (PALMM 1957).

This segment of US 41 is not associated with any significant transportation or travel trends, and it is a typical example for the state. It also now appears modern because of widening. Therefore, within the APE, US 41 does not appear to be eligible for NRHP listing, neither individually nor as part of a district.

8HI10237: An approximately 1.5 mile segment of the CSX Railroad is located within the US 41 project APE. This segment is parallel to US 41 to the east and traverses one bridge, the Alafia River Swing Span Bridge and Tender Station (8HI1007). The bridge is composed of concrete deck approach spans to the north and south with the steel swing span in the middle. The remainder of this CSX segment includes a single, standard-gauge track constructed on a stone ballast. Within the APE, the CSX Railroad traverses industrial, commercial, and residential areas.

The Tampa Southern Railroad, a subsidiary of the Atlantic Coast Line Railroad, built the track in the late 1910s. It was constructed to serve the area's citrus, vegetable, and phosphate industries. Former Tampa Mayor David Gillett was Tampa Southern's president. The Tampa Southern route became known as "The Ghost Line," because the owner of the line was originally unknown. The track began east of Tampa in Uceta, which is about 2.5 miles north of SR 676 (Causeway Boulevard), and passed through what is today Gibsonton, Ruskin, and Palmetto. The U.S. Phosphoric Products Company established their phosphate plant on the north shore of the Alafia River in 1924, and the plant was served by the railroad line. This plant was a boon to the economy, either through employment or through the purchase of private property (Maio et al. 1998). The rail line reached Bradenton in 1920 and Sarasota four years later. In 1967, the Seaboard Air Line Railway merged with the Atlantic Coast Line Railroad to form the Seaboard Coast Line. By 1980, the Seaboard Coast Line Industries officially merged with the "Chessie System" railroads, creating the CSX Corporation railroad system (Turner 2008).

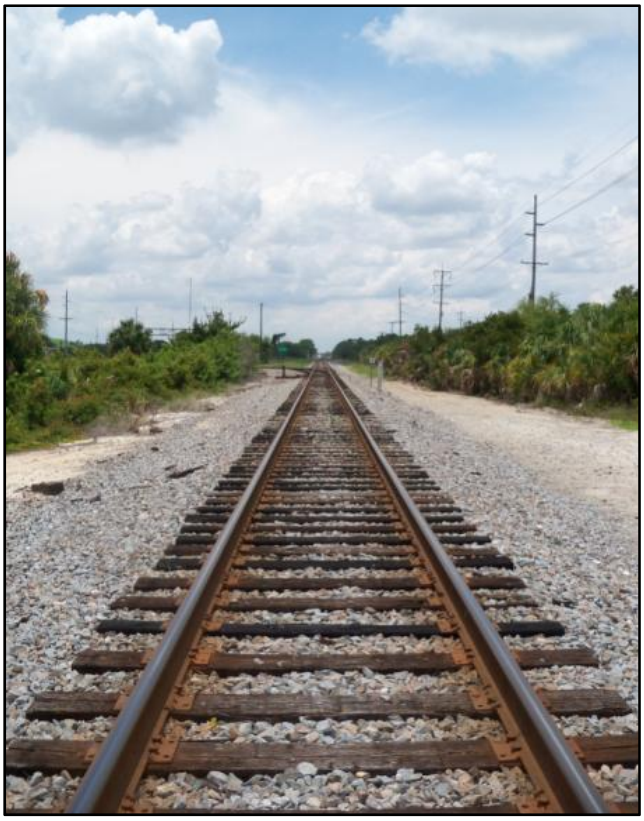


Photo 5-30: The CSX Railroad (8HI10237) as it appears within the APE, facing north.

Segments of the railroad system within Hillsborough County, but outside of the APE, were previously recorded during cultural resource assessment surveys of the Leisey Road Improvements (Janus Research 2006a), the Big Bend Distribution Center (ACI 2008a), US 41 (SR 45) from 12th Street to Kracker Avenue PD&E Study (ACI 2008b), and the CSXT Big Bend Project (SEARCH 2008). The SHPO determined there was insufficient information to determine the CSX Railroad's NRHP eligibility.

The approximately 1.5 mile segment of the CSX Railroad within the US 41 project APE is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. The track was instrumental to the industrial, commercial, and residential development of the region. Within the APE, it has retained its original route and historic integrity. Further, it continues to serve its original purpose.

