

CULTURAL RESOURCE ASSESSMENT SURVEY UPDATE

Florida Department of Transportation

District One

SR 710 Okeechobee Utility Authority (OUA)

Wellfield Avoidance Realignment

Limits of Project: US 441 to County Road (CR) 714

Okeechobee, Florida

Financial Management Number: 419344-3-32-01

ETDM Number: 11092

Date: August 2024

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

**CULTURAL RESOURCES ASSESSMENT SURVEY
RE-EVALUATION**

**SR 710 OKEECHOBEE UTILITY AUTHORITY (OUA)
WELLFIELD AVOIDANCE REALIGNMENT
FROM US 441 TO SOUTH OF THE L-63N CANAL
OKEECHOBEE COUNTY, FLORIDA**

Financial Project No.: 419344-3-32-01

Federal Project No.: TBD

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August 2024

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In 2018, ACI conducted a re-evaluation of the SR 710 corridor from US 441 to the L-63N Canal. The 2018 survey accounted for additional right-of-way (ROW) along the SR 710 mainline as well as the footprint of the five pond sites surveyed in 2016 (ACI 2018; Survey No. 25597). As a result of the 2018 re-evaluation survey, no archaeological sites or historic resources (built in or prior to 1968) were identified and the SHPO concurred with the findings and results (Parsons 2018; SHPO File No. 2012-0273, **Appendix A**).

On August 30, 2018, the FDOT District One held a public hearing for Segment 1 of the original PD&E Study, extending from SR 710 at the L-63N Canal north to the proposed intersection at US 441, a distance of approximately 3.8 miles. This hearing was held to present changes in project design, ROW needs, and access management changes made since the FDOT OEM's original LDCA. The public was provided an opportunity to review and provide comments on the project's potential impacts to the social, cultural, natural, and physical environment. The FDOT OEM approved a Design Change and Right of Way Authorization re-evaluation documenting these changes on February 7, 2019.

The proposed roadway improvements being advanced within this re-evaluation generally remain unchanged since the prior February 2019 re-evaluation. The improvements consist of a new four-lane suburban typical section. The roadway includes two 12-foot-wide travel lanes in each direction, separated by a raised grassed median varying from 30-feet to 39-feet wide. The SR 710 extension will include 7-foot bicycle lanes, a 6-foot sidewalk along the south side of the roadway, and a 10-foot shared use path along the north side of the roadway. The SR 710 extension will have new signals at the intersections with US 441, SR 70, and SE 40th Avenue. The project also includes widening the existing SR 710 bridge (Bridge No. 910065) over the L-63N Canal and a new bridge culvert over Taylor Creek. Acquisition of ROW will be required for the new roadway alignment and stormwater ponds.

The current concept proposed for advancement differs from the prior 2019 concept in that approximately one mile of the new SR 710 is being realigned to avoid impacts to the Okeechobee Utility Authority (OUA) wellfield (**Figure 2**). Starting approximately 150-feet east of Taylor Creek, the centerline of the road shifts north of the prior alignment, before converging with the original alignment east of the proposed Pond 2 site. There is no change in the proposed roadway typical section. The maximum difference between the two alignments is 275-feet. Refer to **Appendix B** for a comparison of the original and realigned roadway design as well as the change in shape to proposed Pond 2. The changes in acreage for the current design is approximately one acre more than the 2018 public hearing concept.

The purpose of this CRAS re-evaluation is to identify, record, and evaluate historic resources within the Area of Potential Effects (APE) that were not 50 years of age at time of the previous surveys. In addition, the one-mile segment of SR 710 that is being realigned as part of the OUA wellfield avoidance has not previously been archaeologically surveyed. As part of the realignment, the shape of the proposed Pond 2 has changed and requires additional archaeological testing. As defined in 36 CFR Part § 800.16(d), the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The archaeological APE is defined as the footprint of construction that includes the OUA realignment corridor and the portion of Pond 2 as a result of the design change. The historical/architectural APE includes the archaeological APE as well as historic resources within 500-feet of the proposed ROW and within 200-feet of the proposed ponds. This is in keeping with the 2010 Janus Research survey (Survey No. 17973). The archaeological and historical/architectural field surveys were conducted in June and October 2023.

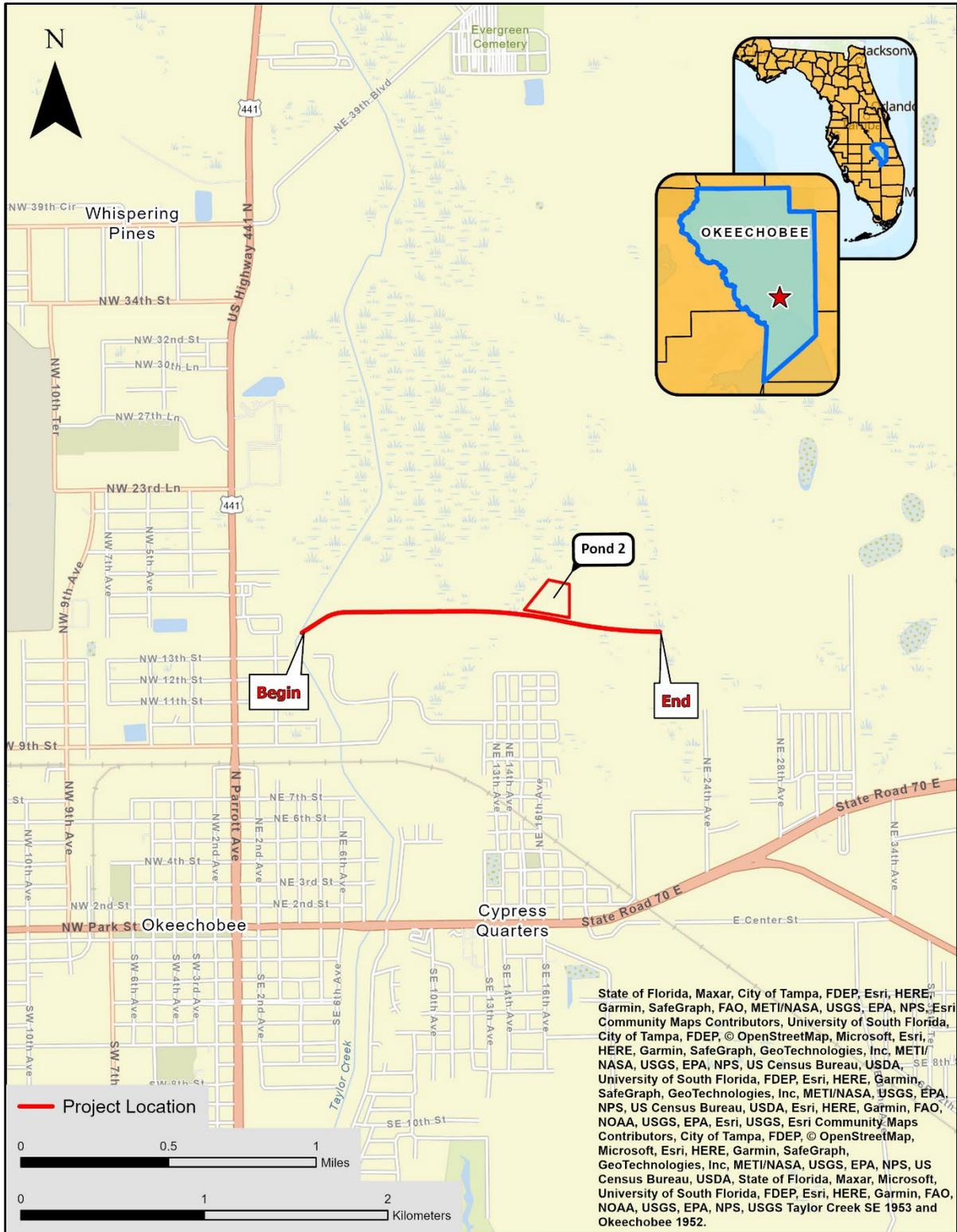


Figure 2. OUA Realignment project location.

The CRAS update was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966, as amended by Public Law 89-665; the *Archaeological and Historic Preservation Act*, as amended by Public Law 93-291; Executive Order 11593; and Chapters 267 and 373, *Florida Statutes (FS)*. All work was carried out in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”) of the FDOT’s *PD&E Manual* (FDOT 2023), and the Florida Division of Historical Resources’ (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2003), as well as with the provisions contained in the Chapter 1A-46, *Florida Administrative Code (FAC)*. Principal Investigators meet the *Secretary of the Interior’s Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The archeological background research, which included a review of the Florida Master Site File (FMSF) database, and the NRHP indicated that there are no previously recorded archaeological sites within the APE. However, there is one located within one-half mile: 8OB00050, the City Limits site. This site consisted of one artifact, and today is referred to as an Archaeological Occurrence; it was determined not eligible for listing in the NRHP by the SHPO. The project has a low to moderate archaeological potential. As a result of the field survey, including the excavation of a total of 32 shovel tests (previous and new), no archaeological sites were found.

The historical background research, including a review of the FMSF digital database and the NRHP database, revealed that three historic resources have been previously recorded within the APE (8OB00269, 8OB00304, 8OB00305). This includes a segment of Okeechobee Road/SR 70 (8OB00269) and two buildings (8OB00304 and 8OB00305), constructed between circa (ca.) 1947 and 1958. These resources were recorded during the *Cultural Resource Assessment Survey for the SR 710 Project Development and Environment Study from US 441 to CR 714, Okeechobee County, Florida* conducted by Janus Research in 2010 and determined ineligible for listing in the NRHP by the SHPO in 2011 (Survey No. 17973). In addition, unrecorded segments of two linear resources are located within the APE (8OB00381 and 8OB00388). These include segments of the US 441/SR 15 (8OB00381) and Taylor Creek Canal (8OB00388). Other segments of US 441/SR 15 (8OB00381) were evaluated as ineligible for listing in the NRHP by the SHPO.

A ca. 1936 segment of the Taylor Creek Canal (8OB00388) was recorded approximately 2.45 miles south of the APE during the *Updated Cultural Resource Assessment Survey Technical Memorandum US 98/US441 (SR 15/SR 700), SW 23rd Street to SW 14th Street, Okeechobee County, Florida* conducted by ACI in 2021 (Survey No. 27751). The segment was evaluated by the surveyor as eligible for listing in the NRHP at the local level under Criterion A in the area of Community Planning and Development for its association with the Lake Okeechobee Flood Control District. While the resource has not received an official evaluation, the SHPO did concur with the findings of the report. Another segment of the Taylor Creek Canal was recorded approximately 2-miles north of the APE under FMSF No. 8OB00380. This ca. 1970 segment was recorded during a 2020 survey conducted by Janus Research and was determined ineligible for listing in the NRHP by the SHPO (Survey No. 27847). It appears both segments of the Taylor Creek Canal (8OB00388 and 8OB00380) were recorded prior to either number being posted within the FMSF database, resulting in two FMSF numbers being assigned to the one linear resource. For the purpose of this survey, the segment of Taylor Creek Canal within the APE was updated under FMSF No. 8OB00388. A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Okeechobee County property appraiser’s website data revealed the potential for five new historic resources 48 years of age or older (constructed in 1975 or earlier) within the APE (Bandi 2023).

Historical/architectural field survey resulted in the identification of ten historic resources - five newly identified (8OB00415, 8OB00416, 8OB00417, 8OB00418, and 8OB00419) and five previously

recorded (8OB00269, 8OB00304, 8OB00305, 8OB00381, and 8OB00388) - within the APE. These include four buildings (8OB00304, 8OB00305, 8OB00415, and 8OB00416) constructed between ca. 1947 and ca. 1974, one bridge (8OB00417), and five linear resources (8OB00269, 8OB00381, 8OB00388, 8OB00418, and 8OB00419). Three previously recorded historic resources - one linear resource (8OB00269) and two buildings (8OB00304 and 8OB00305) - were not updated because they were evaluated by the SHPO as ineligible and no changes were observed during the field survey. Of the seven remaining resources, three appear ineligible for listing in the NRHP (8OB00415, 8OB00416, and 8OB00417). The two newly identified buildings were constructed in ca. 1974 and are common examples of the Industrial Vernacular style that have been altered and lack sufficient architectural features. The FDOT Bridge No. 910065 is a concrete beam and girder bridge that was constructed in ca. 1972 to carry SR 710 over the L-63N Canal. The bridge is a typical example of a common post-1945 concrete bridge found throughout Florida and therefore is excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). The bridge does not possess any notable engineering features or design elements that would differentiate it from dozens of similar examples built throughout Florida during the same time period.

The four linear resources with new or updated FMSF forms include segments of US 441/SR 15 (8OB00381), Taylor Creek Canal (8OB00388), Okeechobee County Airport Canal (8OB00418), and L-63N Canal (8OB00419). The three linear resources, US 441/SR 15 (8OB00381), Taylor Creek Canal (8OB00388), and Okeechobee County Airport Canal (8OB00418), are common examples of a federal highway or drainage canals found throughout Okeechobee County and Florida. Background research did not reveal any historic associations with significant persons and/or events, and they lack unique engineering features and have been significantly altered. Therefore, none of the segments appear individually eligible for listing in the NRHP. However, the majority of the total length of the linear resources (8OB00381, 8OB00388, 8OB00418) is located outside the APE, and a survey in their entirety is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resources as a whole. The segment of L-63N Canal (8OB00419) within the APE appears eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Agriculture. The segment within the APE represents a later component of the Central and South Florida Flood Control (C&SF) Project to improve and modify the Lake Okeechobee drainage system. The canal was developed within a rural setting as an ongoing process of draining the land for agricultural development and habitable settlement. However, the segment of L-63N Canal (8OB00419) within the APE, does not appear eligible under Criterion C in the area of Engineering. The portion within the APE does not contain any water control structures and is only a fragment of the whole L-63N canal system that lacks unique design attributes and innovative engineering features. Furthermore, the majority of the total length of the linear resource is located outside the APE, and a survey in the entirety is beyond the scope of this project. As such, there is also insufficient information to determine NRHP eligibility of L-63N Canal (8OB00419) as a whole.

Since four linear resources (8OB00381, 8OB00388, 8OB00418, and 8OB00419) have insufficient information for determining the NRHP eligibility as a whole (one of which (8OB00419), as contained within the APE, appears eligible for listing in the NRHP), then the proposed project effects will be evaluated as if the linear resources have been determined NRHP eligible and the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project. Proposed work being conducted within the APE at US 441/SR 15 (8OB00381) includes milling and resurfacing, pavement widening, and the construction of the western terminus of SR 710 at US 441/SR 15. Considering the highly developed and altered nature of the surrounding built environment, the undertaking will not adversely result in the physical destruction or damage of the segment of US 441/SR 15 (8OB00381) within the APE. Furthermore, the segments of the Taylor Creek Canal (8OB00388) and the Okeechobee County Airport Canal (8OB00418) within the APE will be carried beneath the proposed alignment by

concrete box culverts. As such, the undertaking will not significantly affect the historical alignments or result in the physical destruction of the canals. The proposed roadway improvements at the two locations of the L-63N Canal (8OB00419) include widening the existing SR 710 bridge (FDOT Bridge No. 910065) over the L-63N Canal and the new SR 710 realignment to avoid impacts to the OUA wellfield. The roadway realignment will shift the outer right-of-way of the proposed SR 710 north, approximately 230-feet from the L-63N Canal; however, the roadway will not intersect or impact the canal at this location. The southern segment of the L-63N Canal (8OB00419) is where the existing SR 710 bridge (FDOT Bridge No. 910065) will be widened. The proposed improvement at this location will leave the existing bridge in place and widen the northbound portion of the bridge. By widening the bridge, two northbound lanes will be added, and the existing bridge will be converted into two southbound lanes. The substructure of the bridge expansion will include four new concrete bents with five squared concrete columns that will be located within the canal. The material and design will remain in keeping with the existing substructure materials. The existing bridge has four concrete bents containing five squared concrete columns located within the canal and the embankments are lined with concrete. In addition, other bridges are located within the vicinity, such as the two bridges for SR 70 to the north, which are also supported by several columns located within the canal and have embankments lined with rubble riprap. The scope of work at this location remains in keeping with the existing bridge design and will not result in further physical destruction, damage, or alteration of all or part of the L-63N Canal (8OB00419) for which it appears eligible for listing in the NRHP. Therefore, the proposed undertaking will have *no adverse effect* to the four historic resources within the APE (8OB00381, 8OB00388, 8OB00418, and 8OB00419) that have been determined eligible for listing in the NRHP, that appear potentially eligible for listing in the NRHP, or have insufficient information for determining the NRHP eligibility. As such, it is the professional opinion of ACI that the proposed project will result in No Adverse Effect to Historic Properties.

2. PROJECT DESCRIPTION

The FDOT, District One, is conducting a Design Change Reevaluation for SR 710 in Okeechobee County from US 441 to south of the L-63N Canal (**Figure 1**). The proposed roadway improvements consist of a new four-lane suburban typical section. The improvements consist of a new four-lane suburban typical section. The roadway includes two 12-foot-wide travel lanes in each direction, separated by a raised grassed median varying from 30-feet to 39-feet wide. The posted speed will be 45 miles per hour (mph). The posted speed will reduce to 40 mph near the new intersection at US 441. The SR 710 extension will include 7-foot bicycle lanes, 6-foot sidewalk along the south side of the roadway, and a 10-foot shared use path along the north side of the roadway. Type E curb and gutter will be provided along the median and outside edges of the roadway with a closed stormwater conveyance system. The SR 710 extension will have new signals at the intersections with US 441, SR 70, and SE 40th Avenue. The project also includes widening the existing SR 710 bridge over the L-63N Canal and a new bridge culvert over Taylor Creek. Acquisition of right-of-way will be required for the new roadway alignment and stormwater ponds.

In addition, the current concept proposed for advancement differs from the prior 2019 concept in that approximately one mile of the new SR 710 is being realigned to avoid impacts to the OUA wellfield. Starting approximately 150-feet east of Taylor Creek, the centerline of the road shifts north of the prior alignment, before converging with the original alignment east of the proposed Pond 2 site (**Figure 2**). There is no change in the proposed roadway typical section. The maximum difference between the two alignments is 275-feet, occurring near Station 536+00 (WGI 2023). Refer to **Appendix B** for a comparison of the original and realigned roadway design as well as the change in shape to proposed Pond 2. Furthermore, the new re-evaluation footprint results in one acre of impact/ROW acquisition beyond the prior concept.

3. ENVIRONMENTAL SETTING

The proposed undertaking is located Sections 10 and 11, Township 37 South, Range 35 East. The elevation of the general area is 20-25-feet above mean sea level (amsl) (USGS 1952, 1953). Freshwater consists of seasonal depressions, cypress stands, marsh, and the altered Taylor Creek. The environmental setting is shown in Section 5.

Examination of the Okeechobee and Taylor Creek SE, Florida United States Geological Survey (USGS) quadrangle maps (USGS 1952, 1953), the *Okeechobee County Soil Survey* (United States Department of Agriculture [USDA] 1971, 2003), and a visual reconnaissance of the area revealed that the natural landscape of the survey area has somewhat been altered by vegetation clearing for cattle grazing purposes. The western quarter of the alignment consists of partially submerged pasture divided by a small cypress strand (**Photo 1**). The remaining three-quarters, however, contain irregular live oak and cabbage palm hammock repurposed for cattle grazing (**Photo 2**), also divided by a large wetland (**Photos 3**) and cypress strand (**Photo 4**). Pond 2 similarly consists of woodland pasture formerly containing small hammock habitats (**Photo 5**).

Based on a review of soil data prior to development (USDA 1971), the most common local soil types in the survey area were poorly drained soils of the broad flatwoods and open prairies (USDA 1971:3-4). The soil in the project APE is part of the Myakka-Basinger general soil association described as nearly level poorly drained soils located on broad flatwoods on prairies and in scattered grassy sloughs and isolated depressions. Typical vegetation includes saw-palmetto, scattered stands of pine, gallberry, fetterbush, runner oak, and grasses found in the flatwoods and sedges, rushes and other water-tolerant vegetation located in the wetter areas. Soil types specific to the project are shown in **Figure 3**.



Photo 1. Looking east at partially submerged conditions within western quarter of new alignment.



Photo 2. Looking east at woodland pasture conditions near Taylor Creek.



Photo 3. Looking east large wetland conditions overlapping eastern half of new alignment approaching Pond 2.



Photo 4. Looking east at woodland pasture and submerged cypress strand within new alignment adjacent west of Pond 2.



Photo 5. Looking north at woodland pasture conditions within eastern extension of previously tested Pond 2.

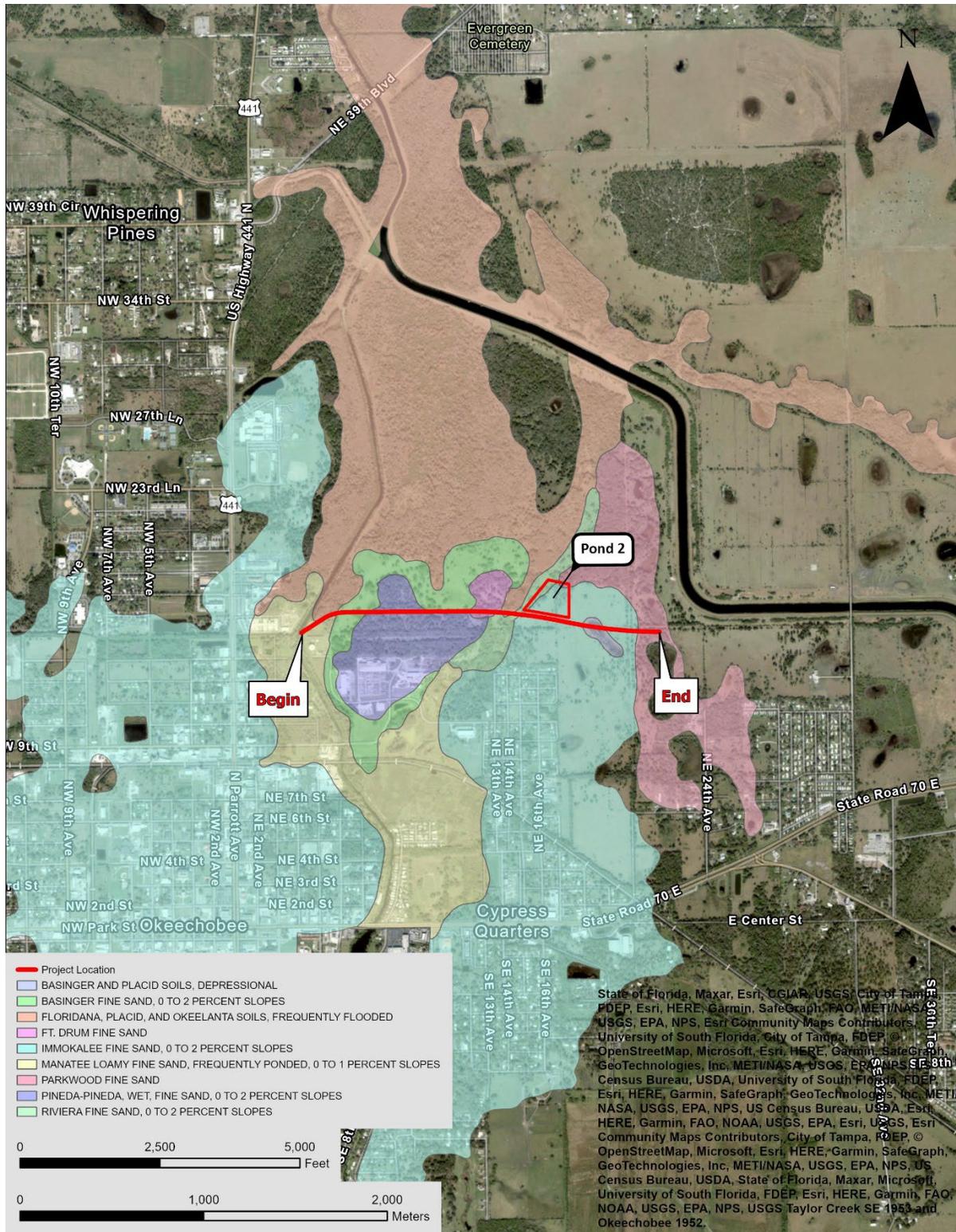


Figure 3. Soils within the OUA Realignment.

4. PREHISTORIC AND HISTORIC OVERVIEWS

An extensive historic and prehistoric overview was included in the CRAS for the SR 710 PD&E Study from US 441 to CR 714 (SW Martin Avenue) in Okeechobee and Martin Counties (Janus Research 2010; Survey #17973) and the SHPO concurred with their findings (Kammerer 2011). A more recent prehistory is found in the CRAS of the Florida Southeast Connection Natural Gas Pipeline Supplemental Report located south of the project APE (Janus Research 2016; Survey #22729). Therefore, the prehistory is not repeated here.

A review of historic aerial photographs reveals that the APE was predominantly undeveloped wetlands (**Figure 4**). Taylor Creek passed through the western end of the APE as a naturally occurring waterway and had not yet been channelized. By ca. 1970, Taylor Creek had been realigned and significantly altered through dredging and widening, forming what is now known as the Taylor Creek Canal (FDOT 1970a) (**Figure 4**). In the eastern portion of the APE, the L-63N Canal was under construction and SR 710 was carried over the canal by a newly constructed bridge (FDOT 1970b). Residential development along SR 710 was minimal at this time. The western portion of the APE remained largely unchanged by ca. 1983; however, the L-63N Canal had been completed through the eastern portion of the APE and adjacent to the central portion (FDOT 1983a,b). In addition, NE 34th Avenue and the associated industrial buildings along the roadway were constructed by this time. By ca. 1994, a water treatment facility had been constructed adjacent to the Taylor Creek Canal (Google Earth 2023). No significant changes have occurred within the APE since this time.

5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND AND CONSIDERATIONS

Archaeological: Prior to initiating the archaeological and historical survey for this project, ACI reviewed information at the FMSF. This was followed by a review of previous archaeological surveys in the vicinity (ACI 2005, 2006, 2007a/b, 2010; Arbuthnot and Savage 2006; Beiter 2003; Estabrook 1992; Janus Research 2000, 2001; PBS&J 2010; SouthArc 2016) including the CRAS conducted for the project area (Janus Research 2010), the Preliminary Pond Memorandum (ACI 2013), a technical memorandum of 17 pond sites (ACI 2015), a technical memorandum of five pond sites (ACI 2016), and a technical memorandum of SR 710 mainline ROW and ponds (ACI 2018). The 2010 survey by Janus and the 2018 survey by ACI are shown in **Figure 5**. Although several historic and prehistoric archaeological sites are recorded within one mile of the APE, only one is in close proximity, 8OB00050, the City Limits Site. This site consisted of one artifact, today referred to as an Archaeological Occurrence and was determined not eligible for listing in the NRHP by the SHPO (**Figure 6**).

The research also revealed that archaeological sites in the Okeechobee Basin are quite different from those in other parts of peninsular Florida. Typically, the types of sites found within the Okeechobee Basin include earthworks, burial mounds, and habitation mounds or middens. Among the more notable sites are large earthworks found in the open savannah, often bordering creeks or major environmental zones. Earthwork types include circular ditches, linear embankments, and combined mound and midden embankments (Smith 2008). However, this research identified no prehistoric archaeological resources within or near the proposed undertaking.

Pre-Contact period settlement data demonstrates that archaeological sites in Okeechobee County near and within the APE would most likely be located on better drained to somewhat poorly drained soils near a permanent or semi-permanent source of potable water such as seasonal depressions, sloughs, and ponds where foods such as fish, shellfish, and aquatic plants are readily accessible. However, this model is not wholly applicable to pre-Contact southern Florida, where a flat landscape

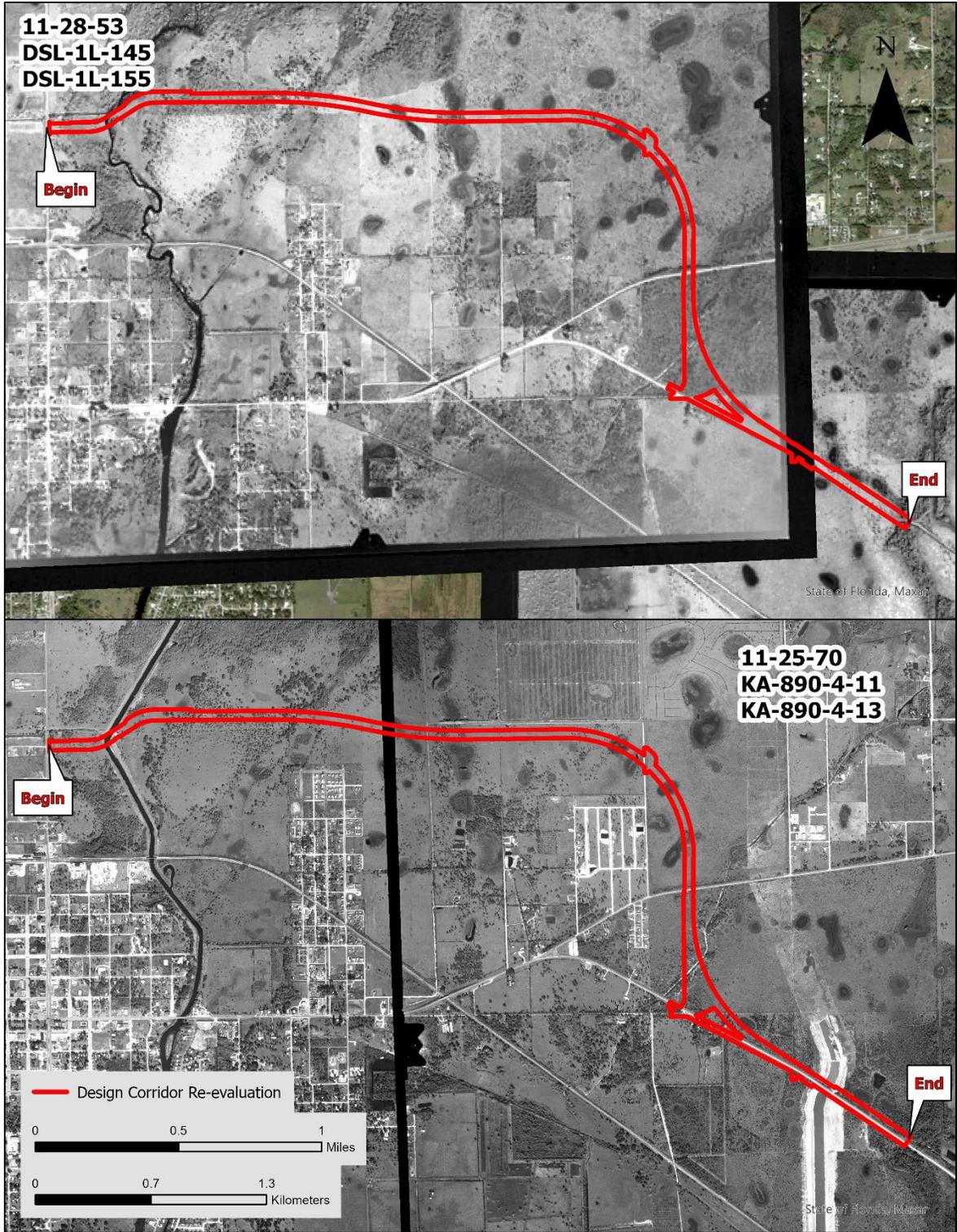


Figure 4. 1953 and 1970 historic aerials of the project limits.

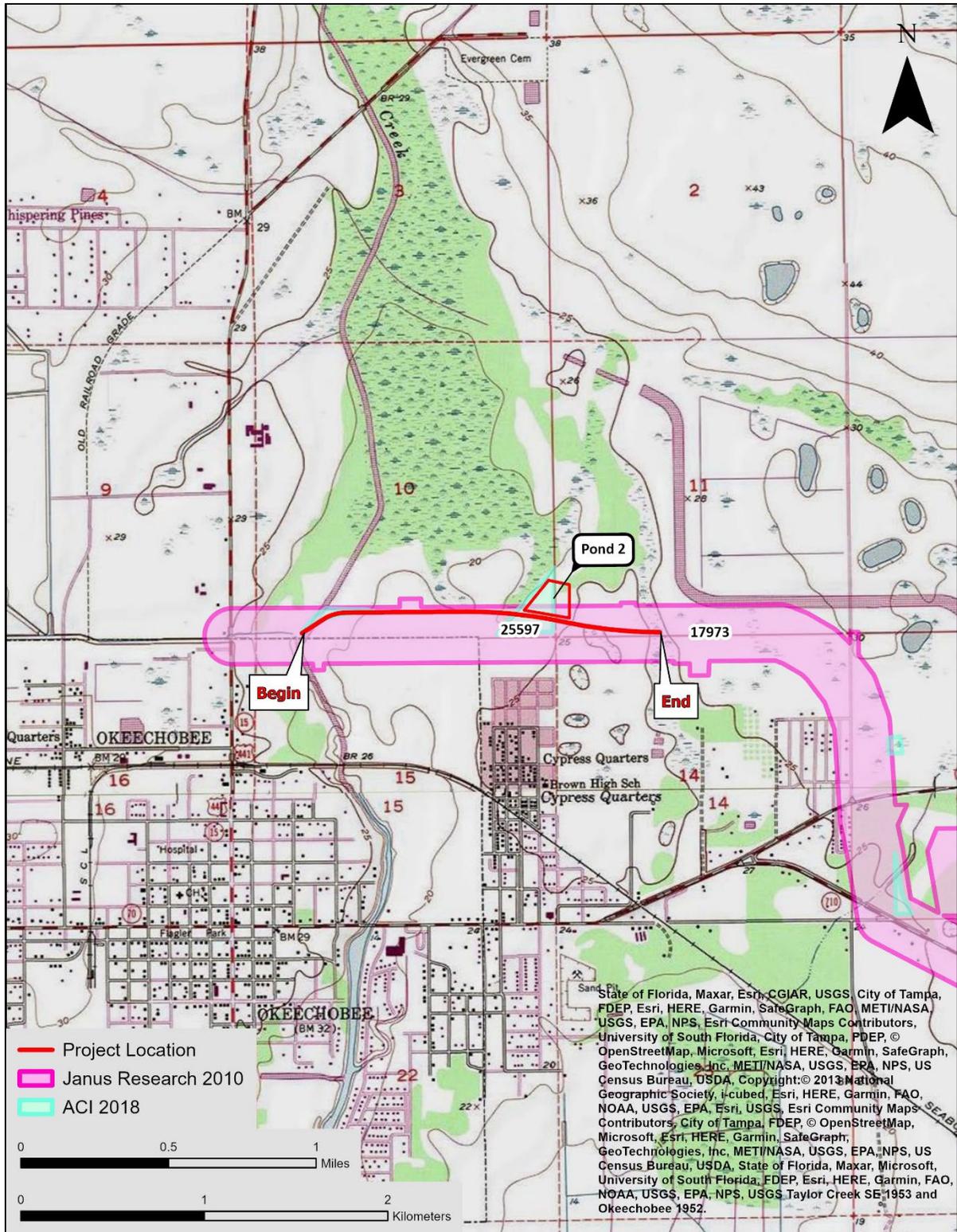


Figure 5. Previous surveys within proximity to the OUA Realignment project limits.

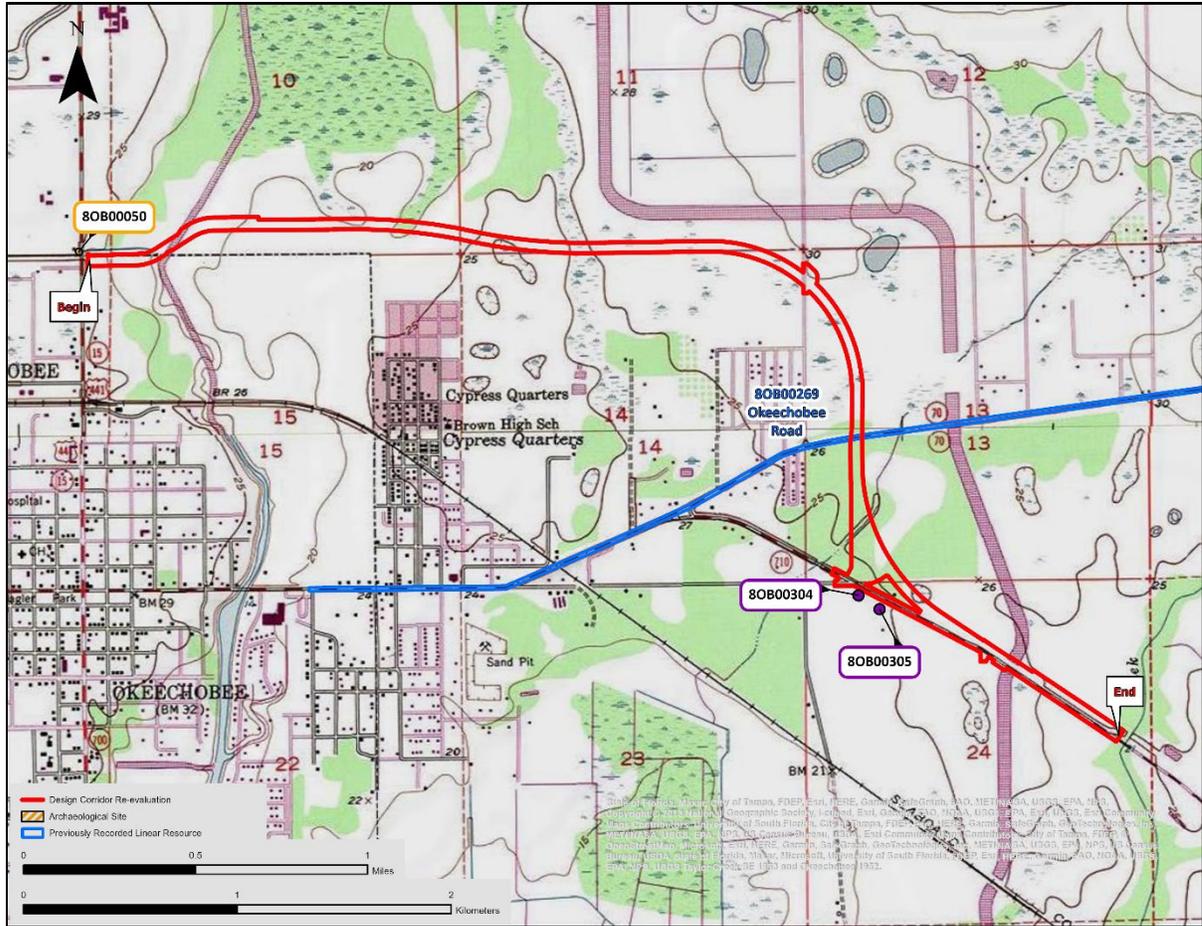


Figure 6. Previously recorded cultural resources in proximity to the project limits.

and extensive areas covered by slow-moving water are characteristic, while elevated, well-drained landscapes are in very limited supply. Instead, as research has shown, the key to site location in the project vicinity lies in an understanding of the environment prior to land modifications (canals, agricultural ditches, clear cutting, etc.), and the identification of landscape signatures visible today in existing data (aerial photographs, historic maps, GIS imagery, on-the-ground inspection, and others) that, in combination with elevation and soil data, can be used to identify site probability areas for archaeological survey. A survey strategy for use in southern Florida was prepared for the Army Corps of Engineers (ACOE), the Comprehensive Everglades Restoration Plan (CERP) model (Smith 2008). It provides a detailed discussion of site location techniques in southern Florida, which are not detailed here, but were utilized to evaluate the archaeological potential of the APE.

As noted in the CERP, much of southern Florida, including land within the APE, has undergone multiple changes as the result of ditching, berm construction, clearing, agriculture, and the timber, citrus, and cattle industries. Thus, some of the original land features have been altered. Research in the vicinity of APE has proven that survey in such areas is most successful when it uses a research design that identifies the location of hammocks and tree islands that existed near ponds, sloughs, or other water sources. The tools used in the development of such a survey strategy include the historic aerial photograph from the 1940s to 1970s, supplemented by various maps (soil, vegetation, historic, etc.), as available. Through these methods, ACI is able to locate targets visible on historic aerials (ponds, tree islands, ridge formations, and the like). *The Preliminary Revision to the Existing South Florida Archaeological Context* (Janus Research 2008), prepared as a companion to the CERP survey

strategy, noted that almost every tree island hammock in the interior of southern Florida had the potential to contain an archaeological site, and most sites were black dirt, accretionary middens (Janus Research 2008:9).

In keeping with the CERP model, several historic maps were reviewed. The forts of southern Florida rarely met the size and permanency of forts such as Brooke, King, and Mellon to the north. Captain MacKay and Lieutenant Blake mapped the forts, depots, and trails of Florida in 1839 on a map titled *Map of the Seat of the War in Florida* (MacKay and Blake 1839). Similarly, Lieut. J.C. Ives produced a *Military Map of The Peninsula of Florida South of Tampa Bay* in 1856 (Ives 1856). Trails running east and west from Fort Basinger are noted north and south of the APE on **Figures 7 and 8**. In 1930, Roy Nash published a map documenting the location of known permanent Seminole camps (Nash 1930), none were noted in the immediate vicinity of the APE (**Figure 9**). Thus, the APE has a low to moderate archaeological potential.

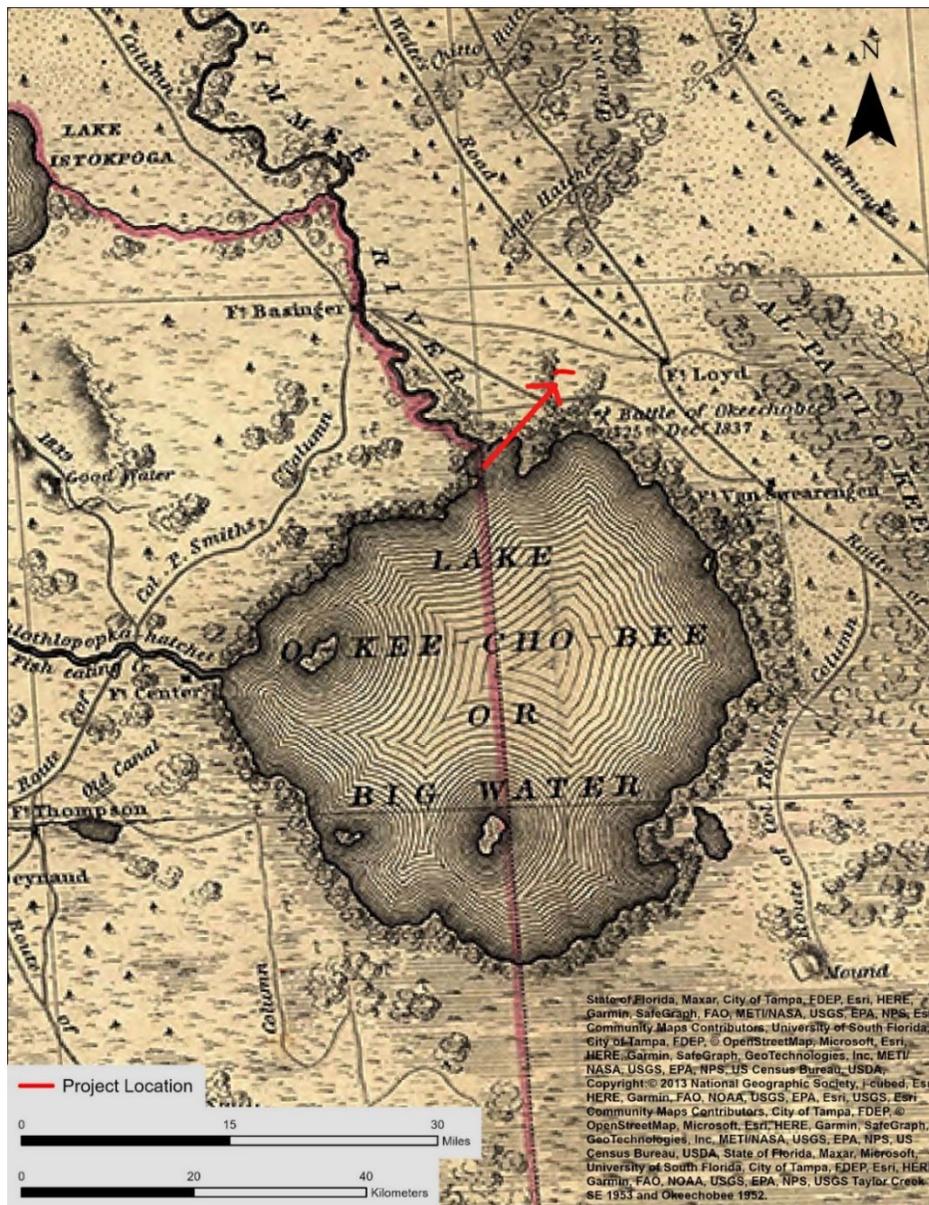


Figure 7. Map of the seat of War 1839.



Figure 8. Ives' 1856 map of military forts and trails.



Figure 9. 1930 Map of the Approximate Location of Permanent Seminole Camps.

Historic/Architectural: A review of the FMSF database and NRHP revealed that three historic resources have been previously recorded within the APE (8OB00269, 8OB00304, 8OB00305) (Figure 6). This includes a segment of Okeechobee Road/SR 70 (8OB00269) and two buildings (8OB00304 and 8OB00305), constructed between ca. 1947 and 1958. These resources were recorded during the *Cultural Resource Assessment Survey for the SR 710 Project Development and Environment Study from US 441 to CR 714, Okeechobee County, Florida* conducted by Janus Research in 2010 and determined ineligible for listing in the NRHP by the SHPO in 2011 (Survey No. 17973).

In addition, unrecorded segments of two linear resources are located within the APE (8OB00381 and 8OB00388). These include segments of US 441/SR 15 (8OB00381) and the Taylor Creek Canal (8OB00388). A segment of US 441/SR 15 (8OB00381) was recorded to the north of the APE during the *Cultural Resource Assessment Survey of Cemetery Road from US 441 to NE 54th Way, Okeechobee County, Florida* conducted by Janus Research in 2020 and determined ineligible for listing in the NRHP by the SHPO in 2021 (Survey No. 27847). During the aforementioned survey, a linear resource was also recorded to the north of the APE as the L-63N Canal (8OB00379); however, the resource was incorrectly named and is not the L-63N Canal. The segment recorded during this survey is a branch of Taylor Creek that was channelized in ca. 1970 (FDOT 1970a) (**Figure 10**). The L-63N Canal had not yet been constructed within this area and as such is not visible in **Figure 10**. Construction of the L-63N Canal started to the southeast of this area along the northern bank of Lake Okeechobee. As it is currently constructed, the L-63N Canal terminates at the Taylor Creek Canal (8OB00388) at S-192 which is located at the starting point of the channelized branch of Taylor Creek.

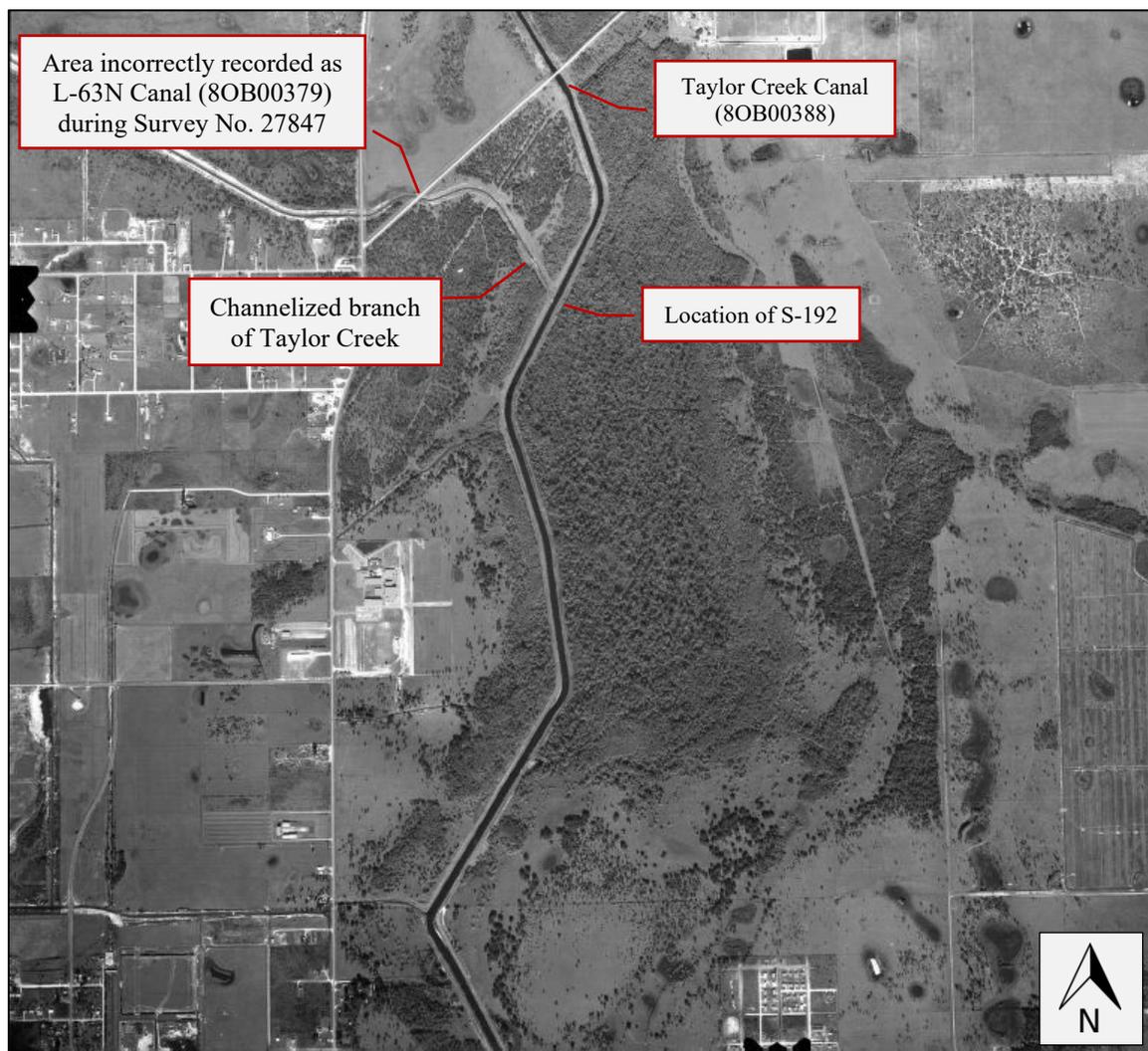


Figure 10. A ca. 1970 historic aerial photograph depicting the Taylor Creek Canal (8OB00388) and the channelized branch of Taylor Creek (FDOT 1970a).