Photo 5-31: CSX Railroad Crossing No. 624 795 S (8HI12124) where it crosses US 41, facing northwest.

8HI12124: The approximately 700-foot long railroad segment at CSX Railroad Crossing No. 624 795 S was built ca. 1950 (PALMM 1938; PALMM 1957). It extends northwest to southeast across US 41 (8HI12129) and links the CSX Railroad (8HI10237) and the Mosaic Railroad Siding Yard (8HI12125). The crossing includes a non-historic gate, crossbuck, and cantilevered signal at both northbound and southbound US 41. This is a typical railroad track for the state, and it lacks associations with significant historical events or people. Thus, it is the professional opinion of ACI's historian that it is not NRHP eligible.

Photo 5-32: The Mosaic Railroad Siding Yard (8HI12125), facing north.

8HI12125: The Mosaic Railroad Siding Yard is approximately one-half mile long and was built ca. 1950 (PALMM 1938; PALMM 1957). This railroad siding yard is located at the east end of the Mosaic property parallel to US 41 and north of the Alafia River. The yard includes nine tracks. It is used to store railroad cars before they enter the core of the Mosaic complex. This is a typical example of a railroad siding yard found throughout Florida, and limited research revealed no significant historical associations. Thus, it is the professional opinion of ACI's historian that it is not NRHP eligible.

Photo 5-33: CSX Railroad Crossing No. 624 797 F (8HI12126) where it crosses US 41, facing southwest.

8HI12126: The approximately one-fourth mile long railroad segment at CSX Railroad Crossing No. 624 797 F was built ca. 1950 (PALMM 1938; PALMM 1957). The track extends southwest to northeast across US 41 and links the CSX Railroad (8HI10237) and the Mosaic Railroad Siding Yard (8HI12125). The crossings include a non-historic gate, crossbuck, and cantilevered signal. This is a typical railroad track for the state, and it lacks associations with significant historical events or people. Thus, it is the professional opinion of ACI's architectural historian that it is not NRHP eligible.

5.3 CONCLUSIONS AND RECOMMENDATIONS

All cultural resources identified as a result of this CRAS were evaluated for their significance, as per the criteria of eligibility for listing in the NRHP. The background research suggested a variable potential for archaeological sites within the study area. 8HI26, the Gibsonton site, was found to extend into the APE. Additional lithic debitage was recovered, and the site boundaries were adjusted to depict the more recent archaeological investigations. 8HI10215, TECO Scatter, also extended into the ROW. Again additional lithic debitage was recovered. Neither site, as contained within the APE, is considered eligible for listing in the NRHP due to the low artifact density and diversity, and thus a low research potential. In addition, both sites have been disturbed through construction of US 41, the adjacent railroad, and other nearby constructed features. As a result of the field survey, no new archaeological sites were identified.

While no human remains were observed within the project APE during the current survey, the findings of previous work indicate that if any land altering activities are planned outside the existing eastern ROW located between Ohio and Michigan Avenues, archaeological monitoring is warranted given the possible presence of human remains.

Historical/architectural survey of the US 41 PD&E Study project APE resulted in the identification and evaluation of 121 historic resources, including 99 buildings (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 through 12116); 10 building complex resource groups (8HI1058, 8HI12117 through 12123, and 8HI12127 through 12128); seven bridges (8HI1007, 8HI11793, 8HI12019 through 12023); and five linear resource groups (8HI10237, 8HI12124 through 12126, and 8HI12129). Of the 121 historic resources located within the project APE, 10 were previously recorded in the FMSF and 111 were newly identified. Eight previously recorded historic resources are no longer extant.

The Alafia River Swing Span Bridge and Tender Station (8HI1007) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation and under Criterion C in the area of Engineering. Also, the CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. However, current plans for the US 41 improvement project suggest that there will be no involvement with the Alafia River Swing Span Railroad Bridge and Tender Station (8HI1007) and the CSX Railroad (8HI10237). None of the other linear resources and bridges, nor the historic buildings and building complex resource groups, is considered potentially eligible for listing in the NRHP due to their commonality of style and construction and their lack of known significant historical associations. There is no potential for historic districts.