A ca. 1936 segment of the Taylor Creek Canal (8OB00388) was recorded approximately 2.45 miles south of the APE during the *Updated Cultural Resource Assessment Survey Technical Memorandum US 98/US441 (SR 15/SR 700), SW 23rd Street to SW 14th Street, Okeechobee County, Florida* conducted by ACI in 2021 (Survey No. 27751). The segment was evaluated by the surveyor as eligible for listing in the NRHP at the local level under Criterion A in the area of Community Planning and Development for its association with the Lake Okeechobee Flood Control District. While the resource has not received an official evaluation, the SHPO did concur with the findings of the report. Another segment of Taylor Creek Canal was recorded approximately 2-miles north of the APE under FMSF No. 8OB00380. This ca. 1970 segment was recorded during a 2020 survey conducted by Janus Research and was determined ineligible for listing in the NRHP by the SHPO (Survey No. 27847). It appears both segments of the Taylor Creek Canal (8OB00388 and 8OB00380) were recorded prior to either number being posted within the FMSF database, resulting in two FMSF numbers being assigned to the one linear resource.

It should be noted that the alignment within the FMSF geographic information system (GIS) data for the Taylor Creek Canal recorded under FMSF No. 8OB00380 has been inaccurately plotted. The alignment as shown in the FMSF database follows the L-63N Canal and not the Taylor Creek Canal. See the 1970 photographic aerial as shown in **Figure 10** for the historic alignment of Taylor Creek Canal. **Figure 11** depicts the inaccurate GIS plotting of the Taylor Creek Canal in relation to the correct alignment and **Figure 12** shows the segment affiliated with Survey No. 27751. For this purpose, the segment of Taylor Creek Canal within the APE will be updated under FMSF No. 8OB00388.

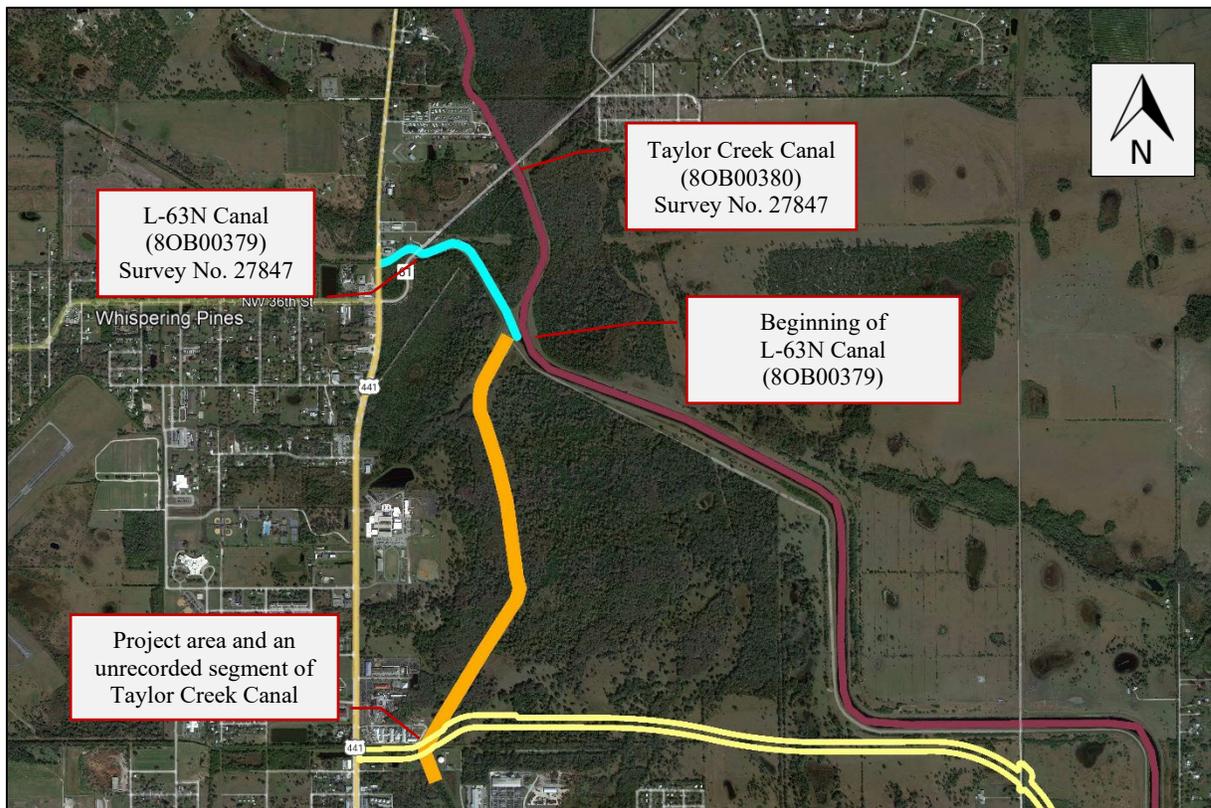


Figure 11. Map showing Taylor Creek Canal and L-63N Canal alignments associated with Survey No. 27847 as well as the alignment of Taylor Creek Canal affiliated with the current survey.

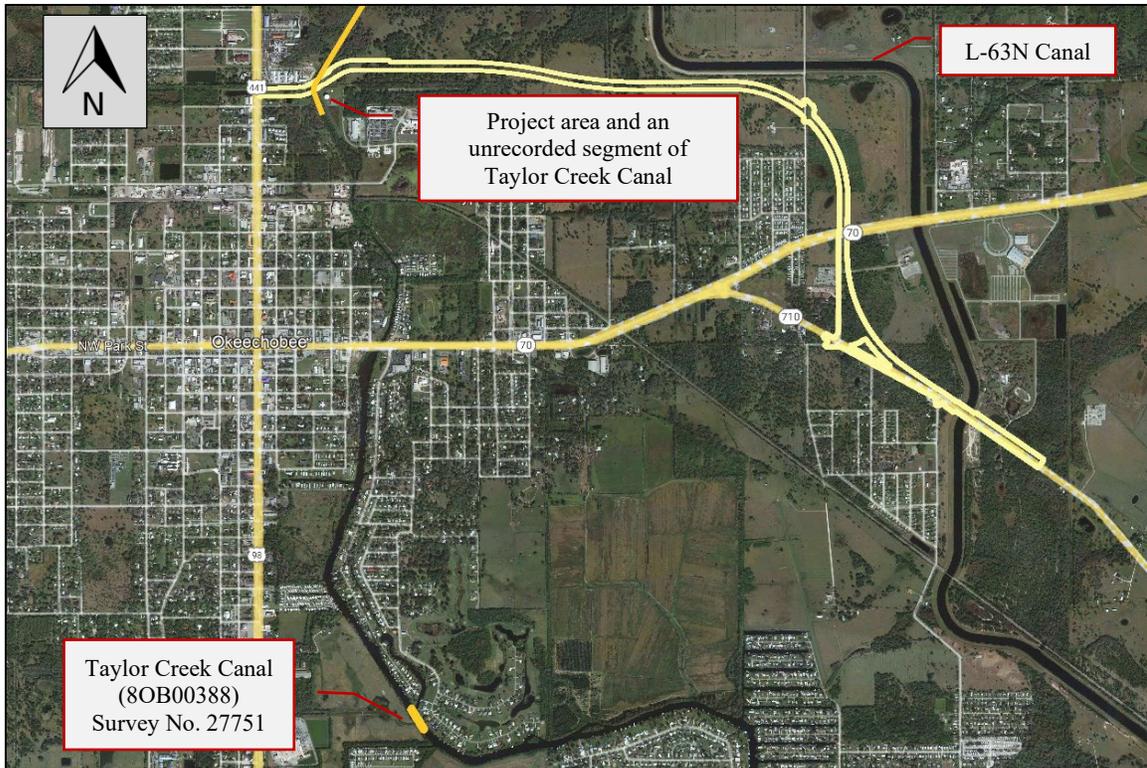


Figure 12. Map showing Taylor Creek Canal associated with Survey No. 27751 as well as the alignment of Taylor Creek Canal affiliated with the current survey.

The Seaboard Air Line (CSX) Railroad (8OB00271) was recorded within the general vicinity of the APE during the aforementioned 2010 survey conducted by Janus Research and was determined eligible for listing in the NRHP by the SHPO in 2011. The linear resource is significant under Criterion A for its contributions to the patterns of development and transportation in the State of Florida and Okeechobee County. This segment is located approximately two miles to the southeast of the eastern terminus of the APE where SR 710 runs parallel to the railroad tracks.

A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Okeechobee County property appraiser’s website data revealed the potential for five new historic resources 48 years of age or older (constructed in 1975 or earlier) within the APE (Bandi 2023). Additionally, a review of the Veteran’s Grave Registration compiled in 1940-1941, did not record any graves or cemeteries in the sections where the APE is located (Work Progress Administration [WPA] 1941).

6. SURVEY METHODS

The FDHR’s Module Three, *Guidelines for Use by Historic Professionals*, indicates that the first stage of archaeological field survey is a reconnaissance of the project APE to “ground truth,” or ascertain the validity of the predictive model (FDHR 2003). During this part of the survey, the researcher assesses whether the initial predictive model needs adjustment based on disturbance or conditions such as constructed features (i.e., parking lots, buildings, etc.), underground utilities, landscape alterations (i.e., ditches and swales, mined land, dredged and filled land, agricultural fields), or other constraints that may affect the archaeological potential. Additionally, these Guidelines indicate that non-systematic “judgmental” testing may be appropriate within property that have limited high and moderate probability zones, but where a larger subsurface testing sample may be desired. While

predictive models are useful in determining preliminary testing strategies in a broad context, it is understood that testing intervals may be altered due to conditions encountered by the field crew at the time of survey. A reasonable and good faith effort has been made to locate any historic properties within the APE (Advisory Council on Historic Preservation n.d.).

Archaeological: Archaeological field survey included both ground surface reconnaissance and judgmental subsurface shovel testing. To the extent possible, each shovel test pit was dug to a depth of 1 meter (m) unless impeded by water. Soil from each test pit was screened through a 6.3-millimeter (mm) mesh hardware cloth to maximize the recovery of artifacts. The location of all shovel tests were plotted using a Trimble Juno 5D GPS and following the recording of relevant data such as stratigraphic profile, all test pits were refilled.

Historic/Architectural: Historical/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources (i.e., bridges, roads, cemeteries) that are 48 years of age or older (constructed in 1975 or earlier), and to establish if any such resources could be determined eligible for listing in the NRHP. The field survey focused on the assessment of existing conditions for all previously recorded historic resources located within the project APE, and the presence of unrecorded historic resources within the project area. For each property, 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, condition, and potential NRHP eligibility. Also, informant interviews would have been conducted, if possible, with knowledgeable persons to obtain site-specific building construction dates and/or possible associations with individuals or events significant to local or regional history.

Laboratory Procedures and Curation: Artifacts, if found, would have been cleaned and sorted by artifact class and subjected to a limited technological analysis; however, no artifacts were found. All project records (including photos, field notes, and maps) will be curated at ACI in Sarasota, pending transfer to a FDOT designated repository in Project file P12087B. In addition, a copy of the CRAS report and Survey Log will be curated and on file at the FDHR in Tallahassee.

Inadvertent/Unexpected Discoveries: Occasionally, archaeological deposits, subsurface features or unmarked human remains are encountered during the course of development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. In the event that human remains are encountered during the course of development, the procedures outlined in Chapter 872, *FS* must be followed. However, it was not anticipated that such sites would be found during this survey.

In the event unexpected archaeological discoveries are made during the development process, all activities in the immediate vicinity of the discovery will be suspended, and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in consultation with staff of the Florida SHPO, will determine if the discovery is significant or potentially significant. In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities in the immediate vicinity of the discovery will continue to be suspended until such time as a mitigation plan, acceptable to SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan.

7. SURVEY RESULTS

Archaeological Results: Archaeological field survey included a visual reconnaissance and the excavation of a total of 32 shovel tests placed within the APE. The distribution of the shovel test pits within the OUA realignment, all of which were negative, and the previous shovel tests (N=13) are shown on **Figure 13**. Current shovel tests were placed at 50 m intervals and judgmentally. Most tests were completed to a depth of 100 centimeters below surface (cmbs) unless impeded by water. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to survey all areas of the project APE. Sample soil stratigraphy consisted of:

- Western quarter:
0-20 cmbs dark gray sandy muck; 20-50 cmbs gray sandy muck; water at surface (**Photo 6**)
- Eastern three-quarters & Pond 2:
0-20 cmbs gray sand; 20-100 cmbs light gray sand; water at 70-80 cmbs (**Photo 7**)



Photo 6. Soil conditions in western quarter of APE, looking north.



Photo 7. Soil conditions in eastern three-quarters and Pond 2, looking north; due to the soil being wet it had started to slump making test pit appear smaller than it is.

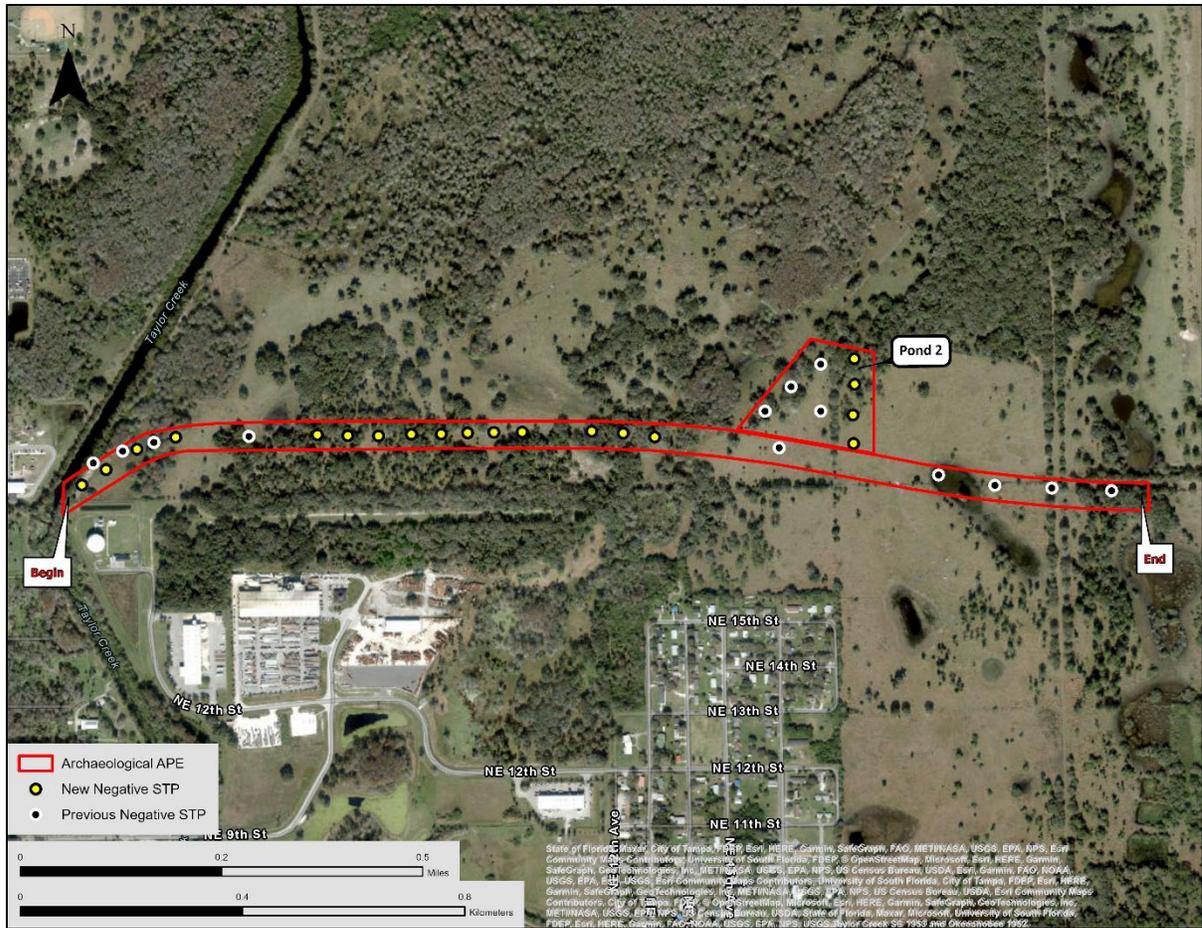


Figure 13. Location of shovel tests within the OUA Realignment archaeological APE.

Historical Results: Background research revealed that three historic resources have been previously recorded within the APE (8OB00269, 8OB00304, 8OB00305). This includes a segment of Okeechobee Road/SR 70 (8OB00269) and two buildings (8OB00304 and 8OB00305), constructed between ca. 1947 and 1958. These resources were determined ineligible for listing in the NRHP by the SHPO in 2011 (Survey No. 17973). In addition, unrecorded segments of two linear resources are located within the APE (8OB00381 and 8OB00388). These include segments of the US 441/SR 15 (8OB00381) and Taylor Creek Canal (8OB00388). Other segments of US 441/SR 15 (8OB00381) were evaluated as ineligible for listing in the NRHP by the SHPO. A ca. 1936 segment of the Taylor Creek Canal (8OB00388) was recorded approximately 2.45 miles south of the APE in 2021 (Survey No. 27751). The segment was evaluated by the surveyor as eligible for listing in the NRHP at the local level under Criterion A in the area of Community Planning and Development for its association with the Lake Okeechobee Flood Control District. While the resource has not received an official evaluation, the SHPO did concur with the findings of the report. Another segment of the Taylor Creek Canal was recorded approximately 2-miles north of the APE under FMSF No. 8OB00380. This ca. 1970 segment was recorded during a 2020 survey conducted by Janus Research and was determined ineligible for listing in the NRHP by the SHPO (Survey No. 27847). It appears both segments of the Taylor Creek Canal (8OB00388 and 8OB00380) were recorded prior to either number being posted within the FMSF database, resulting in two FMSF numbers being assigned to the one linear resource. For the purpose of this survey, the segment of Taylor Creek Canal within the APE was updated and evaluated under FMSF No. 8OB00388.

As a result of the historic/architectural field survey, ten historic resources were identified within the APE (**Table 1; Figure 14**). These include four buildings (8OB00304, 8OB00305, 8OB00415, and 8OB00416) constructed between ca. 1947 and ca. 1974, one bridge (8OB00417), and five linear resources (8OB00269, 8OB00381, 8OB00388, 8OB00418, and 8OB00419). Three previously recorded historic resources - one linear resource (8OB00269) and two buildings (8OB00304 and 8OB00305) - were not updated because they were evaluated by the SHPO as ineligible, and no changes were observed during the field survey. Of the seven remaining resources three appear ineligible for listing in the NRHP (8OB00415, 8OB00416, and 8OB00417). The two newly identified buildings (8OB00415, 8OB00416) are common examples of the Industrial Vernacular style that have been altered and lack sufficient architectural features. The FDOT Bridge No. 910065 (8OB00417) is a common post-1945 concrete bridge found throughout Florida and therefore is excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). Three linear resources, US 441/SR 15 (8OB00381), Taylor Creek Canal (8OB00388), and Okeechobee County Airport Canal (8OB00418), are common examples of drainage canals or a federal highway found throughout Okeechobee County and Florida and none of the segments within the APE appear individually eligible for listing in the NRHP. However, the majority of the total length of the linear resources (8OB00381, 8OB00388, 8OB00418) is located outside the project APE, and a survey of the linear resources in their entirety is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resources as a whole. Furthermore, the segment of L-63N Canal (8OB00419) within the APE appears eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Agriculture. The segment within the APE represents a later component of the C&SF Project to improve and modify the Lake Okeechobee drainage system. The canal was developed within a rural setting as an ongoing process of draining the land for agricultural development and habitable settlement. However, the segment of L-63N Canal (8OB00419) within the APE, does not appear eligible under Criterion C in the area of Engineering. The portion within the APE does not contain any water control structures and is only a fragment of the whole L-63N canal system that lacks unique design attributes and innovative engineering features. Descriptions and photographs of the resources follow, and copies of the FMSF forms are included in **Appendix C**. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to survey all areas of the APE.

Table 1. Newly and previously recorded historic resources within the SR 710 APE.

FMSF No.	Address/Site Name	Year Built	Style/Type	NRHP Eligibility Recommendation
Structures				
8OB00304	3600 SR 710	ca. 1958	Masonry Vernacular	Ineligible
8OB00305	3630 SR 710	ca. 1947	Frame Vernacular	Ineligible
8OB00415	265 NE 34th Avenue (Building 1)	ca. 1974	Industrial Vernacular	Ineligible
8OB00416	265 NE 34th Avenue (Building 2)	ca. 1974	Industrial Vernacular	Ineligible
Bridges				
8OB00417	SR 710 over L-63N Canal Bridge (FDOT 910065)	ca. 1972	Bridge (Beam and Girder)	Ineligible
Linear Resources				
8OB00269	Okeechobee Road/SR 70	ca. 1920	Linear Resource	Ineligible
8OB00419	L-63N Canal	ca. 1973	Linear Resource	Eligible
*8OB00381	US 441	ca. 1940	Linear Resource	Insufficient Information
*8OB00388	Taylor Creek Canal	ca. 1970	Linear Resource	Insufficient Information
8OB00418	Okeechobee County Airport Canal	ca. 1940	Linear Resource	Insufficient Information

*denotes resources updated as part of this survey. Green highlight indicates resources that have already been evaluated by the SHPO.



Photo 8. L-63N Canal (8OB00419), looking south.

8OB00419: The L-63N Canal is an interceptor levee and a borrow canal that was constructed in ca. 1973 and is part of the C-59 drainage basin (**Photo 8**). Interceptor levees and associated borrow canals were constructed behind the Herbert Hoover Dike to manage upland flood runoff and secondary drainage systems (USACE 1996). In full, L-63N extends approximately 9 miles from Lake Okeechobee in the southeast to northwest of US 441. Two segments of the L-63 N Canal are located within the APE:

- 1) The first segment is located west of NE 32nd Avenue in Section 11 of Township 37 South, Range 35 East (USGS 1953). The segment is approximately 0.47 miles long and 175-foot wide with shallow earthen banks covered with grass.
- 2) The second segment flows beneath SR 710 in Section 24 of Township 37 South, Range 35 East (USGS 1952). The segment is approximately 0.21 miles long and 175-foot wide with shallow earthen banks covered with grass. The SR 710 over L-63 N Canal Bridge (8OB00417) carries SR 710 over the segment within the APE.

Construction on the Herbert Hoover Dike started between 1930 and 1938 and was completed in the late-1960s through multiple expansions and enhancements. Construction of the Herbert Hoover Dike represents the largest civil engineering project in south Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (NSA 2010).

In 1948, the U.S. Congress authorized the U.S. Army Corps of Engineers (USACE) to construct the Central and South Florida Flood Control (C&SF) Project. This was prompted following the 1947 hurricane, the worst storm since 1928, to hit the Lake Okeechobee area. The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to further improvements and modifications to the Lake Okeechobee drainage control system. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of

interceptor canals and water control structures. In March 1963, the development of L-63N was first presented in *Part IV, Supplement 21, General Design Memorandum – Lake Okeechobee Northeast Shore Area* (USACE 1999). The construction of interceptor levees, including L-63N, were proposed to follow the 20-foot contour; however, following the Flood Control Act of 1968 and the 1969 *Addendum 3* to the *Part IV, Supplement 21, General Design Memorandum*, the unconstructed levees and canals were realigned to follow the 25-foot contour (USACE 1999). After *Addendum 3* was approved, construction of L-63N did not occur until ca. 1973 (FDOT 1970a; USGS 1953 [photorevised 1973]). Per the *Canals in South Florida – A Technical Support Document* published by South Florida Water Management District (SFWMD):

The L-63N borrow canal drains the northwest portion of the C-59 basin. The canal intercepts Taylor Creek at S-192. The gates on this culvert are ordinarily closed so that the structure divides the C-59 basin and the S-133 basin. Upper Taylor Creek (i.e., north of the L-63N borrow canal) drains to C-59 by way of the L-63N borrow canal (SFWMD 2010).

The L-63N Canal represents a later component of the C&SF Project to improve and modify the Lake Okeechobee drainage system. The interceptor levee/borrow canal was developed within a rural setting as an ongoing process of draining the land for agricultural development and habitable settlement. Therefore, the segment of L-63N Canal within the APE appears eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Agriculture. However, the segment of the L-63N Canal (8OB00419) within the APE, does not appear eligible under Criterion C in the area of Engineering. The portion within the APE does not contain any water control structures and is only a fragment of the whole L-63N system that lacks unique design attributes and innovative engineering features. Most of the L-63N Canal is located outside the project APE, and a survey of the entire 9 miles is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole. In addition, while L-63N works in conjunction with the Herbert Hoover Dike as an interceptor levee and borrow canal, it is not a contributing resource to the Herbert Hoover Dike (8OB00244A).



Photo 9. US 441/SR 15 (8OB00381), looking southeast.

8OB00381: The segment of US 441/SR 15 within the APE is located in Section 9 of Township 37 South, Range 35 East (USGS 1953) (**Photo 9**). Within the APE, US 441/SR 15 is approximately 0.22 mile long and 94-foot wide and spans from just south of NE 16th Street in the north to just north of NE 12th Street in the south. The segment is a four-lane divided highway with a grassy median and central turn lane. The roadway — originally known as State Road 29 – was constructed by ca. 1940 and originally veered to the right outside of the APE to follow what is now CR 61 (Cemetery Road) (USDA 1940). In ca. 1951, the existing roadway was incorporated into the route of US 441/SR 15 which runs between Rocky Top, Tennessee and Miami, Florida (Janus Research 2020). The segment within the APE was significantly altered in ca. 2004 when the roadway was widened from an undivided two-lane highway to the current four-lane divided highway configuration (Google Earth 2023). A similar segment was recorded to the north of the APE during the *Cultural Resource Assessment Survey of Cemetery Road from US 441 to NE 54th Way, Okeechobee County, Florida* conducted by Janus Research in 2020 and was determined ineligible for listing in the NRHP by the SHPO in 2021 (Janus Research 2020; Survey No. 27847). Overall, the segment of the linear resource within the APE is a common example of a federal highway found throughout Florida, has been significantly altered, and lacks unique design and/or engineering features, or historic pavement or markers. Background research did not reveal any historic associations with significant persons and/or events. As a result, the segment of 8OB00381 as contained within the APE does not appear eligible for listing in the NRHP. However, most of US 441/SR 15 (8OB00381) is located outside the project APE, and a survey of the entire linear resource is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole.

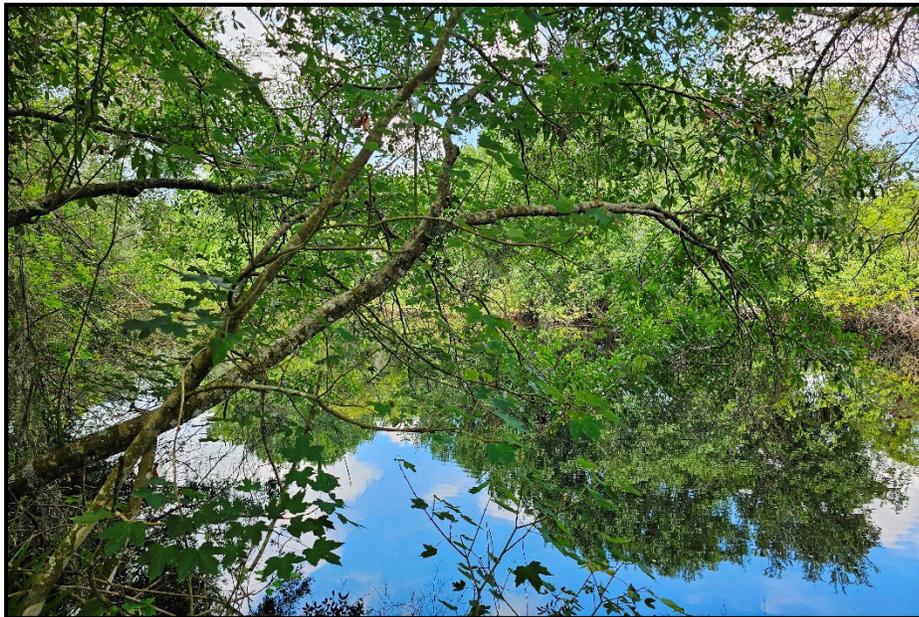


Photo 10. Taylor Creek Canal (8OB00388), looking south.

8OB00388: The Taylor Creek Canal was originally a naturally occurring creek that was dredged and channelized within the APE in ca. 1970 (**Photo 10**). The segment of the Taylor Creek Canal within the APE is located in Sections 10 and 15 of Township 37 South, Range 35 East (USGS 1953). The segment of channelized canal within the APE is approximately 1,704-foot long and 90-foot wide with overgrown earthen banks and located approximately 0.2 miles east of N Parrott Avenue/US 441.

Following the devastating hurricanes of 1926 and 1938, efforts to control the floodwaters of Lake Okeechobee began in earnest. The Okeechobee Flood Control District (OFCD), created by the state legislature in 1929, focused on managing drainage issues and navigational issues concerning Lake Okeechobee, the Caloosahatchee River, and the St. Lucie Canal (NSA 2010). The OFCD proposed the creation of levees at the south and north shores of Lake Okeechobee and improving the navigation of the aforementioned rivers and canals, as well as Taylor Creek. These recommendations were seconded by the Army Corps of Engineers in 1930, after which the associated bill went before the senate and was included in the River and Harbor Act of 1930 (NSA 2010). This development marked the beginning of the construction of the Herbert Hoover Dike which began between 1930 and 1938 and was completed in the late-1960s through multiple expansions and enhancements. Construction of the Herbert Hoover Dike represents the largest civil engineering project in south Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Existing waterways were also altered in the process, including Taylor Creek and the Kissimmee River. The Taylor Creek improvements included straightening and deepening the waterway between Lake Okeechobee and Okeechobee City to the north in order to provide the community with a navigable waterway to the lake and quickly remove floodwaters from Okeechobee City (The Miami Herald 1930). In 1936, the Atlantic Dredging Company of Lakeland was awarded the contract for dredging the four miles of Taylor Creek which resulted in a channel 60-feet wide, and 6-feet deep completed in March 1938 (The Palm Beach Post 1936; NSA 2010). In addition, the Taylor Creek Canal was equipped with a hurricane gate which was later transformed into a lock associated with the Herbert Hoover Dike. This structure, S-193/Hurricane Gate 6, is located along the north shore of Lake Okeechobee outside of the APE. The segment of the Taylor Creek Canal within the APE remained a naturally occurring creek in ca. 1962 and by ca. 1970 the creek had been channelized to match the width of the canal to the south of the APE (USDA 1962, FDOT 1970a).

A ca. 1936 segment of the Taylor Creek Canal (8OB00388) was recorded approximately 2.45 miles south of the APE during the *Updated Cultural Resource Assessment Survey Technical Memorandum US 98/US441 (SR 15/SR 700), SW 23rd Street to SW 14th Street, Okeechobee County, Florida* conducted by ACI in 2021 (Survey No. 27751). The segment was evaluated by the surveyor as eligible for listing in the NRHP at the local level under Criterion A in the area of Community Planning and Development for its association with the Lake Okeechobee Flood Control District. While the resource has not received an official evaluation, the SHPO did concur with the findings of the report. Another segment of Taylor Creek Canal (8OB00388) was recorded approximately 2-miles north of the APE under FMSF No. 8OB00380. This ca. 1970 segment was recorded during a 2020 survey conducted by Janus Research and was determined ineligible for listing in the NRHP by the SHPO (Survey No. 27847). It appears both segments of the Taylor Creek Canal (8OB00388 and 8OB00380) were recorded prior to either number being posted within the FMSF database, resulting in two FMSF numbers being assigned to the one linear resource. For the purpose of this survey, the segment of Taylor Creek Canal within the APE was updated and evaluated under FMSF No. 8OB00388.

While the Taylor Creek Canal works in conjunction with the Herbert Hoover Dike, the canal itself is not a contributing resource to the Herbert Hoover Dike (8OB00244A). The segment within the APE was channelized in ca. 1970 and is not a part of the original ca. 1936 Taylor Creek channelization project and is not considered a contributing segment to the NRHP-eligible ca. 1936 Taylor Creek Canal (8OB00388). The ca. 1970 segment of the Taylor Creek Canal (8OB00388) is a common example of a drainage canal found throughout Okeechobee County and Florida that lacks unique design and/or engineering features. As a result, the segment of 8OB00388 as contained within the APE does not appear eligible for listing in the NRHP. However, most of the Taylor Creek Canal (8OB00388) is located outside the project APE, and a survey of the entire linear resource is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole.



Photo 11. 265 NE 34th Avenue Building 1 (8OB00415), looking northwest.

8OB00415: The Industrial Vernacular style warehouse at 265 NE 34th Avenue was constructed ca. 1974 (**Photo 11**). The two-story, rectangular plan building rests on a concrete slab foundation with a concrete block and steel frame structural system clad in metal. The gable roof is covered with corrugated metal. The main entryway is on the east elevation with three different entrances. There is a first-floor entrance through a single metal frame, full-view glass door with sidelight beneath an awning, another first-floor entrance through a metal double door with a fixed light, and an entrance on a second-floor is accessed through a single metal door atop a metal staircase landing. A full-length loading dock with rolling bay door is located on the south elevation beneath a shed roof extension with metal supports that attach to the building exterior. Visible windows include paired, one-over-one single-hung-sash units. Distinguishing architectural features includes metal siding, loading dock, rolling bay door, and large roof vents. Alterations include window replacement. A south elevation office was added in 1993. An office building (8OB00416) and a non-historic shed are located south of the main building. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8OB00415 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.



Photo 12. 265 NE 34th Avenue Building 2 (8OB00416), looking north.

8OB00416: The Industrial Vernacular style office building at 265 NE 34th Avenue was constructed ca. 1974 (**Photo 12**). The one-story, rectangular plan building rests on a concrete slab foundation with a steel frame structural system clad in metal. The gable roof is covered with corrugated metal. The main entryway is on the south elevation through a single metal door with one glass pane beneath a shed roof. There is an entrance on the north and west elevations identical to the south elevation entrance. A full-length overhang with metal supports that attach to the building exterior is located on the west elevation. Visible windows include individual single pane metal fixed units. Distinguishing architectural features include metal siding. A warehouse (8OB00415) is located to the north of the building and a non-historic shed is located east of the building. Overall, the building lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8OB00416 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.



Photo 13. SR 710 over L-63N Canal Bridge (FDOT Bridge No. 910065) (8OB00417), looking northwest.

8OB00417: The SR 710 over L-63N Canal Bridge (FDOT Bridge No. 910065) is a five-span, beam and girder bridge that was constructed ca. 1972 in order to carry SR 710 over the L-63N canal (**Photo 13**). The bridge is located in Section 24 of Township 37 South, Range 35 East (USGS 1952). The overall dimension of the bridge measures approximately 248-feet long and 45-feet wide with a roadway width of approximately 25-feet. The superstructure consists of pre-cast concrete girders topped with a concrete deck that has been paved with asphalt. The substructure consists of four concrete bents with five square piles each and sloped concrete abutments. A concrete post and lintel railing flanks the edges of the bridge. Metal guardrails were installed along the east and west approach.

The bridge is a typical example of a common post-1945 concrete bridge that does not possess any notable engineering features or design elements that would differentiate it from dozens of similar examples built throughout Florida during the same time period. These types of bridges were constructed as part of the massive expansion of the State Road system in the decades following the end of World War II (Parsons Brinckerhoff 2005). Furthermore, these bridges fall under the ordinance with the Advisory Council on Historic Preservation (ACHP) Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges/culverts issued in November 2012, and are excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). This bridge was not recorded during the update to the Historic Highway Bridges of Florida; however, several similar examples were recorded and were evaluated as ineligible for listing in the NRHP during that survey update (FDOT 2012, Survey No. 20057). In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, due to its commonality of design and lack of significant attributes or association, 8OB00417 does not appear eligible for listing in the NRHP either individually or as part of a historic district.



Photo 14. Okeechobee County Airport Canal (8OB00418), looking southeast.

8OB00418: The segment of the Okeechobee County Airport Canal within the APE is located in Sections 9 and 10 of Township 37 South, Range 35 East (USGS 1953) (**Photo 14**). The segment spans a distance of approximately 0.21 miles long from US 441 in the west to the Taylor Creek Canal in the east. The canal within this segment is 14-foot wide with steep earthen banking lined with rubble rip rap and overgrown with vegetation. The canal extends to the west outside of the APE and forms a border around the ca. 1940 Okeechobee County Airport which was known as Conners Field during WWII. The earliest aerial on which the canal appears dates to 1950; however, it is likely that the canal was dredged in ca. 1940 to drain the land on which the airport was constructed (USDA 1950). Overall, the segment of the linear resource within the APE is a common example of a minor drainage canal found throughout Okeechobee County and Florida as a whole that lacks unique design and/or engineering features, and background research did not reveal any historic associations with significant persons and/or events. As a result, the segment of 8OB00418 as contained within the APE does not appear eligible for listing in the NRHP. However, most of the Okeechobee County Airport Canal (8OB00418) is located outside the project APE, and a survey of the entire linear resource is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole.

8. CONCLUSIONS

The FDOT, District One, is conducting a Design Change Re-evaluation for SR 710 in Okeechobee County. The study limits of the re-evaluation are from US 441 to south of the L-63N Canal. The proposed improvements include widening the existing SR 710 roadway to four-lane and a new four-lane extension of SR 710 from US 441 to SR 70. The roadway typical section includes two 12-foot-wide travel lanes in each direction, separated by a raised grassed median varying from 30-feet to 39-feet wide. The SR 710 extension will include 7-foot bicycle lanes, 6-foot sidewalk along the south side of the roadway, and a 10-foot shared use path along the north side of the roadway. The project also includes widening the existing SR 710 bridge (Bridge No. 910065) over the L-63N Canal and a new bridge culvert over Taylor Creek. Acquisition of ROW will be required for the new roadway alignment and stormwater ponds. In addition, approximately one mile of the new SR 710 is being realigned to

avoid impacts to the OUA wellfield which will shift the centerline of the road north of the prior alignment.

The archaeological survey included the footprint of construction of the OUA realignment corridor and the portion of Pond 2 as a result of the design change. The archaeological field survey included a visual reconnaissance and the excavation of a total of 32 shovel tests placed within the APE. As a result of background results and archaeological field survey, no pre-Contact period archaeological or historic sites were found within the OUA realignment APE.

As a result of the historic/architectural field survey, ten historic resources were identified within the APE. These include four buildings (8OB00304, 8OB00305, 8OB00415, and 8OB00416) constructed between ca. 1947 and ca. 1974, one bridge (8OB00417), and five linear resources (8OB00269, 8OB00381, 8OB00388, 8OB00418, and 8OB00419). Of the ten historic resources within the APE, six appear ineligible for listing in the NRHP (8OB00269, 8OB00304, 8OB00305, 8OB00415, 8OB00416, and 8OB00417). The buildings are common examples of their respective architectural style that have been altered and lack sufficient architectural features. The FDOT Bridge No. 910065 is a common post-1945 concrete bridge found throughout Florida and therefore is excluded from individual Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). Three linear resources, US 441/SR 15 (8OB00381), Taylor Creek Canal (8OB00388), and Okeechobee County Airport Canal (8OB00418), are common examples of drainage canals or a federal highway found throughout Okeechobee County and Florida and none of the segments within the APE appear eligible for listing in the NRHP. However, the majority of the total length of the linear resources (8OB00381, 8OB00388, 8OB00418) is located outside the project APE, and a survey of the linear resources in their entirety is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resources as a whole. Furthermore, the segment of L-63N Canal (8OB00419) within the APE appears eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Agriculture. The segment within the APE represents a later component of the C&SF Project to improve and modify the Lake Okeechobee drainage system. The canal was developed within a rural setting as an ongoing process of draining the land for agricultural development and habitable settlement. However, the segment of L-63N Canal (8OB00419) within the APE, does not appear eligible under Criterion C in the area of Engineering. The portion within the APE does not contain any water control structures and is only a fragment of the whole L-63N canal system that lacks unique design attributes and innovative engineering features. Furthermore, the majority of the total length of the linear resource is located outside the APE, and a survey in the entirety is beyond the scope of this project. As such, there is also insufficient information to determine NRHP eligibility of L-63N Canal (8OB00419) as a whole.

Since four linear resources (8OB00381, 8OB00388, 8OB00418, and 8OB00419) have insufficient information for determining the NRHP eligibility as a whole (one of which (8OB00419), as contained within the APE, appears eligible for listing in the NRHP), then the proposed project effects will be evaluated as if the linear resources have been determined NRHP eligible and the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project. Proposed work being conducted within the APE at US 441/SR 15 (8OB00381) includes milling and resurfacing, pavement widening, and the construction of the western terminus of SR 710 at US 441/SR 15. Considering the highly developed and altered nature of the surrounding built environment, the undertaking will not adversely result in the physical destruction or damage of the segment of US 441/SR 15 (8OB00381) within the APE. Furthermore, the segments of the Taylor Creek Canal (8OB00388) and the Okeechobee County Airport Canal (8OB00418) within the APE will be carried beneath the proposed alignment by concrete box culverts. As such, the undertaking will not significantly affect the historical alignments or result in the physical destruction of the canals. The proposed roadway improvements at the two locations of the L-63N Canal (8OB00419) include widening the existing SR 710 bridge (FDOT Bridge

No. 910065) over the L-63N Canal and the new SR 710 realignment to avoid impacts to the OUA wellfield. The roadway realignment will shift the outer right-of-way of the proposed SR 710 north, approximately 230-feet from the L-63N Canal; however, the roadway will not intersect or impact the canal at this location. The southern segment of the L-63N Canal (8OB00419) is where the existing SR 710 bridge (FDOT Bridge No. 910065) will be widened. The proposed improvement at this location will leave the existing bridge in place and widen the northbound portion of the bridge. By widening the bridge, two northbound lanes will be added, and the existing bridge will be converted into two southbound lanes. The substructure of the bridge expansion will include four new concrete bents with five squared concrete columns that will be located within the canal. The material and design will remain in keeping with the existing substructure materials. The existing bridge has four concrete bents containing five squared concrete columns located within the canal and the embankments are lined with concrete. In addition, other bridges are located within the vicinity, such as the two bridges for SR 70 to the north, which are also supported by several columns located within the canal and have embankments lined with rubble riprap. The scope of work at this location remains in keeping with the existing bridge design and will not result in further physical destruction, damage, or alteration of all or part of the L-63N Canal (8OB00419) for which it appears eligible for listing in the NRHP. Therefore, the proposed undertaking will have *no adverse effect* to the four historic resources within the APE (8OB00381, 8OB00388, 8OB00418, and 8OB00419) that have been determined eligible for listing in the NRHP, that appear potentially eligible for listing in the NRHP, or have insufficient information for determining the NRHP eligibility. As such, it is the professional opinion of ACI that the proposed project will result in No Adverse Effect to Historic Properties.

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APPENDIX A
SHPO Concurrence Letter

25597



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

MIKE DEW
SECRETARY

October 4, 2018

Dr. Timothy Parsons, Director
Florida Division of Historical Resources
Department of State, R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

**RE: Cultural Resource Assessment Survey
Technical Memorandum of Preferred Pond Sites and PD&E Reevaluation
SR 710 from US 441 to the L-63N Canal
Okeechobee County, Florida
Financial Project No.: 419344-3-32-01; Federal Project No.: TBD**

Dear Dr. Parsons:

A Cultural Resource Assessment Survey (CRAS) was performed within the area of potential effect (APE) for the SR 710 project located in Okeechobee County, Florida. The proposed project is a new alignment that begins at the intersection with US 441 and extends south easterly to south of the L-63N Canal (Interceptor Creek), where it ties into the existing SR 710 in Okeechobee, Florida.

The new alignment of SR 710 is approximately 3.8 miles (mi) in length, and it is designated as an Urban and Rural Principal Arterial and a Strategic Intermodal System (SIS) facility. The existing SR 710 is currently classified by Florida Department of Transportation (FDOT) as an Access Management Class four facility. The proposed access classification for the new roadway extension is class three from US 441 to Taylor Creek and class two from Taylor Creek to SR 70, the remainder of the corridor would be classified as class three from SR 70 to Mosquito Creek. A four-lane high speed suburban typical section is proposed. The roadway will consist of two 12-foot (ft) wide travel lanes in each direction, separated by a raised 30-ft wide grassed median. This roadway section will also include 4-ft shoulders to the inside of the travel lanes and 6.5-ft (8-ft useable) shoulders adjacent to the outside travel lanes. Type E curb and gutter will be provided along the median and outside edges of the roadway along with a closed storm-water conveyance system. A continuous 5-ft wide concrete sidewalk will be provided on the south side of the roadway and a 10-ft wide shared-use path will be provided on the north side of the roadway. Appropriate left and/or right turn lanes will be provided at major intersections. This high-speed urban typical section has a 29-ft border width and is to be constructed within 160-ft minimum of right-of-way (ROW).

In 2010, Janus Research conducted a CRAS for the FDOT's Project Development and Environment (PD&E) study for SR 710 from SR 710, including pond sites, from US 441 to CR 714 (Southwest Martin Highway) in Okeechobee and Martin Counties. No cultural resources eligible for the National Register of Historic Places (NRHP) were found within or near the current project segment of SR 710 (US 441 to the L-63N Canal) and the State Historic Preservation Officer (SHPO) concurred with their findings (SHPO Project Number 2011-282).

Dr. Timothy Parsons, Director
SR 710 Okeechobee County
FPID No.: 419344-3-32-01; FPN: TBD
October 4, 2018
Page 2 of 3

This current survey includes five preferred pond sites located along the SR 710 proposed alignment, from the intersection with US 441 to south of the L-63N Canal (Interceptor Creek) and the additional SR 710 mainline ROW beyond what was reviewed within the 2010 PD&E Study CRAS.

Thus, the archaeological APE is the footprint of the five proposed pond sites and the additional SR 710 mainline ROW. The historic APE includes the archaeological APE and immediate adjacent properties.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual. In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Background research revealed that no archaeological sites were previously recorded within or adjacent to the project APE and the background research also suggested the project had a low to moderate potential for aboriginal site occurrence. No historic period archaeological sites were expected. In addition, the APE is disturbed as a result of development infrastructure, including buried cables, ditches, and other utilities, thus the likelihood of finding intact cultural resources was considered low to moderate.

Historical/architectural background research revealed that no historic resources were previously recorded within the historical APE. Although no historic archaeological sites were anticipated, portions of SR 70, adjacent to the APE, have been recorded in the Florida Master Site File (FMSF) (Okeechobee Road, 8OB00269). The FMSF form for 8OB00269 was updated in 2010 (Janus Research 2010), and the SHPO determined the resource was not eligible for listing in the NRHP. Therefore, no update was required during this survey.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites or historic resources within the APE. Thus, it appears that the proposed undertaking will have no effect on any NRHP listed, determined eligible, or potentially eligible resources within the APE.

The CRAS Report is provided for your review and comment. If you have any questions, please do not hesitate to call me at 863.519.2805 or vivianne.cross@dot.state.fl.us.

Sincerely,



Vivianne Cross
Environmental Project Manager

Enclosures: One original copy of the CRAS (September 2018); One Completed Survey Log

CC: Henri Belrose, WGI
Marion Almy, ACI

Dr. Timothy Parsons, Director
SR 710 Okeechobee County
FPID No.: 419344-3-32-01; FPN: TBD
October 4, 2018
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and X concurs/ _____ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2012-0273. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:

Thank you for providing the additional information

For [Signature] Deputy SHPO
Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

11/14/2018
Date

From: Cross, Vivianne <Vivianne.Cross@dot.state.fl.us>
Sent: Thursday, November 08, 2018 10:29 AM
To: Daggett, Adrienne; Marion Almy; Aldridge, Jason H.
Cc: lhutchinson@aciflorida.com; Mullen, Gordon
Subject: RE: SR 710 SHPO concurrence/FDOT District 1
Attachments: 18-10-04 - 419344-3 - CRAS Tech Memo trans ltr.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Hi Adrienne,

Please see attached cover letter that was sent with the first transmittal.

Thanks,

Vivianne Cross



Environmental Project Manager
Florida Department of Transportation, District 1
801 North Broadway Avenue
P.O. Box 1249
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Fax: (863) 519-1971
Email: vivianne.cross@dot.state.fl.us

From: Daggett, Adrienne [mailto:Adrienne.Daggett@dos.myflorida.com]
Sent: Thursday, November 8, 2018 9:25 AM
To: Marion Almy <malmy@aciflorida.com>; Aldridge, Jason H. <Jason.Aldridge@dos.myflorida.com>
Cc: Cross, Vivianne <Vivianne.Cross@dot.state.fl.us>; lhutchinson@aciflorida.com
Subject: RE: SR 710 SHPO concurrence/FDOT District 1

EXTERNAL SENDER: Use caution with links and attachments.

Good morning Marion,

Thanks for sending this additional information. I will factor it into my review of the project. Just to let you know, there may be a small delay in our office's official response; we have had to pack up the entire office ahead of a carpet replacement so our files are boxed up at the moment. I should be able to have a response to you next week sometime, however.

In the meantime, Vivianne, would you be able to send me a PDF of the cover letter for this project? That way we will be able to sign and return it once things are back to normal in the office.

Thanks,
Adrienne

From: Marion Almy [mailto:malmy@aciflorida.com]
Sent: Tuesday, November 06, 2018 2:31 PM
To: Daggett, Adrienne <Adrienne.Daggett@dos.myflorida.com>; Aldridge, Jason H. <Jason.Aldridge@dos.myflorida.com>
Cc: 'Cross, Vivianne' <Vivianne.Cross@dot.state.fl.us>; lhutchinson@aciflorida.com
Subject: SR 710 SHPO concurrence/FDOT District 1
Importance: High

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Hi Jason and Adrienne, I am responding to the attached SHPO letter at the request of Vivianne Cross at FDOT District 1. She asked that we correspond directly with you in order to expedite the project concurrence process.

Adrienne made an excellent comment and I believe we have addressed her concerns via the existing regulations: I look forward to your response.