In conclusion, given the results of background research and archaeological and historical/ architectural field surveys, the Alafia River Swing Span Bridge and Tender Station (8HI1007) and the CSX Railroad (8HI10237) are considered potentially eligible for listing in the NRHP. All other recorded resources are not considered NRHP-eligible. It is anticipated that the proposed project will have no involvement with the Alafia River Swing Span Bridge and Tender Station and the CSX Railroad. If the FDOT recommended alternative has involvement with either resource, a determination of effects will be prepared and coordinated with the SHPO. Proposed pond and FPC sites were not identified in the PD&E Study, they will be evaluated during design.

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APPENDIX A: FMSF Forms
Contained in Volume II of II

APPENDIX B: Demolished Buildings Letter

Florida's First Choice in Cultural Resource Management

March 19, 2013

Mr. Vincent Birdsong
Florida Master Site File
Division of Historic Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Historic Resource Status

Dear Mr. Birdsong:

This letter is to inform you that background research and a recent field reconnaissance survey conducted in January and February 2013, has discovered that the following properties are no longer extant since they were last recorded:

8HI1008	U.S. Phosphoric Products / 8813 S US 41
8HI1022	Giants Motel / 9815 S US 41
8HI1022A	Giants Motel Unit 1 / 9815 S US 41
8HI1022C	Giants Motel Unit 3 / 9815 S US 41
8HI1022D	Giants Motel Unit 4 / 9815 S US 41
8HI1022E	Giants Motel Unit 5 / 9815 S US 41
8HI1022F	Giants Motel Restaurant / 9815 S US 41
8HI1022G	Giants Motel Bait House / 9815 S US 41

Sincerely,

Chris Berger

Chris Berger, MHP
Architectural Historian

8110 Blaikie Court, Suite A, Sarasota, FL 34240 - Telephone 941.379.6206 - Fax 877.351.2501

APPENDIX C: Survey Log

Ent D (FMSF only)_____

Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS US 41 PD&E from Kracker Ave. to South of SR 676 (Causeway Blvd.), Hillsborough County

Report Title (exactly as on title page) Cultural Resource Assessment Survey US 41 (SR 45) from Kracker Avenue to South of SR 676 (Causeway Boulevard), Project Development and Environment (PD&E) Study, Hillsborough County, Florida; WPI Segment No. 530056 1

Report Authors (as on title page, last names first) 1. ACI 3. _____ 2. _____ 4. _____

Publication Date (year) 2013 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 123

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

P13002, ACI, Sarasota, Florida

Supervisors of Fieldwork (even if same as author) Names Deming, Joan

Affiliation of Fieldworkers: Organization Archaeological Consultants Inc City Sarasota

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

1. US 41 3. _____ 5. _____ 7. _____
2. Gibsonton 4. _____ 6. _____ 8. _____

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

Name FDOT District 7 Organization _____

Address/Phone/E-mail 11201 N. Malcolm McKinley Dr Tampa, FL 33612-6403

Recorder of Log Sheet Horvath, Elizabeth A. **Date Log Sheet Completed** 9-9-2013

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; attach additional sheet if necessary)

1. Hillsborough 3. _____ 5. _____
2. _____ 4. _____ 6. _____

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

1. Name GIBSONTON Year _____ 4. Name _____ Year _____
2. Name TAMPA Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 1-25-2013 End 6-10-2013 **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 200 feet **Length:** _____ kilometers 8.00 miles

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures background research, historic/architectural survey, systematic & judgmental subsurface testing, 1 m deep, 50 cm diameter, 6.4 mm mesh screen; 136 ST (11 @ 25 m, 113 @ 50 m, 12 judgmental) 11 positive

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

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

☐other (describe): _____

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

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

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

☐other (describe): _____

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

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

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☒exposed ground inspected	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☐other (describe): _____

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Sites 12 **Count of Newly Recorded Sites** 111

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) HI26, 1007, 1022B, 1058, 1058A, 1058B, 1058C, 1058D, 1059, 10215, 10237, 11793

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) HI12019-HI12129

Site Forms Used: ☐Site File Paper Form ☒Site File Electronic Recording Form

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

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

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

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

Document Destination: _____ **Plotability:** _____

US 41 (SR 45) PD&E Study From Kracker Avenue to South of SR 676 (Causeway Blvd), WPI Segment No.: 430056 1 Hillsborough County

US 41 PD&E Study corridor
T29S, R19E, S 33 & 34;
T30S, R19E, S 3, 4, 9, 10, 14, 15, 23, 26, 35;
T31S, R19E, S 2
USGS Tampa and Gibsonton, Hillsborough County