Following are ACI's responses to the comments on the last page of the SHPO letter of transmittal. Let me know if you have any additional comments or questions. Thanks

- According to Section 2.4.2.3 of Module 3, ACI did what was required (Excerpt from: *2.4.2.3 Additional subsurface testing... Non-systematic testing may be appropriate in: Geographically restricted project areas such as proposed pond sites or.....*). Nonetheless, Ponds 2 and 4 were tested at a 50 meter interval. In addition, during the PD&E study in 2010, the surveyors considered the general area of Pond 2 as having a low archaeological potential but because of its proximity to a wetland (as well as other predictive model attributes), ACI determined that it had a moderate probability. Pond 4 was also determined to have a moderate probability although it contained spoil in the north end

Testing Interval in the additional PD&E ROW: the PD&E ROW was considered a low to moderate area of archaeological probability

- The additional ROW at the western end of the project (near project beginning) was considered low; during the CRAS PD&E study in 2010, a proposed pond was located in this area; however, the surveyors did not test at all due to their determination of the area being low probability
- The additional ROW, running north/south within the eastern portion of the APE was rated as low to moderate probability with three fourths of the area being low due to the percentage of very poor to poorly drained soils found in marshy plains, sloughs and depressions. However, most of this area was still tested at a 50 m interval

Also, several previous surveys adjacent to and within the general area have produced negative archaeological results and ACI did follow and meet the Advisory Council on Historic Preservation "Reasonable and Good Faith" Identification Standard in the Section 106 Review which states (another excerpt): . . . *Following these initial steps, the regulations (36 CFR § 800.4(b)(1)) set out several factors the agency must consider in determining what is a "reasonable and good faith effort" to identify historic properties. They call for the agency official to "take into account past planning, research and studies; the magnitude and nature of the undertaking and the degree of federal involvement; the nature and extent of potential effects on historic properties; and the likely nature and location of historic properties within the APE.*

Kind regards,
Marion

#25597



Florida Department of Transportation

RICK SCOTT
GOVERNOR

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MIKE DEW
SECRETARY

October 4, 2018

Dr. Timothy Parsons, Director
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2018 OCT 16 P 1:48
HISTORIC PRESERVATION
BUREAU

**RE: Cultural Resource Assessment Survey
Technical Memorandum of Preferred Pond Sites and PD&E Reevaluation
SR 710 from US 441 to the L-63N Canal
Okeechobee County, Florida
Financial Project No.: 419344-3-32-01; Federal Project No.: TBD**

Dear Dr. Parsons:

A Cultural Resource Assessment Survey (CRAS) was performed within the area of potential effect (APE) for the SR 710 project located in Okeechobee County, Florida. The proposed project is a new alignment that begins at the intersection with US 441 and extends south easterly to south of the L-63N Canal (Interceptor Creek), where it ties into the existing SR 710 in Okeechobee, Florida.

The new alignment of SR 710 is approximately 3.8 miles (mi) in length, and it is designated as an Urban and Rural Principal Arterial and a Strategic Intermodal System (SIS) facility. The existing SR 710 is currently classified by Florida Department of Transportation (FDOT) as an Access Management Class four facility. The proposed access classification for the new roadway extension is class three from US 441 to Taylor Creek and class two from Taylor Creek to SR 70, the remainder of the corridor would be classified as class three from SR 70 to Mosquito Creek. A four-lane high speed suburban typical section is proposed. The roadway will consist of two 12-foot (ft) wide travel lanes in each direction, separated by a raised 30-ft wide grassed median. This roadway section will also include 4-ft shoulders to the inside of the travel lanes and 6.5-ft (8-ft useable) shoulders adjacent to the outside travel lanes. Type E curb and gutter will be provided along the median and outside edges of the roadway along with a closed storm-water conveyance system. A continuous 5-ft wide concrete sidewalk will be provided on the south side of the roadway and a 10-ft wide shared-use path will be provided on the north side of the roadway. Appropriate left and/or right turn lanes will be provided at major intersections. This high-speed urban typical section has a 29-ft border width and is to be constructed within 160-ft minimum of right-of-way (ROW).

In 2010, Janus Research conducted a CRAS for the FDOT's Project Development and Environment (PD&E) study for SR 710 from SR 710, including pond sites, from US 441 to CR 714 (Southwest Martin Highway) in Okeechobee and Martin Counties. No cultural resources eligible for the National Register of Historic Places (NRHP) were found within or near the current project segment of SR 710 (US 441 to the L-63N Canal) and the State Historic Preservation Officer (SHPO) concurred with their findings (SHPO Project Number 2011-282).

Dr. Timothy Parsons, Director
SR 710 Okeechobee County
FPID No.: 419344-3-32-01; FPN: TBD
October 4, 2018
Page 2 of 3

This current survey includes five preferred pond sites located along the SR 710 proposed alignment, from the intersection with US 441 to south of the L-63N Canal (Interceptor Creek) and the additional SR 710 mainline ROW beyond what was reviewed within the 2010 PD&E Study CRAS.

Thus, the archaeological APE is the footprint of the five proposed pond sites and the additional SR 710 mainline ROW. The historic APE includes the archaeological APE and immediate adjacent properties.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual. In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Background research revealed that no archaeological sites were previously recorded within or adjacent to the project APE and the background research also suggested the project had a low to moderate potential for aboriginal site occurrence. No historic period archaeological sites were expected. In addition, the APE is disturbed as a result of development infrastructure, including buried cables, ditches, and other utilities, thus the likelihood of finding intact cultural resources was considered low to moderate.

Historical/architectural background research revealed that no historic resources were previously recorded within the historical APE. Although no historic archaeological sites were anticipated, portions of SR 70, adjacent to the APE, have been recorded in the Florida Master Site File (FMSF) (Okeechobee Road, 8OB00269). The FMSF form for 8OB00269 was updated in 2010 (Janus Research 2010), and the SHPO determined the resource was not eligible for listing in the NRHP. Therefore, no update was required during this survey.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites or historic resources within the APE. Thus, it appears that the proposed undertaking will have no effect on any NRHP listed, determined eligible, or potentially eligible resources within the APE.

The CRAS Report is provided for your review and comment. If you have any questions, please do not hesitate to call me at 863.519.2805 or vivianne.cross@dot.state.fl.us.

Sincerely,


Vivianne Cross
Environmental Project Manager

Enclosures: One original copy of the CRAS (September 2018); One Completed Survey Log

CC: Henri Belrose, WGI
Marion Almy, ACI

Dr. Timothy Parsons, Director
SR 710 Okeechobee County
FPID No.: 419344-3-32-01; FPN: TBD
October 4, 2018
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and _____ concurs/ X does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2012-0273B. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:

Please see our comments on the following page.

For [Signature] Deputy SHPO
Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

10/29/2018
Date

SHPO comments on Tech Memo of Preferred Pond Sites and PD&E Reevaluation, SR 710

It is the opinion of this office that, in order to consider this CRAS complete and sufficient, either additional shovel testing is needed, or additional explanation/ documentation of the shovel testing strategy for each pond is needed.

Any APE where substantial ground disturbance is anticipated for the undertaking – including proposed pond and FPCA locations – needs to be evaluated in terms of its archaeological potential based on soils, proximity to water, etc. The term ‘geographically restricted’ in section 2.4.2.3 of Module 3 should not be interpreted to include proposed pond sites that encompass multiple acres.

For example, if a pond location is evaluated as having moderate potential for archaeological sites, its testing strategy should reflect this.

Please also clarify what testing interval was employed in the additional PD&E ROW.

#17973



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

801 North Broadway Avenue
Bartow, Florida 33830

STEPHANIE C. KOPELOUSOS
SECRETARY

November 18, 2010

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2010 JAN 25 P 8:15

Mr. Martin Knopp
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

ATTN: Ms. Linda Anderson

**RE: Cultural Resource Assessment Survey
For the S.R. 710 Project Development and Environment (PD&E) Study
From U.S. 441 to C.R. 714 (S.W. Martin Highway)
Okeechobee and Martin Counties, Florida
Financial Project ID No.: 419344-2-22-01**

Dear Mr. Knopp:

A cultural resource assessment survey (CRAS) Project Development and Environmental (PD&E) Study was conducted within the area of potential effects (APE) for S.R. 710 from U.S. 441 to C.R. 714 (S.W. Martin Highway) in Okeechobee and Martin Counties. The current survey was conducted for the improvement alternatives associated with the PD&E Study of S.R. 710 between U.S. 441 and C.R. 714 (S.W. Martin Highway). These improvements consist of a new roadway on new alignment from U.S. 441 to S.R. 70 and widening the existing two lane S.R. 710 roadway from S.R. 70 to C.R. 714 (S.W. Martin Highway). Also included are 19 ponds and 11 floodplain compensation areas (FPCs).

The proposed improvements will take place within the existing right-of-way with the exception of several interchanges, a three mile extension (Alternative 1-2C), 19 storm water pond locations, and 11 FPCs. Based on this, the APE for archaeological resources was confined to the existing and proposed right-of-way for the corridor improvements, and to the actual footprint for the new extension, new interchanges, storm water pond locations, and FPCs. For Alternative 4B, the APE also extends to the north of the S.R. 710 right-of-way to include the FPL easement.

Because of the potential for visual and other impacts, the historic resources APE varied depending on the proposed improvements. For combined Alternative 1-2C, the APE considered the rural character of the surrounding area and the incorporation of a new roadway within an undeveloped area. Based on this, the APE consisted of 500 feet from either side of the proposed new right-of-way. An APE of this size allowed for the identification and consideration of alterations to the setting and access of historic rural resources. The APE for the associated ponds and FPCs within this alternative section was the pond/FPC locations and 200 feet from the edge of the pond/FPC locations. Thus, the ponds and FPCs were included within the 500 foot APE for this section.

Alternative 3A follows the existing S.R. 710 and proposes new right-of-way along portions of both the north and south sides of S.R. 710. Alternative 4B also follows the existing S.R. 710 and proposes a new right-of-way along portions of both the north and south sides of S.R. 710. Alternative 4C also follows the existing S.R. 710 and differs from Alternative 4B through the proposal of a new right-of-way along the north side of S.R. 710. For both of these alternatives, the CSX railroad and a canal are located to the south of S.R. 710 and two natural gas pipelines and a

transmission line are located to the north. The C.R. 714 Alternative A to C.R. 15B at S.R. 710 involves continuing along C.R. 714 before curving south or southwest to connect with S.R. 710.

Because the proposed improvements will be at-grade, the APE for Alternative 3A, Alternative 4B, Alternative 4C, and C.R. 714 Alternative A consisted of the existing and proposed right-of-way, and 200 feet from the edge of the existing or proposed new right-of-way, unless the alternative passed through a parcel that contains more than one historic building or structure. In these cases, if there were several related resources, the APE in these specific areas was expanded to include all of the related resources. The APE for the associated ponds and FPCs for each of these three alternatives included the pond/FPC sites and 200 feet from the edge of each pond/FPC location.

Enclosed you will find the following documents are attached:

- Two original copies of the CRAS (November 2010); one for the State Historic Preservation Officer (SHPO) and one for your files
- Three CDs; one containing a complete PDF of the CRAS for the SHPO, one containing photographs for the SHPO, and one containing a complete PDF of the CRAS for your files
- One set of original (loose) Florida Master Site File (FMSF) forms for SHPO, and one set within the CRAS report for your files
- Completed Survey Logs; one loose form for SHPO, and one within the CRAS report for your files

The field work was conducted in accordance with the Florida Department of Transportation's (FDOT) Project Development and Environment Manual and the research plan and field methodology follow the standards and guidelines of the Florida Division of Historical Resources as described in *The Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources: A Guide to the Preservation Provisions of State and Federal Environmental Review Laws*.

The historic resources survey resulted in the identification of 22 historic resources within the APE. The identified historic resources include one railroad, one road, four bridges, one resource group, and 15 structures. FMSF forms were prepared for the 20 newly recorded historic resources (8OB300-8OB319) and were updated for the two previously recorded historic resources, Okeechobee Road (8OB269) and the Seaboard Air Line (CSX) Railroad (8OB271). The Seaboard Air Line (CSX) Railroad (8OB271) is considered potentially eligible for listing in the National Register in Okeechobee County as a linear historic district. The Seaboard Air Line (CSX) Railroad Bridge over Nubbin Slough (8OB300) and the Seaboard Air Line (CSX) Railroad Bridge over Henry Creek (8OB301) are ineligible for inclusion in the National Register on an individual basis. However, should the Seaboard Air Line (CSX) Railroad (8OB271) be determined National Register-eligible, then both of the aforementioned railroad bridges would be contributing resources to that linear district. All of the other historic resources documented for this survey, whether previously or newly recorded, are considered ineligible for listing in the National Register either individually or as part of a district.

No significant archaeological sites were identified within the archaeological APE during the current survey and no further archaeological work is recommended. The archaeological APE was determined to have a low archaeological site potential, which the pedestrian and subsurface survey confirmed.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*.

Please process the attached report and accompanying documentation to the SHPO for their concurrence. The second copy of the report is for your files. If you have any questions, or if I may be of assistance, please contact me at (863) 519-2625.

Sincerely,



Jeffrey W. James
Environmental Project Manager

Enclosures

cc: David Dangel, Inwood Consulting Engineers

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and approves/
 does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS OPINIONS TO: WILDA ANDERSON, FHWA,
E: wilda.anderson@dot.gov. P: 850-553-2226.
PLEASE CC: JEFF JAMES, FDOT DJ; BJB MURPHY, FHWA; ROY JACKSON, FDOT CMD.

/s/ 
Martin C. Knopp
Division Administrator, Florida Division
Federal Highway Administration

1-20-2011
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2011-202.


Mr. Scott M. Stroh, III
State Historic Preservation Officer
Florida Division of Historical Resources

4 February 2011
Date

Note: CLG list is 2+ years old.
What is an FPC?

APPENDIX B
Realignment Exhibit



TAYLOR CREEK

441

710

POND 2

L-63N CANAL

POND 1

400' R

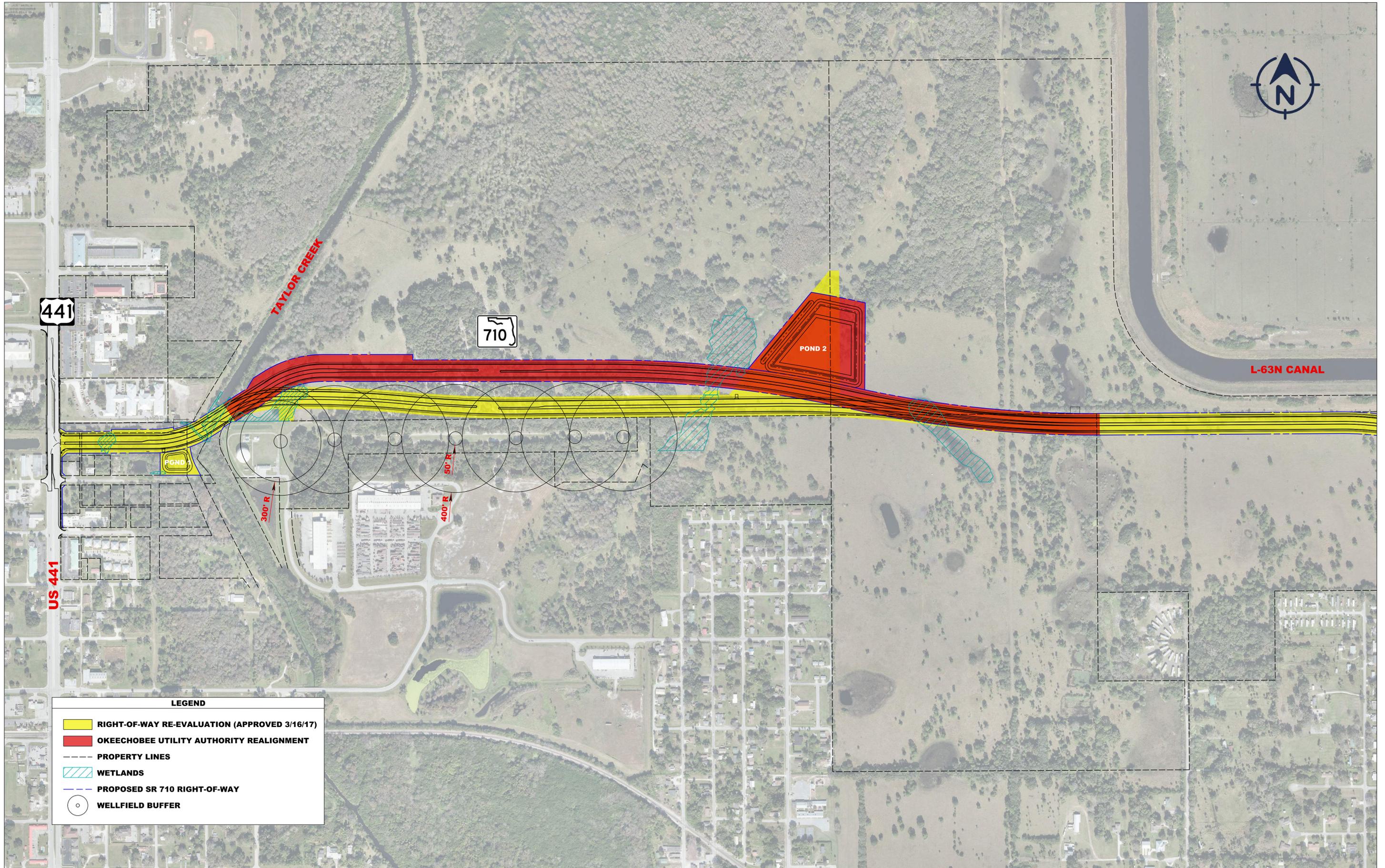
SOUTHERN PINES

CSX RAILROAD

US 441

LEGEND

-  OKEECHOBEE UTILITY AUTHORITY REALIGNMENT
-  PRIOR RIGHT-OF-WAY RE-EVALUATION ALIGNMENT (APPROVED 2/7/2019)
-  PROPOSED SR 710 RIGHT-OF-WAY
-  WELLFIELD 400' BUFFER



441

710

TAYLOR CREEK

L-63N CANAL

US 441

POND 1

POND 2

300' R

400' R

50' R

LEGEND

-  **RIGHT-OF-WAY RE-EVALUATION (APPROVED 3/16/17)**
-  **OKEECHOBEE UTILITY AUTHORITY REALIGNMENT**
-  **PROPERTY LINES**
-  **WETLANDS**
-  **PROPOSED SR 710 RIGHT-OF-WAY**
-  **WELLFIELD BUFFER**

APPENDIX C
Florida Master Site File Form



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site #8 OB00381
Field Date 10-17-2023
Form Date 10-20-2023
Recorder#

Original
Update

Consult the Guide to the Resource Group Form for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name US 441 Multiple Listing [DHR only]
Project Name CRAS Re-evaluation SR 710 OUA Realignment FMSF Survey #
National Register Category (please check one): building(s) structure district site object
Linear Resource Type (if applicable): canal railway road other (describe):
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction
City/Town (within 3 miles) Okeechobee In Current City Limits? yes no unknown
County or Counties (do not abbreviate) Okeechobee
Name of Public Tract (e.g., park)
1) Township 37S Range 35E Section 9 1/4 section: NW SW SE NE Irregular-name:
2) Township Range Section 1/4 section: NW SW SE NE
3) Township Range Section 1/4 section: NW SW SE NE
4) Township Range Section 1/4 section: NW SW SE NE
USGS 7.5' Map(s) 1) Name TAYLOR CREEK SE USGS Date 1953
2) Name USGS Date
Plat, Aerial, or Other Map (map's name, originating office with location)
Landgrant
Verbal Description of Boundaries (description does not replace required map)

The segment of US 441 w/n the APE is approx. 0.22 miles long and 94 feet wide. The segment of the four lane divided highway spans from south of NE 16th Street in the north to just north of NE 12th Street in the south.

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Rows include NR List Date, Owner Objection, SHPO - Appears to meet criteria for NR listing, KEEPER - Determined eligible, and NR Criteria for Evaluation.

HISTORY & DESCRIPTION

Construction Year: 1940 approximately year listed or earlier year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)
1. Twentieth C American 3. _____
2. _____ 4. _____

Narrative Description (National Register Bulletin 16A pp. 33-34; attach supplementary sheets if needed)
The segment w/n the APE was constructed by ca. 1940 & was orig. known as State Road 29 & later included in the route of US 441 in ca. 1951 (Janus Research 2020). The segment was widened from an undivided two lane highway to the current config. in 2004.

RESEARCH METHODS (check all that apply)

FMSF record search (sites/surveys) library research building permits Sanborn maps
FL State Archives/photo collection city directory occupant/owner interview plat maps
property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
cultural resource survey historic photos interior inspection HABS/HAER record search
other methods (specify) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)
Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/; Google Earth Imagery 2023; Janus Research: CRAS of Cemetery Road from US 441 to NE 54th Way (2020)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information
Potentially eligible as contributor to a National Register district? yes no insufficient information
Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.)

The segment of US 441 within the APE appears ineligible as it is a common example of a federal highway found throughout FL & was signif. altered in 2004, leaving no historic pavement/markings. There is insuffic. info to evaluate the resource has a whole.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P12087B
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- 1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
3 TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
4 PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

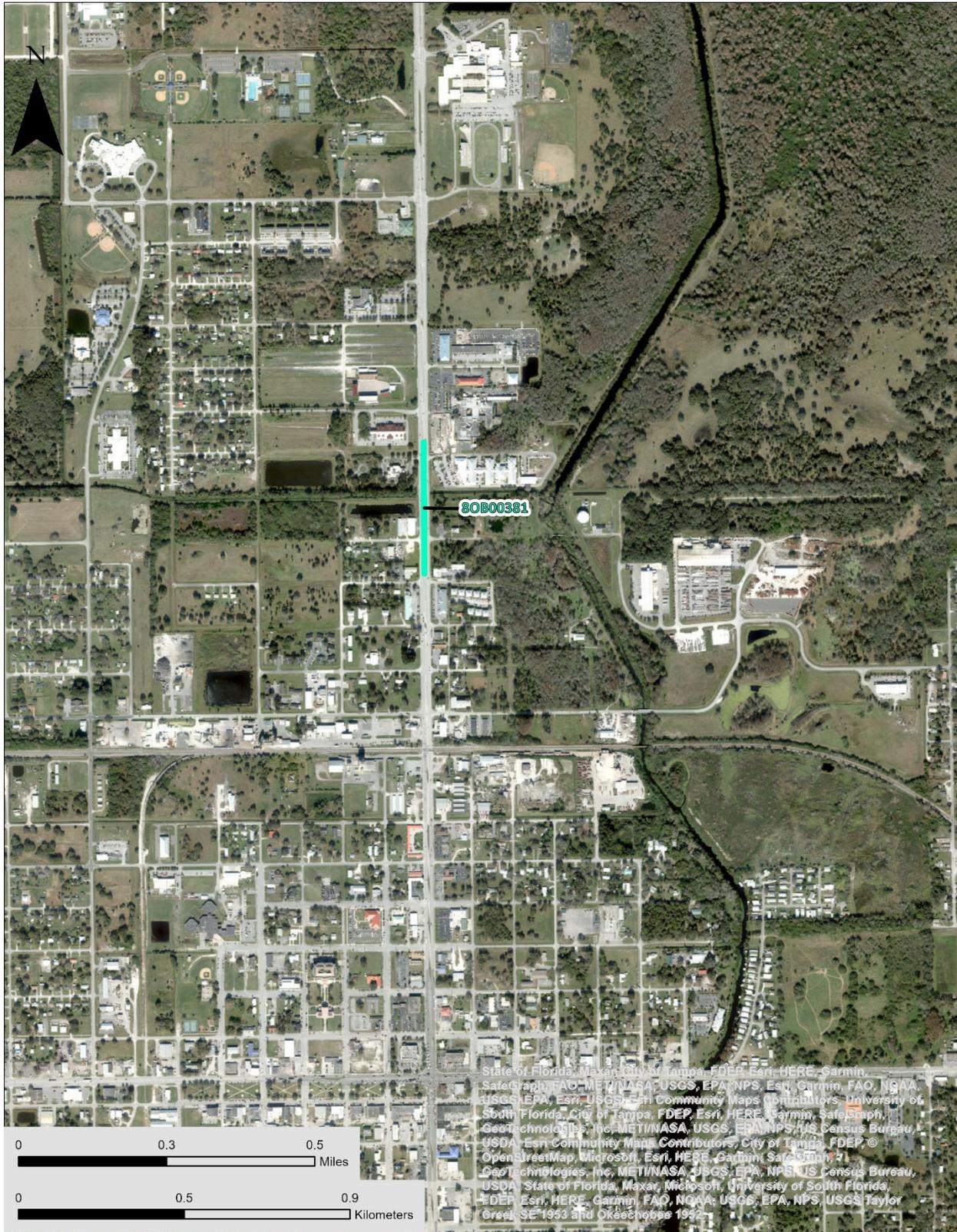


PHOTOGRAPHS



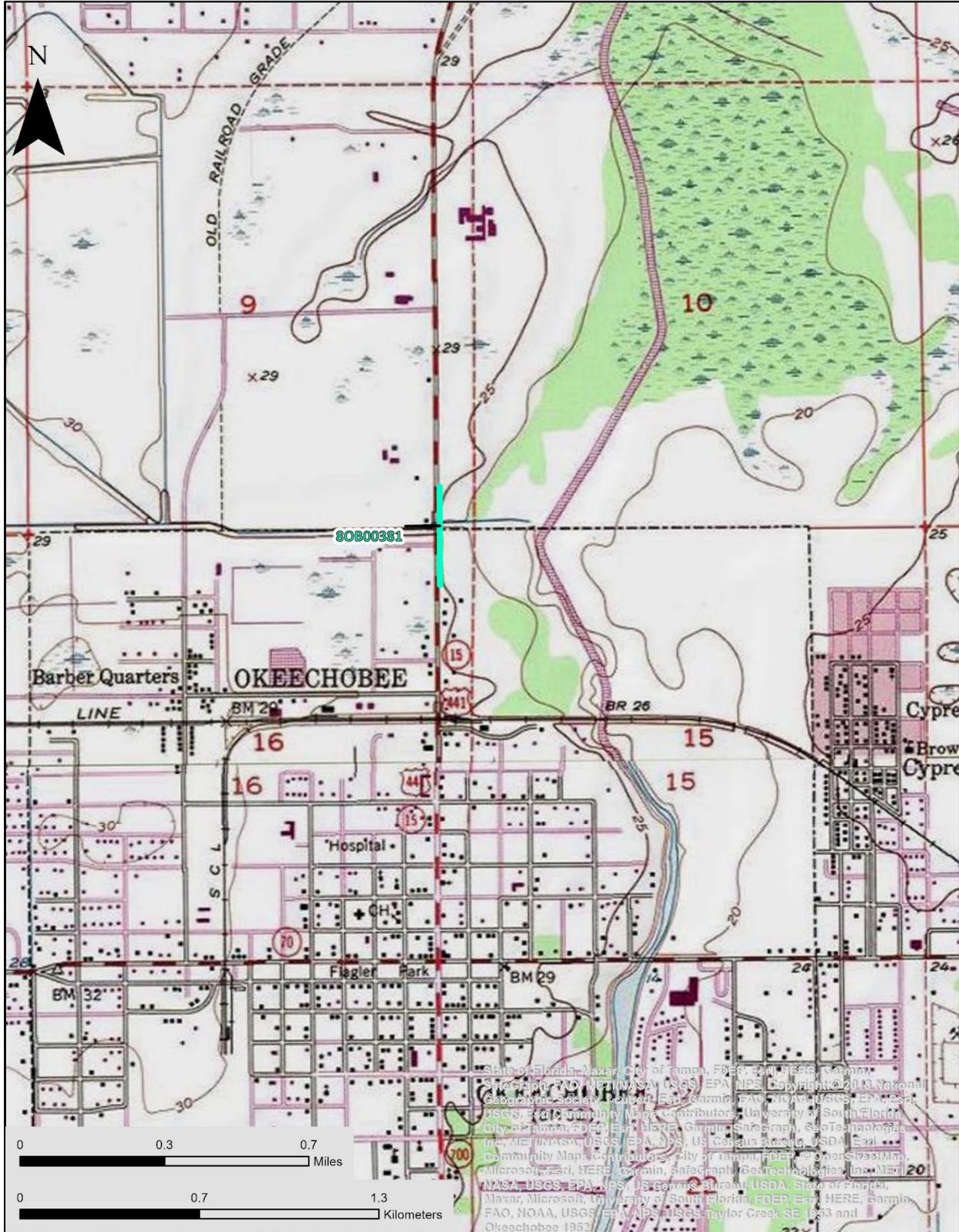


AERIAL MAP





USGS Taylor Creek SE
Township 37 South, Range 35 East, Section 9





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site #8 OB00388
Field Date 6-26-2023
Form Date 7-31-2023
Recorder#

Original
Update

Consult the Guide to the Resource Group Form for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name Taylor Creek Canal
Project Name CRAS Re-evaluation SR 710 OUA Realignment
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Address:
City/Town Okeechobee
County or Counties Okeechobee
Name of Public Tract
Township, Range, Section
USGS 7.5' Map(s)
Plat, Aerial, or Other Map
Landgrant
Verbal Description of Boundaries

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO, KEEPER, and NR Criteria for Evaluation.

HISTORY & DESCRIPTION

Construction Year: 1970 approximately year listed or earlier year listed or later

Architect/Designer: _____ Builder: Atlantic Dredging Company

Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Modern (Post 1950) 3. _____
- 2. _____ 4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

- FMSF record search (sites/surveys) library research building permits Sanborn maps
- FL State Archives/photo collection city directory occupant/owner interview plat maps
- property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
- cultural resource survey historic photos interior inspection HABS/HAER record search
- other methods (specify) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: <http://palmm.fcla.edu/>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information

Potentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P12087B
- 2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc

Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- ❹ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

Narrative Description: The Taylor Creek Canal was originally a naturally occurring creek that was dredged and channelized within the APE in ca. 1970. The segment of the Taylor Creek Canal within the APE is located in Sections 10 and 15 of Township 37 South, Range 35 East (USGS 1953). The segment of channelized canal within the APE is approximately 1,704-ft long and 90 feet wide with overgrown earthen banks and located approximately 0.2 miles east of N Parrott Avenue/US 441.

Following the devastating hurricanes of 1926 and 1938, efforts to control the floodwaters of Lake Okeechobee began in earnest. The Okeechobee Flood Control District (OFCD), created by the state legislature in 1929, focused on managing drainage issues and navigational issues concerning Lake Okeechobee, the Caloosahatchee River, and the St. Lucie Canal (NSA 2010). The OFCD proposed the creation of levees at the south and north shores of Lake Okeechobee and improving the navigation of the aforementioned rivers and canals, as well as Taylor Creek. These recommendations were seconded by the Army Corps of Engineers in 1930, after which the associated bill went before the senate and was included in the River and Harbor Act of 1930 (NSA 2010). This development marked the beginning of the construction of the Herbert Hoover Dike which began between 1930 and 1938 and was completed in the late-1960s through multiple expansions and enhancements. Construction of the Herbert Hoover Dike represents the largest civil engineering project in south Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Existing waterways were also altered in the process, including Taylor Creek and the Kissimmee River. The Taylor Creek improvements included straightening and deepening the waterway between Lake Okeechobee and Okeechobee City to the north in order to provide the community with a navigable waterway to the lake and quickly remove floodwaters from Okeechobee City (The Miami Herald 1930). In 1936, the Atlantic Dredging Company of Lakeland was awarded the contract for dredging the four miles of Taylor Creek which resulted in a channel 60 ft wide, and 6 ft deep completed in March 1938 (The Palm Beach Post 1936; NSA 2010). In addition, the Taylor Creek Canal was equipped with a hurricane gate which was later transformed into a lock associated with the Herbert Hoover Dike. This structure, S-193/Hurricane Gate 6, is located along the north shore of Lake Okeechobee outside of the APE. The segment of the Taylor Creek Canal within the APE remained a naturally occurring creek in ca. 1962 and by ca. 1970 the creek had been channelized to match the width of the canal to the south of the APE (USDA 1962, FDOT 1970).

Explanation of Evaluation: A ca. 1936 segment of the Taylor Creek Canal (8OB00388) was recorded approximately 2.45 miles south of the APE during the *Updated Cultural Resource Assessment Survey Technical Memorandum US 98/US441 (SR 15/SR 700), SW 23rd Street to SW 14th Street, Okeechobee County, Florida* conducted by ACI in 2021 (Survey No. 27751). The segment was determined eligible for listing in the NRHP by the SHPO under Criterion A in the area of Community Planning and Development for its association with the Lake Okeechobee Flood Control District. The Taylor Creek Canal (8OB00388) has also been recorded to the north of the APE under FMSF No. 8OB00380. This ca. 1970 segment was recorded during the aforementioned 2020 Janus Research survey and determined ineligible for listing in the NRHP by the SHPO. It appears both segments of the Taylor Creek Canal (8OB00388 and 8OB00380) were recorded prior to either number being on record within the FMSF, resulting in two FMSF numbers being assigned to the one linear resource.

While the Taylor Creek Canal works in conjunction with the Herbert Hoover Dike, the canal itself is not a contributing resource to the Herbert Hoover Dike (8OB00244A). The segment within the APE was channelized in ca. 1970 and is not a part of the original ca. 1936 Taylor Creek channelization project and is not considered a contributing segment to the NRHP-eligible ca. 1936 Taylor Creek Canal (8OB00388). The ca. 1970 segment of the Taylor Creek Canal (8OB00388) is a common example of a drainage canal found throughout Okeechobee County and Florida as a whole that lacks unique design and/or engineering features. As a result, 8OB00388 — as contained within the APE — does not appear eligible for listing in the NRHP. However, most of the Taylor Creek Canal (8OB00388) is located outside the project APE, and a survey of the entire linear resource is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole.

CONTINUATION SHEET**REFERENCES**

Archaeological Consultants, Inc. (ACI)

2021 Updated Cultural Resource Assessment Survey Technical Memorandum US 98/US441 (SR 15/SR 700), SW 23rd Street to SW 14th Street, Okeechobee County, Florida. ACI, Sarasota. Survey No. 27751.

Florida Department of Transportation (FDOT)

1970 Aerial Photograph. 11-25-70, KA-890-5-11. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.

Florida Division of Historical Resources (FDHR)

2022 Historic Linear Resource Guide – Guidance for addressing historic linear resources associated with projects processed under the Programmatic Agreement. FDHR, Tallahassee.

Janus Research

2020 Cultural Resource Assessment Survey of Cemetery Road from US 441 to NE 54th Way, Okeechobee County, Florida. Janus Research, Tampa. Survey No. 27847.

The Miami Herald

1930 “The State’s Burden.” *The Miami Herald*, March 20, 1920. Accessed April 22, 2021. <http://newspapers.com>.

New South Associates, Inc. (NSA)

2010 Herbert Hoover Dike Documentation and Assessment, Lake Okeechobee, Hendry, Glades, Okeechobee, Martin, and Palm Beach Counties, Florida. New South Associates, Stone Mountain. Survey No. 20620.

The Palm Beach Post

1936 “\$39,600 Bid Given for Flood Control Work.” *The Palm Beach Post*, July 11, 1936. Accessed April 22, 2021. <http://newspapers.com>.

United States Department of Agriculture (USDA)

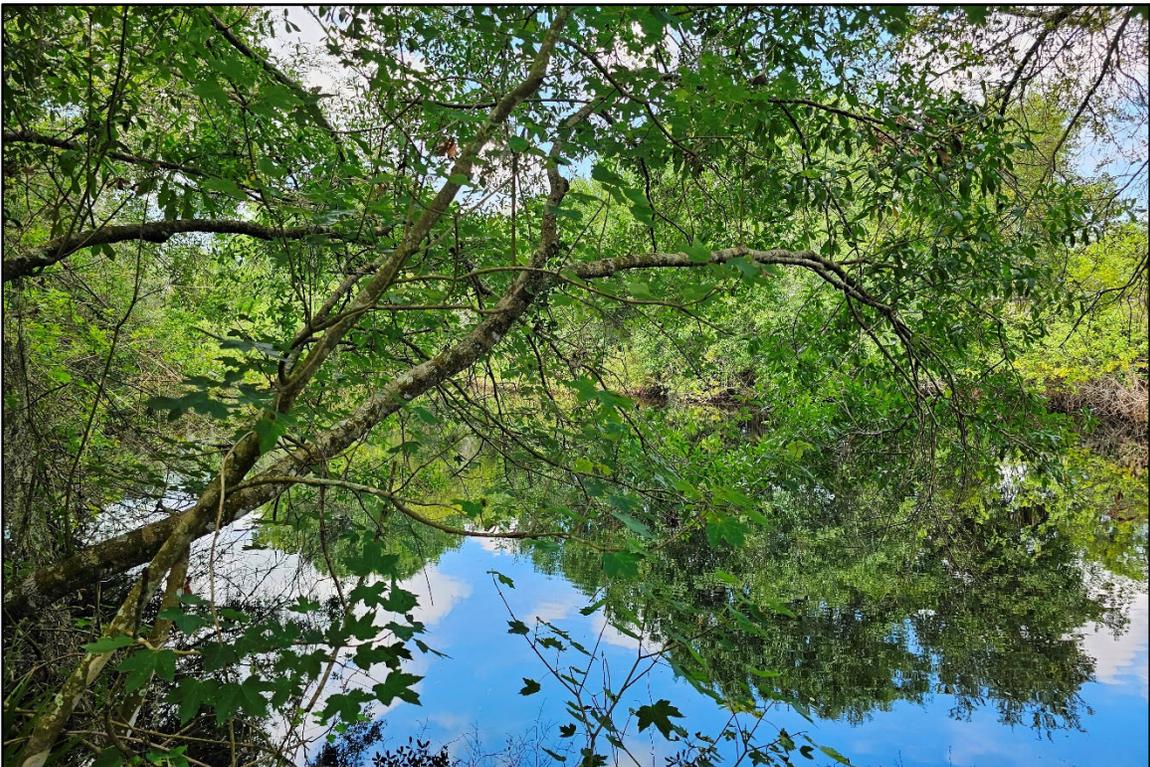
1962 Aerial Photograph. 1-31-62, DSL-1CC-137. PALMM, Gainesville.

United States Geological Survey (USGS)

1953 Taylor Creek SE, Fla. *Photorevised 1973*.

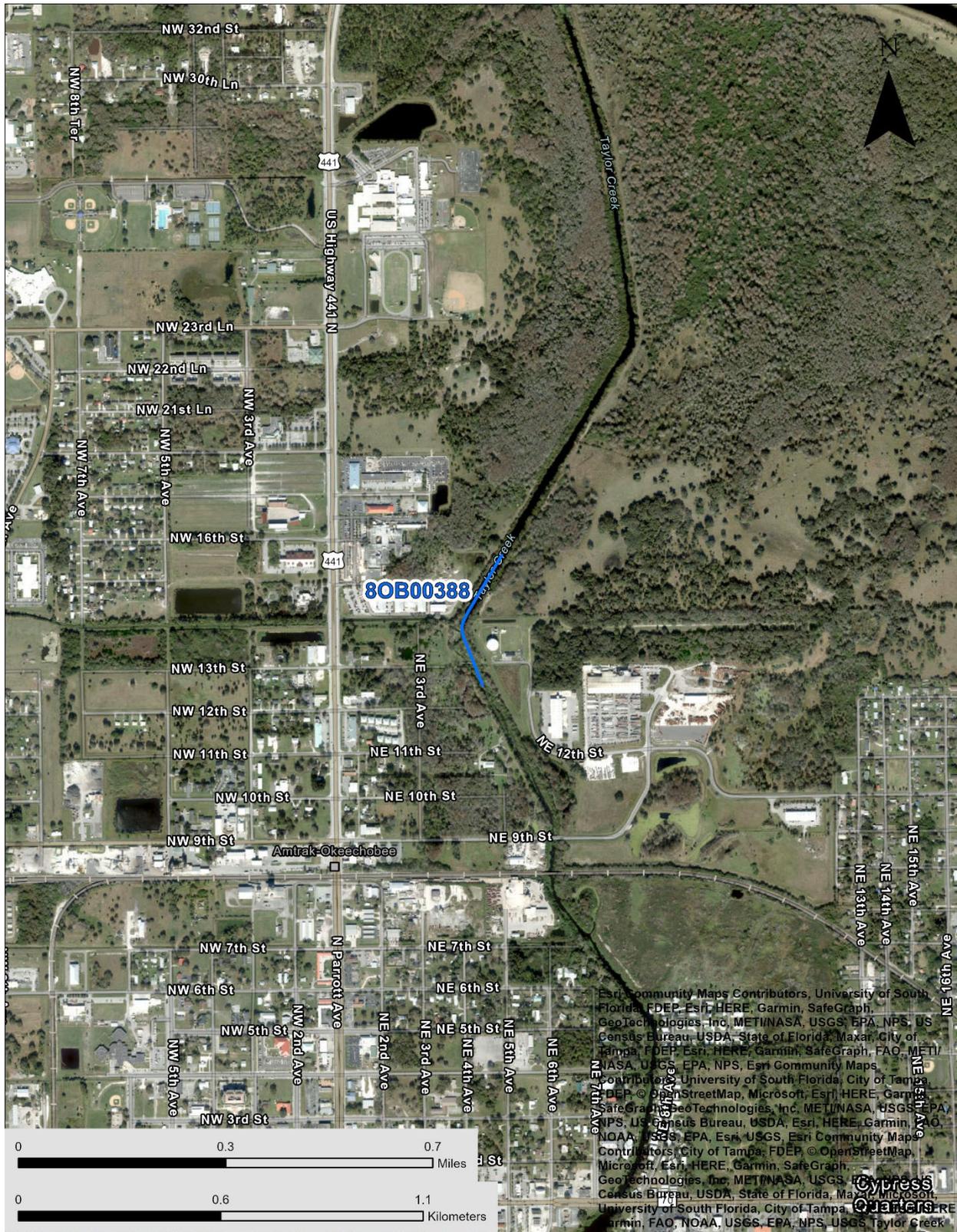


PHOTOGRAPHS



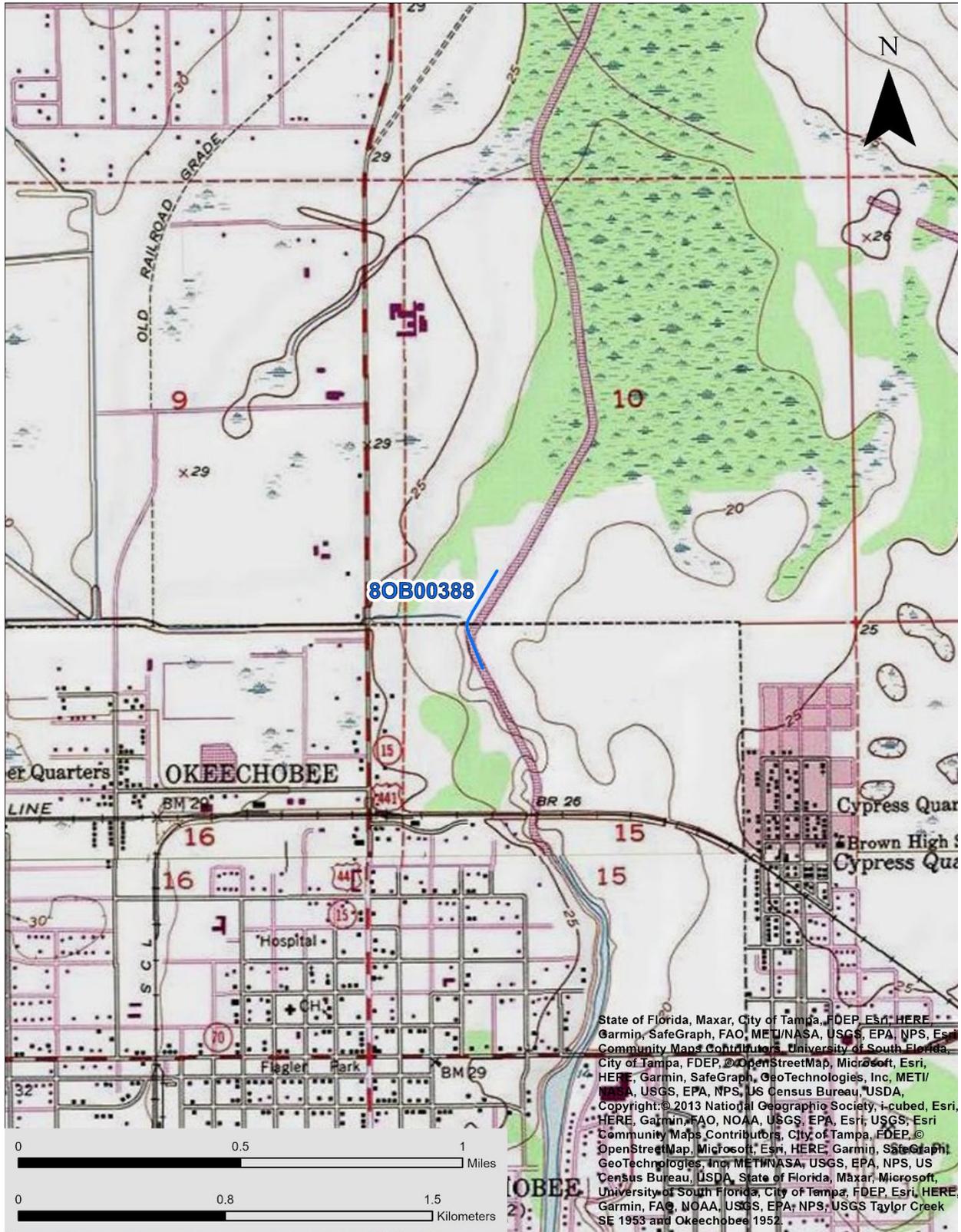


AERIAL MAP





USGS Okeechobee
Township 37 South, Range 35 East, Sections 10 and 15





HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 OB00415
Field Date 10-17-2023
Form Date 10-19-2023
Recorder #

[X] Original
[] Update

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

Site Name(s) (address if none) 265 NE 34th Avenue (Building 1) Multiple Listing (DHR only)
Survey Project Name CRAS Re-evaluation SR 710 OUA Realignment Survey # (DHR only)
National Register Category (please check one) [X]building []structure []district []site []object
Ownership: [X]private-profit []private-nonprofit []private-individual []private-nonspecific []city []county []state []federal []Native American []foreign []unknown

LOCATION & MAPPING

Street Number Direction Street Name Street Type Suffix Direction
Address: 265 NE 34th Avenue
Cross Streets (nearest / between) Between SR-70 and SR-710
USGS 7.5 Map Name OKEECHOBEE USGS Date 1952 Plat or Other Map
City / Town (within 3 miles) Okeechobee In City Limits? []yes [X]no []unknown County Okeechobee
Township 37S Range 35E Section 13 1/4 section: []NW []SW []SE []NE Irregular-name:
Tax Parcel # 1-13-37-35-0A00-00005-0000 Landgrant
Subdivision Name Block Lot
UTM Coordinates: Zone []16 []17 Easting 520336 Northing 3013896
Other Coordinates: X: Y: Coordinate System & Datum
Name of Public Tract (e.g., park)

HISTORY

Construction Year: 1974 [X]approximately []year listed or earlier []year listed or later
Original Use Industrial From (year): 1974 To (year): CURR
Current Use From (year): To (year):
Other Use From (year): To (year):
Moves: []yes [X]no []unknown Date: Original address
Alterations: [X]yes []no []unknown Date: Nature Windows
Additions: [X]yes []no []unknown Date: 1-1-1993 Nature South elevation office
Architect (last name first): Builder (last name first):
Ownership History (especially original owner, dates, profession, etc.)
Florida Power and Light company (1973-CURR), Theodore and Ann Berman (unk-1973)

Is the Resource Affected by a Local Preservation Ordinance? []yes [X]no []unknown Describe

DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 2
Exterior Fabric(s) 1. Metal 2. Stucco 3.
Roof Type(s) 1. Gable 2. 3.
Roof Material(s) 1. Sheet metal:corrugated 2. 3.
Roof secondary strucs. (dormers etc.) 1. 2.
Windows (types, materials, etc.)
SHS, vinyl, paired, 1/1,
Distinguishing Architectural Features (exterior or interior ornaments)
metal siding, loading dock, rolling bay door, large roof vents
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Office building (8OB00416) and non-historic shed to south of building

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO listing criteria, and NR Criteria for Evaluation.

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Skeleton-steel 2. Concrete block 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____

Main Entrance (stylistic details)

E Elev: 3-1st floor, glass & metal door under awning; metal & glass double door; 2nd floor, metal door & stairs w/ rail

Porch Descriptions (types, locations, roof types, etc.)

[Empty box for porch descriptions]

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

Narrative Description of Resource

This Industrial Vernacular style building serves as the Florida Power & Light Company warehouse with a loading dock and rolling bay door.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- FMSF record search (sites/surveys) library research building permits Sanborn maps
 FL State Archives/photo collection city directory occupant/owner interview plat maps
 property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
 cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
 other methods (describe) FDOT APlus Aerial Photos

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

<https://fdotewpl.dot.state.fl.us/AerialPhotoLookUpSystem/>

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P12087B
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Paige Litchfield Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

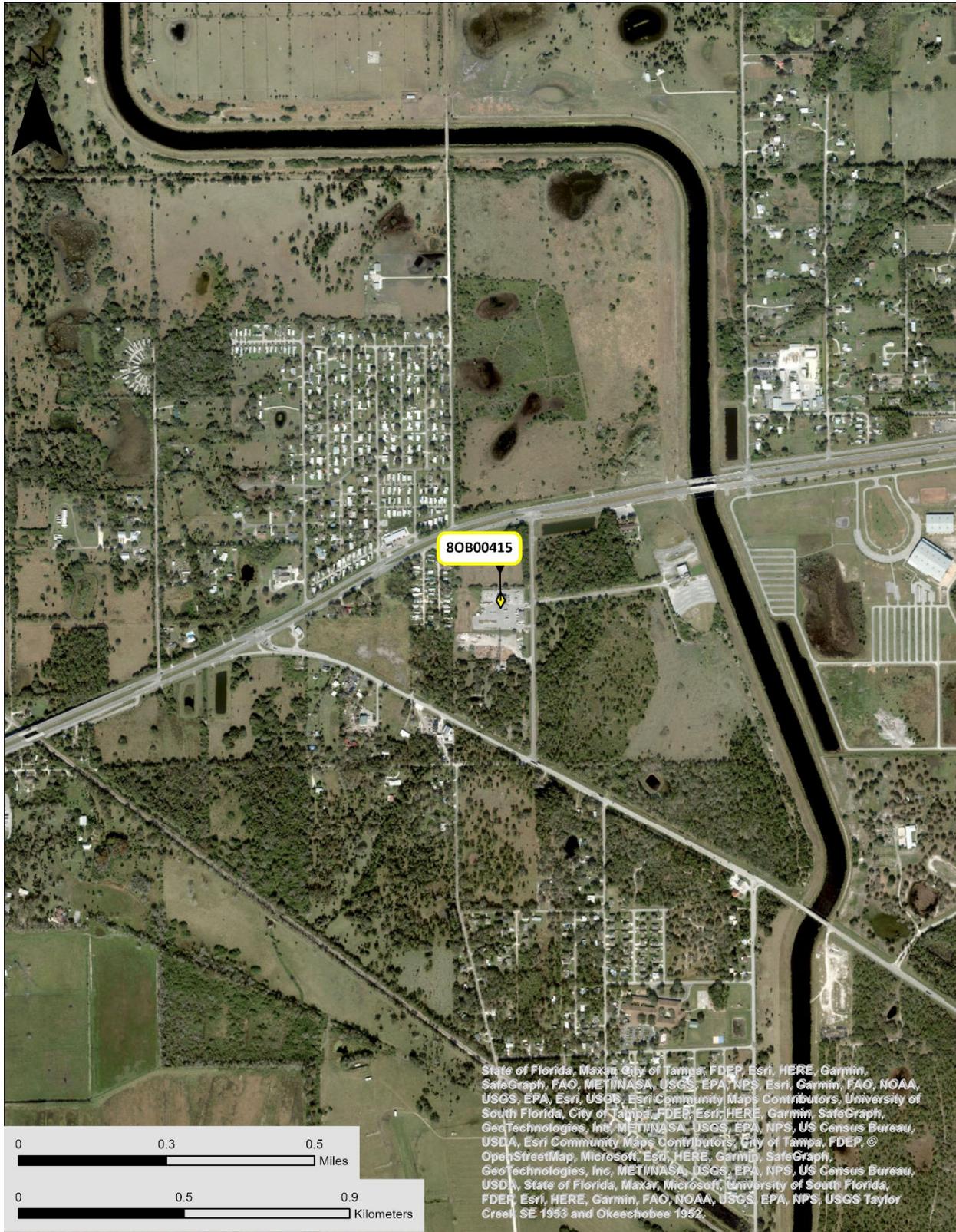


PHOTOGRAPHS



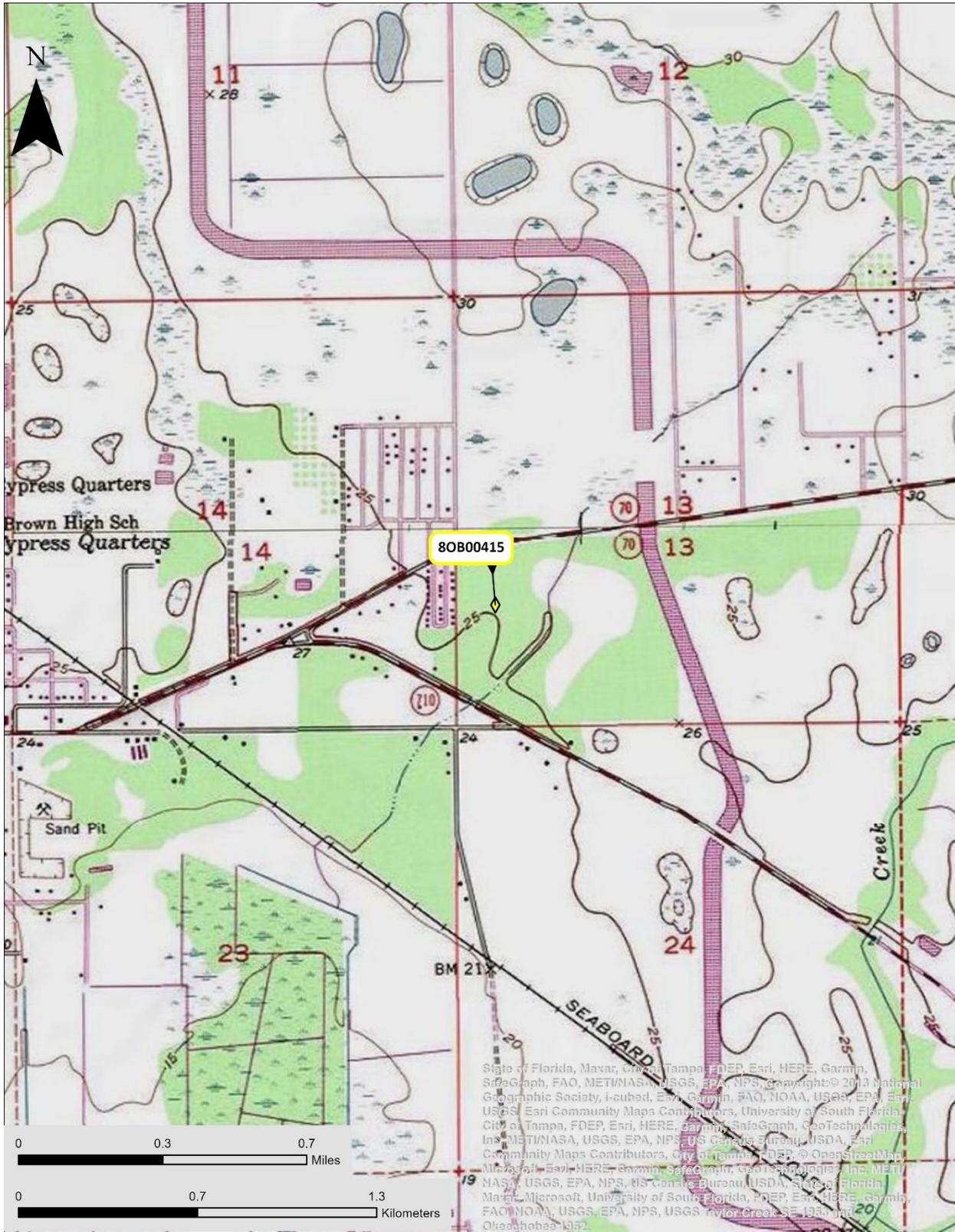


AERIAL MAP





USGS Okeechobee
Township 37 South, Range 35 East, Section 13





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **OB00416**
Field Date 10-17-2023
Form Date 10-19-2023
Recorder # _____

Original
 Update

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

Site Name(s) (address if none) 265 NE 34th Avenue (Building 2) Multiple Listing (DHR only) _____
Survey Project Name CRAS Re-evaluation SR 710 OUA Realignment Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 265 Direction NE Street Name 34th Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) Between SR-70 and SR-710
USGS 7.5 Map Name OKEECHOBEE USGS Date 1952 Plat or Other Map _____
City / Town (within 3 miles) Okeechobee In City Limits? yes no unknown County Okeechobee
Township 37S Range 35E Section 13 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 1-13-37-35-0A00-00005-0000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 520390 Northing 3013856
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1974 approximately year listed or earlier year listed or later
Original Use Industrial From (year): 1974 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature _____
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
Florida Power and Light company (1973-CURR), Theodore and Ann Berman (unk-1973)

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:corrugated 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
Fixed, metal, individual, 1 pane
Distinguishing Architectural Features (exterior or interior ornaments)
metal siding
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Warehouse (8OB00415) north and non-historic shed east of building

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Skeleton-steel 2. _____ 3. _____
 Foundation Type(s): 1. Slab 2. _____
 Foundation Material(s): 1. Concrete, Generic 2. _____

Main Entrance (stylistic details)

S Elev: Concrete slab and metal door with one glass pane underneath metal awning

Porch Descriptions (types, locations, roof types, etc.)

N/A

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

Narrative Description of Resource

This Industrial Vernacular style building serves as the Florida Power & Light Company offices.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

https://fdotewpl.dot.state.fl.us/AerialPhotoLookUpSystem/

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
 Document description Files, photos, research, documents File or accession #'s P12087B
- 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Paige Litchfield Affiliation Archaeological Consultants Inc
 Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
 (address / phone / fax / e-mail)

Required Attachments

- ❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital **AND** hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

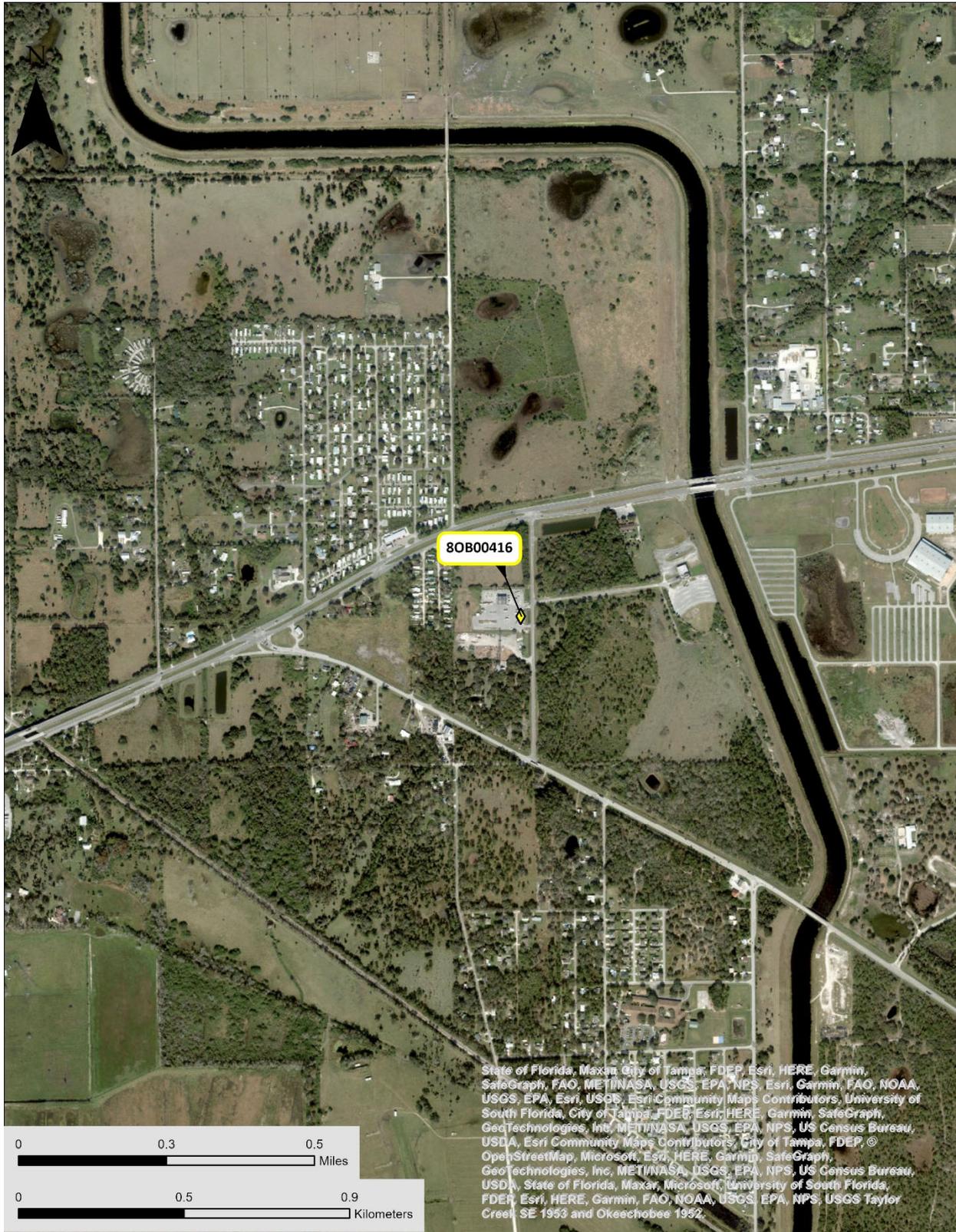


PHOTOGRAPHS





AERIAL MAP





HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site # OB00417
Field Date 10-17-2023
Form Date 10-18-2023
Recorder # _____
FDOT Bridge # 910065

Original
 Update

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

Bridge Name(s) SR 710 over L-63N Canal Multiple Listing (DHR only) _____
Project Name CRAS Re-evaluation SR 710 OUA Realignment Survey # (DHR only) _____
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed SR 710/L-63N Canal
USGS 7.5 Map Name OKEECHOBEE USGS Date 1952 Plat or Other Map _____
City/Town (within 3 miles) Okeechobee In City Limits? yes no unknown County Okeechobee
Township 37S Range 35E Section 24 1/4 section: NW SW SE NE Irregular-name: _____
Township _____ Range _____ Section _____ 1/4 section: NW SW SE NE
Landgrant _____ Tax Parcel # _____
UTM Coordinates: Zone 16 17 Easting 521214 Northing 3013013
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1972 approximately year listed or earlier year listed or later
Still in use? yes no restricted use (describe) _____
Prior Fords, Ferries, or Bridges at this Location

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
Carries SR 710 over L-63N Canal (Auto)

Ownership history
State Highway Agency

Designers/Engineers _____
Builders/Contractors _____
Text of Plaque or Inscription
N/A

Narrative History (How did bridge come to be built? How was it financed?, etc.)
The bridge was constructed in order to carry SR 710 over the L-63N Canal.

DESCRIPTION

GENERAL
Overall Bridge Design 1. Beam & Girder 2. _____

Overall Condition excellent good fair deteriorated ruinous

Style and Decorative Details

concrete post and lintel railings along span, metal approach guardrails

Tender Station Description

N/A

Alterations: Dates and Descriptions

N/A

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

DESCRIPTION (continued)

SUPERSTRUCTURESpans: Total Number 5 Total Length(ft) 248Main Spans: Number 5 Length(ft) 50 Width(ft) 45 Roadway width(ft) 25Main Span Design Beam & GirderMain Span Materials 1. Pre-cast Concrete 2. _____

Approach Spans: Number _____ Length(ft) _____ Width(ft) _____ Roadway width(ft) _____

Approach Span Design _____

Approach Span Materials 1. _____ 2. _____

Deck Materials 1. Concrete 2. Asphalt**SUBSTRUCTURE**Abutment Materials 1. Concrete 2. _____Abutment Description sloped concrete abutmentsPier Materials 1. Concrete 2. _____Pier Description Four concrete bents w/ 5 squared piles each

RESEARCH METHODS (check all that apply)

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

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

<https://geodata.bts.gov/datasets/usdot::national-bridge-inventory/explore?location=27.240467%2C-80.783673%2C16.00>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient informationPotentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, use separate sheet if needed)

This is a common beam & girder bridge and is not a rare example of its type. Background research did not reveal significant historical associations. Bridge No. 910065 does not appear to be eligible for listing in the NRHP.

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

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

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
 Document description Files, photos, research, documents File or accession #'s P12087
- 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Paige Litchfield Affiliation Archaeological Consultants Inc
 Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
 (address / phone / fax / e-mail)

Required Attachments

- ① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ② PHOTO OF BRIDGE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

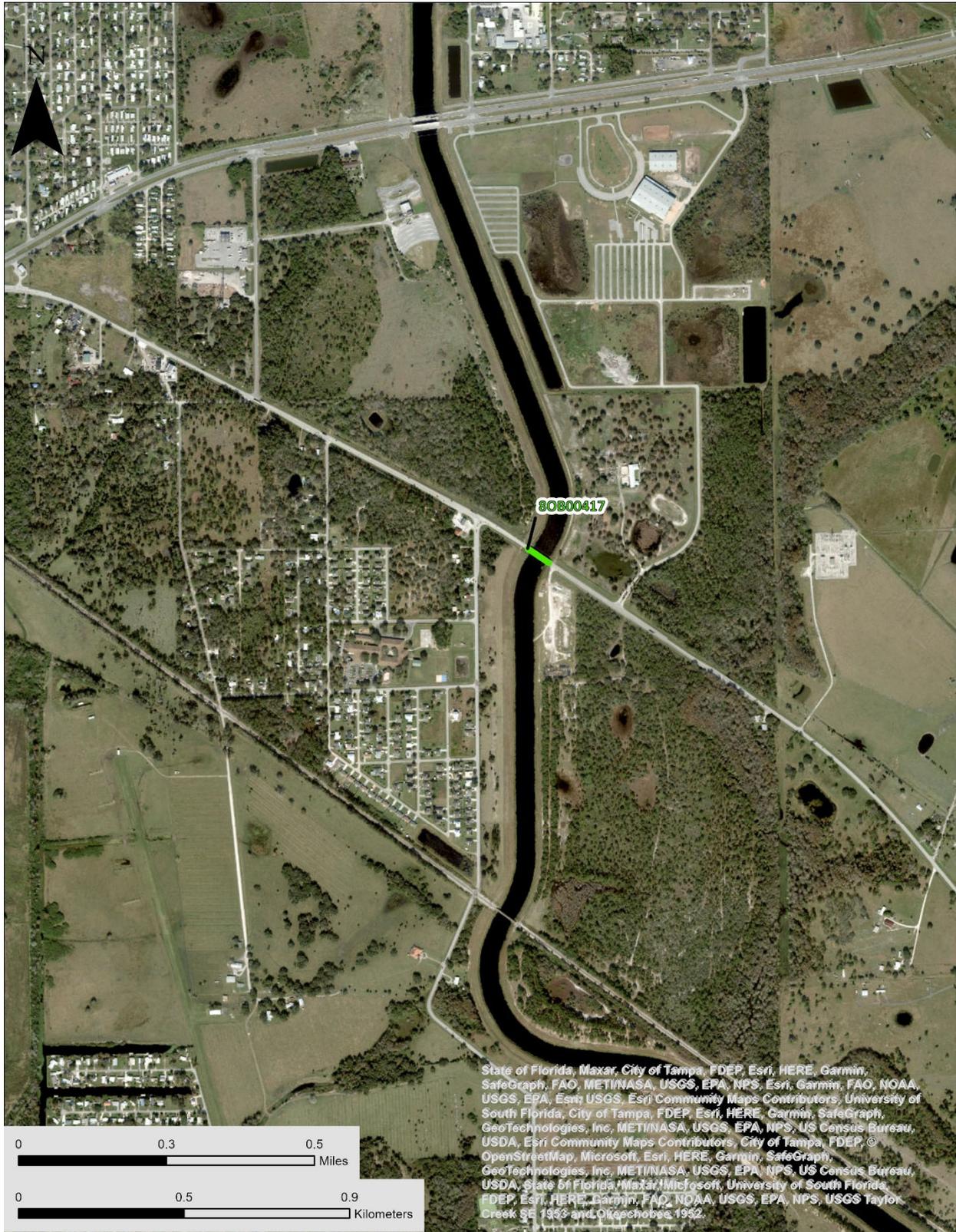


PHOTOGRAPHS



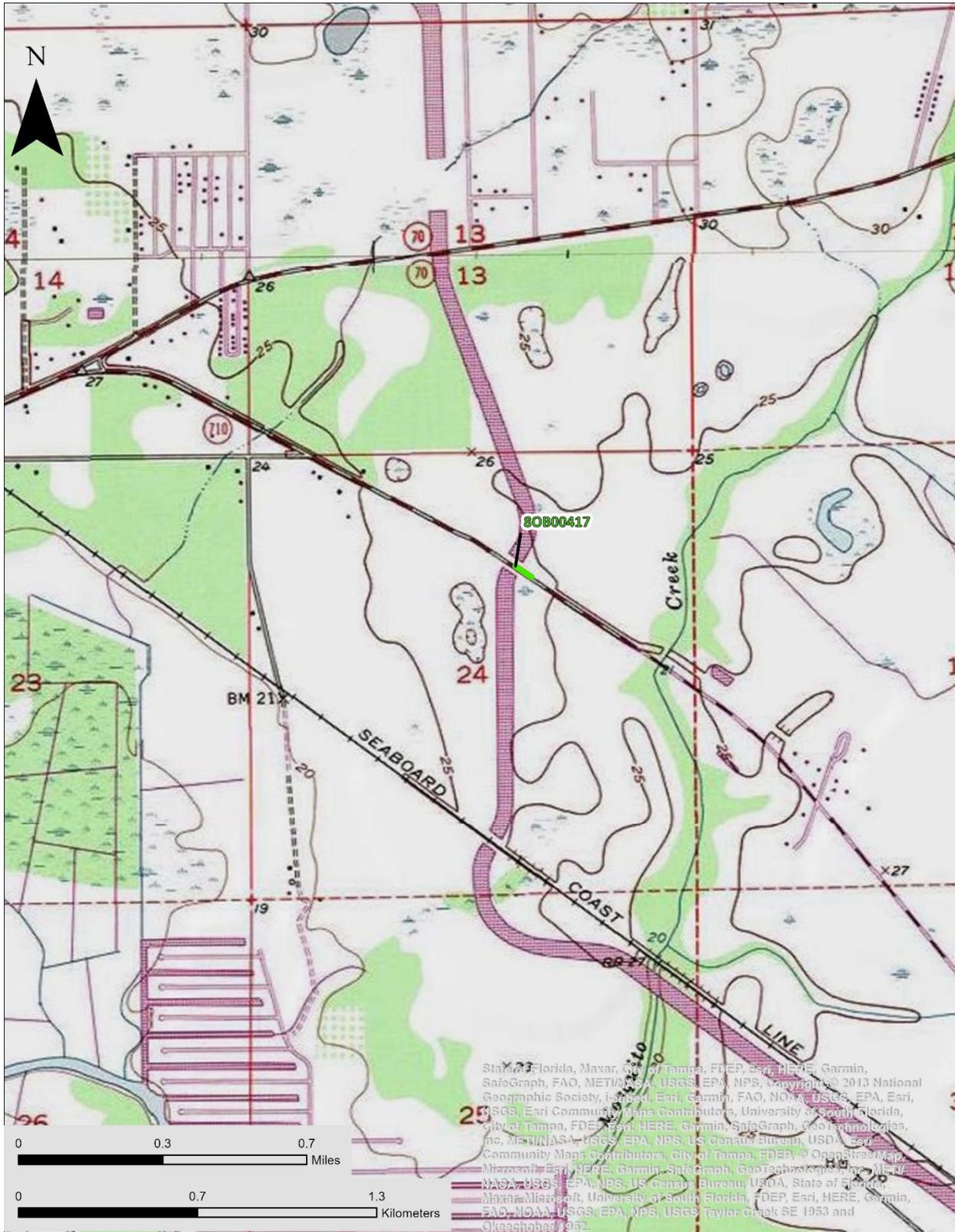


AERIAL MAP





USGS Okeechobee
Township 37 South, Range 35 East, Section 24



HISTORY & DESCRIPTION

Construction Year: 1940 approximately year listed or earlier year listed or later

Architect/Designer: _____ Builder: _____

Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Twentieth C American 3. _____
- 2. _____ 4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

The Okeechobee County Airport Canal extends outside of the APE and forms a border around the ca. 1940 airport, formerly known as Conners Field. The ca. 1940 canal appears to drain the land w/n the airport property into the Taylor Creek Canal.

RESEARCH METHODS (check all that apply)

- FMSF record search (sites/surveys) library research building permits Sanborn maps
- FL State Archives/photo collection city directory occupant/owner interview plat maps
- property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
- cultural resource survey historic photos interior inspection HABS/HAER record search
- other methods (specify) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: <http://palmm.fcla.edu/> -- USDA: Kissimmee River, Florida. Index Photo (K15-50-17).

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information

Potentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

The canal segment appears ineligible as it is a common example of a minor drainage canal found throughout Okeechobee Co. & has no historic assoc. with signif. persons and/or events. There is insuffic. info to evaluate the resource has a whole.

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

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

DOCUMENTATION

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

- Document type All materials at one location Maintaining organization Archaeological Consultants Inc
- 1) Document description Files, photos, research, documents File or accession #'s P12087B
- 2) Document type _____ Maintaining organization _____
- Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc

Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- ❹ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

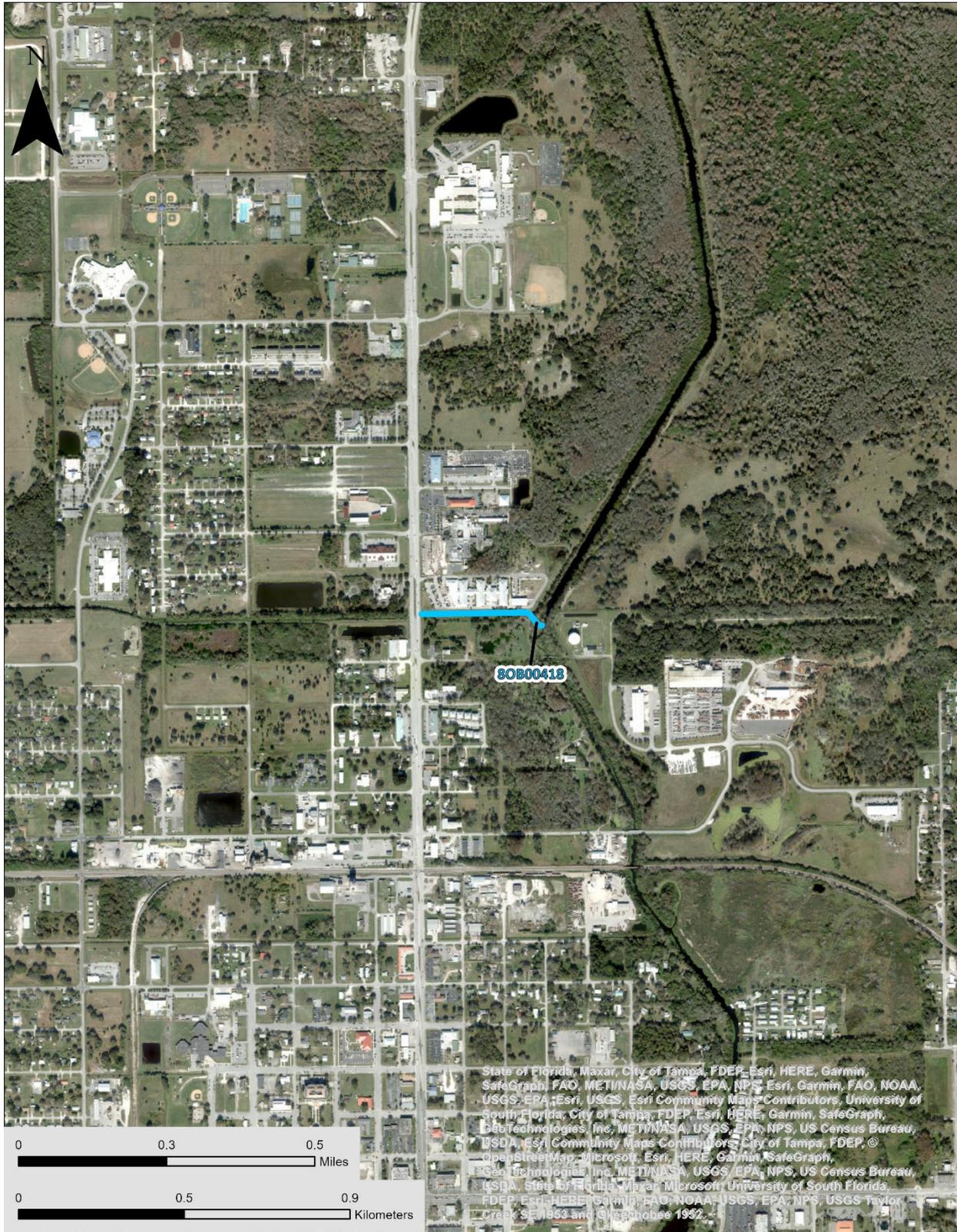


PHOTOGRAPHS



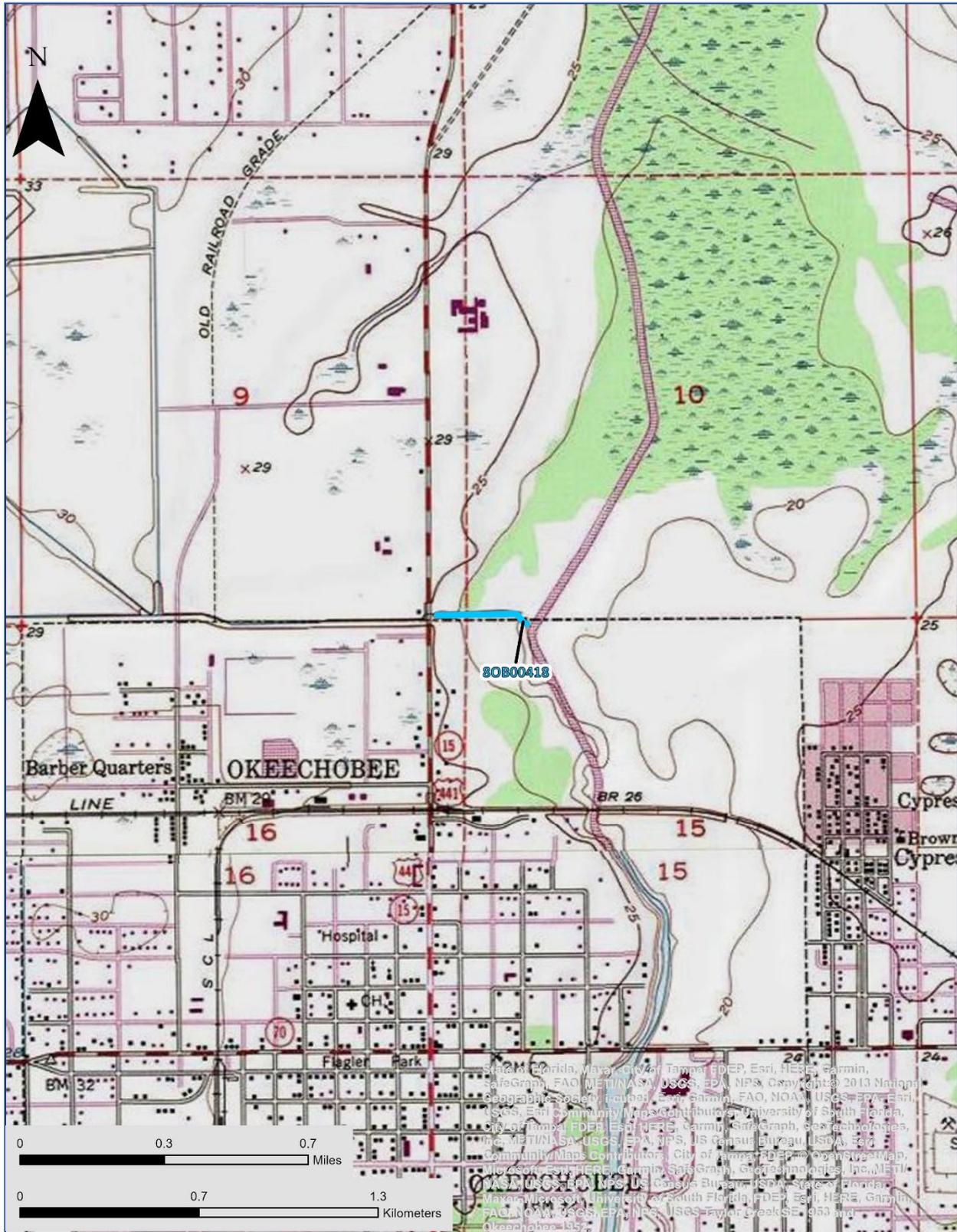


AERIAL MAP





USGS Taylor Creek SE
Township 37 South, Range 35 East, Sections 9 and 10





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site #8 OB00419
Field Date 6-26-2023
Form Date 7-31-2023
Recorder#

Original
Update

Consult the Guide to the Resource Group Form for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name L-63N Canal
Project Name CRAS Re-evaluation SR 710 OUA Realignment
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Address:
City/Town Okeechobee
County or Counties Okeechobee
Name of Public Tract
Township, Range, Section
USGS 7.5' Map(s)
Plat, Aerial, or Other Map
Landgrant
Verbal Description of Boundaries

Two segments are located w/n the APE: (1) west of NE 32nd Avenue, approximately 0.47 mi long & 175 ft wide; (2) flowing beneath SR 710, approximately 0.21 mi long & 175 ft wide

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO, KEEPER, and NR Criteria for Evaluation.

HISTORY & DESCRIPTION

Construction Year: 1973 approximately year listed or earlier year listed or later

Architect/Designer: _____ Builder: _____

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Modern (Post 1950) 3. _____
- 2. _____ 4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

See continuation sheet.

RESEARCH METHODS (check all that apply)

- FMSF record search (sites/surveys) library research building permits Sanborn maps
- FL State Archives/photo collection city directory occupant/owner interview plat maps
- property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
- cultural resource survey historic photos interior inspection HABS/HAER record search
- other methods (specify) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF Manuscript # if relevant)

Publication of Archival Library and Museum Materials (PALMM), accessible online at: <http://palmm.fcla.edu/>

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information

Potentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

See continuation sheet.

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

- 1. Community planning & developm 3. _____ 5. _____
- 2. Agriculture 4. _____ 6. _____

DOCUMENTATION

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

- 1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, documents File or accession #'s P12087B
- 2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc

Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
- ❹ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

CONTINUATION SHEET

Narrative Description: The L-63N Canal is an interceptor levee and a borrow canal that was constructed in ca. 1973 and is part of the C-59 drainage basin. Interceptor levees and associated borrow canals were constructed behind the Herbert Hoover Dike to manage upland flood runoff and secondary drainage systems (USACE 1996). In full, L-63N extends approximately 9 miles from Lake Okeechobee in the southeast to northwest of US 441. Two segments of the L-63 N Canal are located within the APE:

- 1) The first segment is located west of NE 32nd Avenue in Section 11 of Township 37 South, Range 35 East (USGS 1953). The segment is approximately 0.47 miles long and 175 feet wide with shallow earthen banks covered with grass.
- 2) The second segment flows beneath SR 710 in Section 24 of Township 37 South, Range 35 East (USGS 1952). The segment is approximately 0.21 miles long and 175 feet wide with shallow earthen banks covered with grass. The SR 710 over L-63 N Canal Bridge (8OB00417) carries SR 710 over the segment within the APE.

Construction on the Herbert Hoover Dike started between 1930 and 1938 and was completed in the late-1960s through multiple expansions and enhancements. Construction of the Herbert Hoover Dike represents the largest civil engineering project in south Florida designed to control waters in and around Lake Okeechobee and in turn protecting the surrounding communities and agricultural fields from flooding. Development of the dike is comprised of multiple engineering features that include levees, culverts, hurricane gates, pumping stations, and various other water control structures. The original Lake Okeechobee levee system was divided into divisions starting on the southern shore with Numbers 1, 2, 3, and 9 (approximately 68 miles long) and the northern shore was Division 4 (approximately 15.7 miles long) (NSA 2010).

In 1948, the U.S. Congress authorized the U.S. Army Corps of Engineers (USACE) to construct the Central and South Florida Flood Control (C&SF) Project. This was prompted following the 1947 hurricane, the worst storm since 1928, to hit the Lake Okeechobee area. The Flood Control Acts of 1948, 1950, 1954, 1958, 1962, and 1968 led to further improvements and modifications to the Lake Okeechobee drainage control system. In the 1960s, the C&SF modified the native Kissimmee-Okeechobee-Everglades system extensively throughout South Florida, including construction of interceptor canals and water control structures. In March 1963, the development of L-63N was first presented in *Part IV, Supplement 21, General Design Memorandum – Lake Okeechobee Northeast Shore Area* (USACE 1999). The construction of interceptor levees, including L-63N, were proposed to follow the 20-foot contour; however, following the Flood Control Act of 1968 and the 1969 *Addendum 3* to the *Part IV, Supplement 21, General Design Memorandum*, the unconstructed levees and canals were realigned to follow the 25-foot contour (USACE 1999). After *Addendum 3* was approved, construction of L-63N did not occur until ca. 1973 (FDOT 1970; USGS 1953 [photorevised 1973]). Per the *Canals in South Florida – A Technical Support Document* published by South Florida Water Management District (SFWMD):

The L-63N borrow canal drains the northwest portion of the C-59 basin. The canal intercepts Taylor Creek at S-192. The gates on this culvert are ordinarily closed so that the structure divides the C-59 basin and the S-133 basin. Upper Taylor Creek (i.e., north of the L-63N borrow canal) drains to C-59 by way of the L-63N borrow canal (SFWMD 2010).

A segment of the L-63N Canal was recorded to the northwest of the APE during the *Cultural Resource Assessment Survey of Cemetery Road from US 441 to NE 54th Way, Okeechobee County, Florida* conducted by Janus Research in 2020 and determined ineligible for listing in the NRHP by the SHPO in 2021 (Survey No. 27847).

Explanation of Evaluation: The L-63N Canal represents a later component of the C&SF Project to improve and modify the Lake Okeechobee drainage system. The interceptor levee/borrow canal was developed within a rural setting as an ongoing process of draining the land for agricultural development and habitable settlement. Therefore, the segment of L-63N Canal within the APE appears eligible for listing

CONTINUATION SHEET

in the NRHP under Criterion A in the areas of Community Planning and Development and Agriculture. However, the segment of the L-63N Canal (8OB00419) within the APE, does not appear eligible under Criterion C in the area of Engineering. The portion within the APE does not contain any water control structures and is only a fragment of the whole L-63N system that lacks unique design attributes and innovative engineering features. Most of the L-63N Canal is located outside the project APE, and a survey of the entire 9 miles is beyond the scope of this project. As such, there is insufficient information to determine NRHP eligibility for the resource as a whole. In addition, while L-63N works in conjunction with the Herbert Hoover Dike as an interceptor levee and borrow canal, it is not a contributing resource to the Herbert Hoover Dike (8OB00244A).

REFERENCES

Florida Department of Transportation (FDOT)

1970 Aerial Photograph. 11-25-70, KA-890-5-11. Aerial Photo Look Up System (APLUS). Aerial Photography Archive, Tallahassee.

Janus Research

2020 Cultural Resource Assessment Survey of Cemetery Road from US 441 to NE 54th Way, Okeechobee County, Florida. Janus Research, Tampa. Survey No. 27847.

New South Associates, Inc. (NSA)

2010 Herbert Hoover Dike Documentation and Assessment, Lake Okeechobee, Hendry, Glades, Okeechobee, Martin, and Palm Beach Counties, Florida. New South Associates, Stone Mountain. Survey No. 20620.

South Florida Water Management District (SFWMD)

2010 Canals in South Florida: A Technical Support Document – Appendix A. South Florida Water Management District, West Palm Beach. Accessed July 31, 2023.
https://www.sfwmd.gov/sites/default/files/documents/canalssfl_appendixa-c.pdf.

U.S. Army Corps of Engineers (USACE)

1996 Central and Southern Florida Project for Flood Control and Other Purposes, Master Water Control Manual, Lake Okeechobee and Everglades Agricultural Area, Volume 3. US Army Corps of Engineers, Jacksonville District.

1999 Central and Southern Florida Project Comprehensive Review Study, Final Integrated Feasibility Report and Programmatic Environmental Impact Statement. US Army Corps of Engineers, Jacksonville District and South Florida Water Management District.

United States Geological Survey (USGS)

1952 Okeechobee, Fla. *Photorevised 1972*.

1953 Taylor Creek SE, Fla. *Photorevised 1973*.



PHOTOGRAPHS





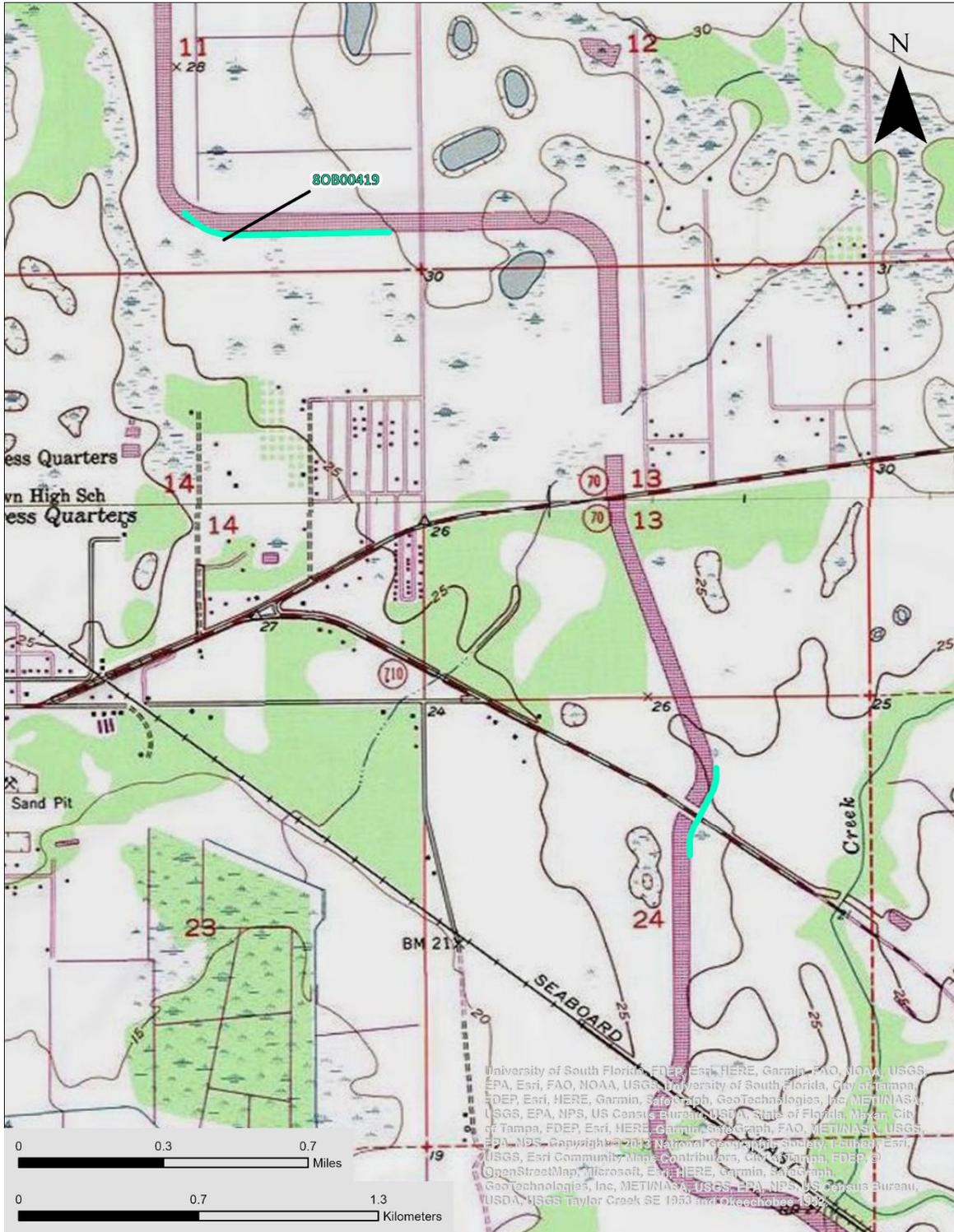
AERIAL MAP





USGS Taylor Creek SE
Township 37 South, Range 35 East, Section 11

USGS Okeechobee
Township 37 South, Range 35 East, Section 24



APPENDIX D
Survey Log

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)

CRAS Re-Evaluation SR 710 from US 441 to south of the L-63N Canal

Report Title (exactly as on title page)

Cultural Resource Assessment Survey Re-Evaluation SR 710 Okeechobee Utility Authority (OUA) Wellfield Avoidance Realignment from US 441 to south of the L-63N Canal, Okeechobee County, Florida; FPID No. 419344-3-32-01

Report Authors (as on title page)

1. ACI 3. _____
2. _____ 4. _____

Publication Year 2024

Number of Pages in Report (do not include site forms) 44

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

P12087B, ACI, Sarasota

Supervisors of Fieldwork (even if same as author) Names Lee Hutchinson

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. Taylor Creek Canal 3. US 441 5. _____ 7. _____
2. L-63N Canal 4. _____ 6. _____ 8. _____

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

Name _____ Organization Florida Dept of Transportation - District 1

Address/Phone/E-mail 801 N Broadway Avenue, Bartow Florida 33830-3809

Recorder of Log Sheet Crystal Perrelli Date Log Sheet Completed 11-9-2023

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

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

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

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

1. Name OKEECHOBEE Year 1952 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 6-26-2023 End 10-17-2023 Total Area Surveyed (fill in one) _____ hectares 25.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters 200 feet Length: _____ kilometers 1.00 miles

Research and Field Methods

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

Scope/Intensity/Procedures

Background research; shovel testing: 19 TPs at 50m & judgmentally & 13 previous TPs; 50 cm diameter, 1 m deep, 1/4" screen; historic resources survey, photos taken, report prepared

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

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

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

[]Check here if NO archaeological methods were used. []surface collection, controlled []shovel test-other screen size []block excavation (at least 2x2 m) []metal detector []surface collection, uncontrolled []water screen []soil resistivity []other remote sensing [X]shovel test-1/4" screen []posthole tests []magnetometer [X]pedestrian survey []shovel test-1/8" screen []auger tests []side scan sonar []unknown []shovel test 1/16" screen []coring []ground penetrating radar (GPR) []shovel test-unscreened []test excavation (at least 1x2 m) []LIDAR []other (describe): _____

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

[]Check here if NO historical/architectural methods were used. []building permits []demolition permits []neighbor interview [X]subdivision maps []commercial permits [X]windshield survey []occupant interview []tax records []interior documentation [X]local property records []occupation permits []unknown []other (describe): _____

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources 2 Count of Newly Recorded Resources 5

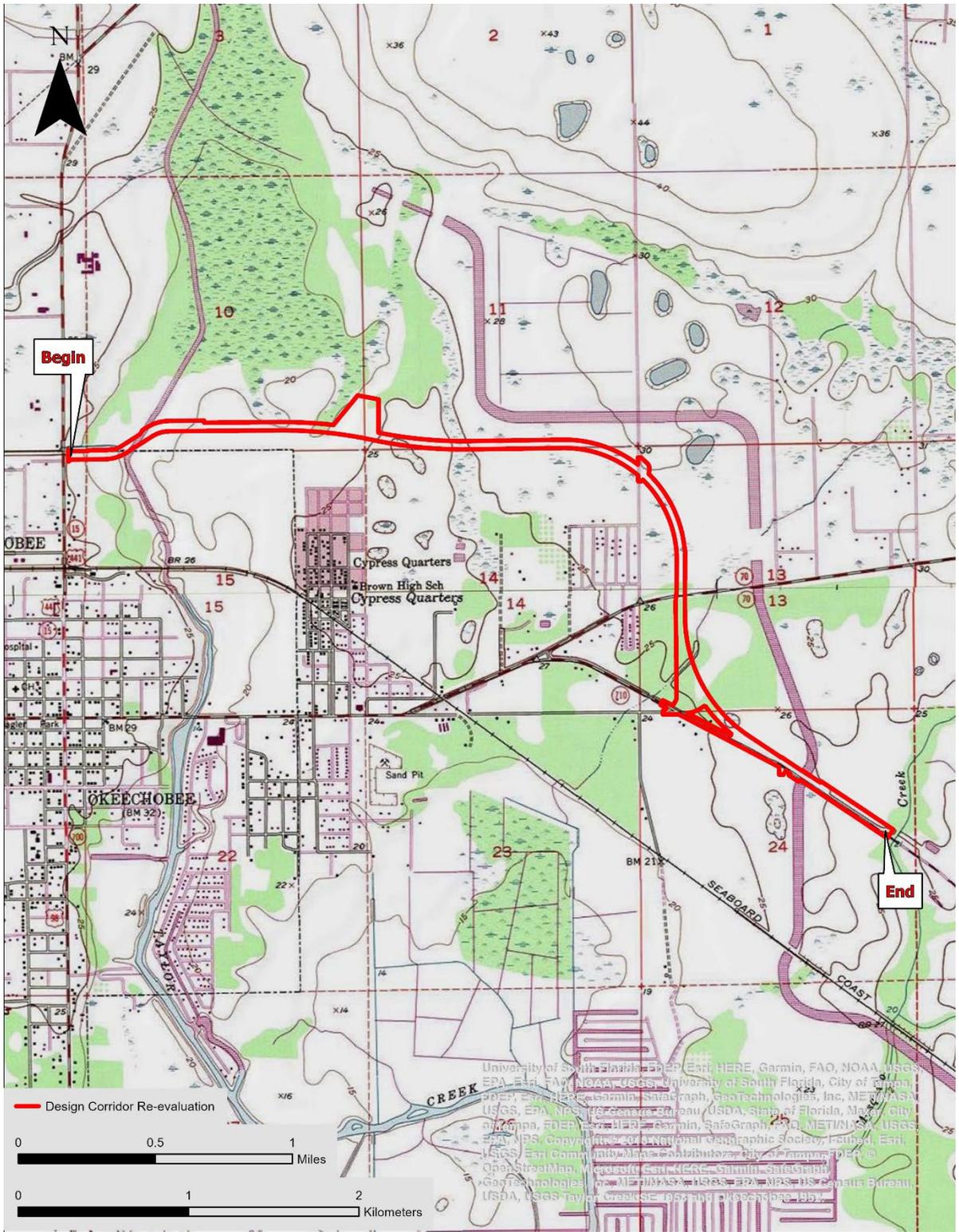
List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary) OB00381 and OB00388

List Newly Recorded Site ID#s (attach additional pages if necessary) OB00415, OB00416, OB00417, OB00418, and OB00419

Site Forms Used: []Site File Paper Forms [X]Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY Origin of Report: []872 []Public Lands []UW []1A32 # _____ []Academic []Contract []Avocational []Grant Project # _____ []Compliance Review: CRAT # _____ Type of Document: []Archaeological Survey []Historical/Architectural Survey []Marine Survey []Cell Tower CRAS []Monitoring Report []Overview []Excavation Report []Multi-Site Excavation Report []Structure Detailed Report []Library, Hist. or Archival Doc []Desktop Analysis []MPS []MRA []TG []Other: _____ Document Destination: Plottable Projects Plotability: _____



Cultural Resource Assessment Survey Re-Evaluation
 Township 37 South, Range 35 East,
 Sections 10, 11, 14, 15
 USGS Okeechobee and Taylor Creek SE
 Okeechobee County, Florida

State Road 710 Re-Evaluation and
 Okeechobee Utility Authority (OUA)
 Wellfield Avoidance Realignment
 Okeechobee County, Florida
 FPID No: 419344-3-32-01