TECHNICAL MEMORANDUM
CULTURAL RESOURCE ASSESSMENT SURVEY FOR THE I-95 (SR 9) WIDENING FROM I-295 (SR 9A) TO SR 202 (J. T. BUTLER BOULEVARD), DUVAL COUNTY, FLORIDA

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CLIENT:	Florida Department of Transportation, District 2
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SEARCH PROJECT #:	T20093

This technical memorandum details the results of a cultural resource assessment survey (CRAS) of nine preferred pond locations in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to add lanes and reconstruct Interstate 95 (I-95) (State Road [SR] 9) from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard) in Duval County, Florida. The project also includes the construction of nine retention ponds and intersection modifications at Southside Boulevard and Belle Rive Boulevard, along with minor interchange improvements at I-95 and Baymeadows Road (**Figure 1**). With the exception of the nine proposed ponds, all improvements will be constructed within the existing right-of-way. This project is federally funded for construction in 2025.

The Area of Potential Effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. For this project, the APE for the corridor improvements was defined to include the existing I-95 right-of-way from I-295 to SR 202, the Baymeadows Road right-of-way where improvements are proposed, and the Southside Boulevard and Belle River Boulevard intersection; the APE for the proposed offsite ponds includes the proposed pond footprints plus a 100-foot (30.5-meter) buffer (**Figure 2**). The majority of the project is composed of the existing right-of-way along I-95, the heavily developed Baymeadows Road, and the Southside Boulevard and Belle River Boulevard intersection, which offer little to no potential for the identification of intact cultural deposits. Therefore, the archaeological survey was conducted within the proposed footprint of each pond. The architectural history survey included the entire APE.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the National Register of Historic Places (NRHP). This study was conducted to comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of FDOT's Project Development &

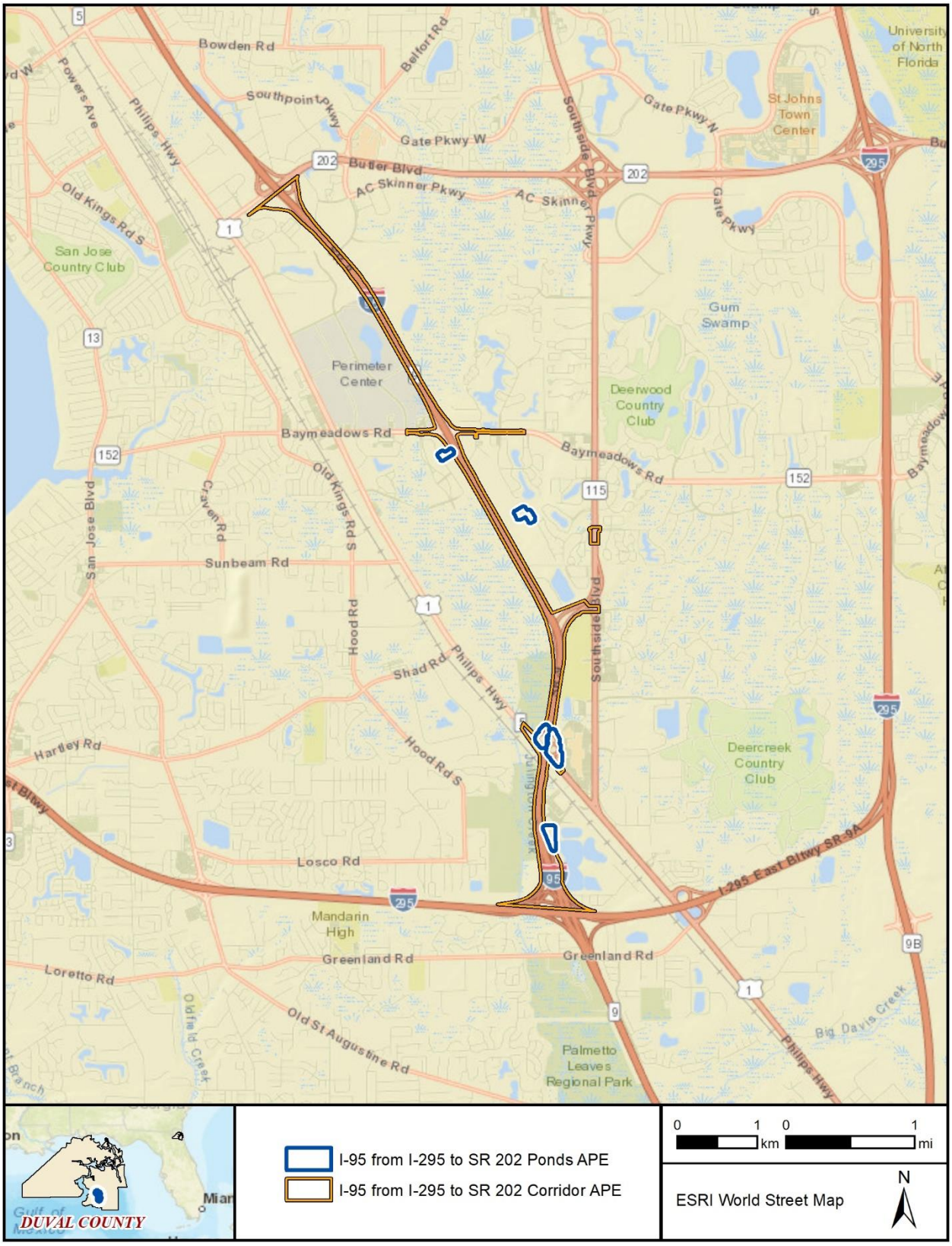

Figure 1. I-95 from I-295 to SR 202 Corridor and Ponds project location, Duval County, Florida.

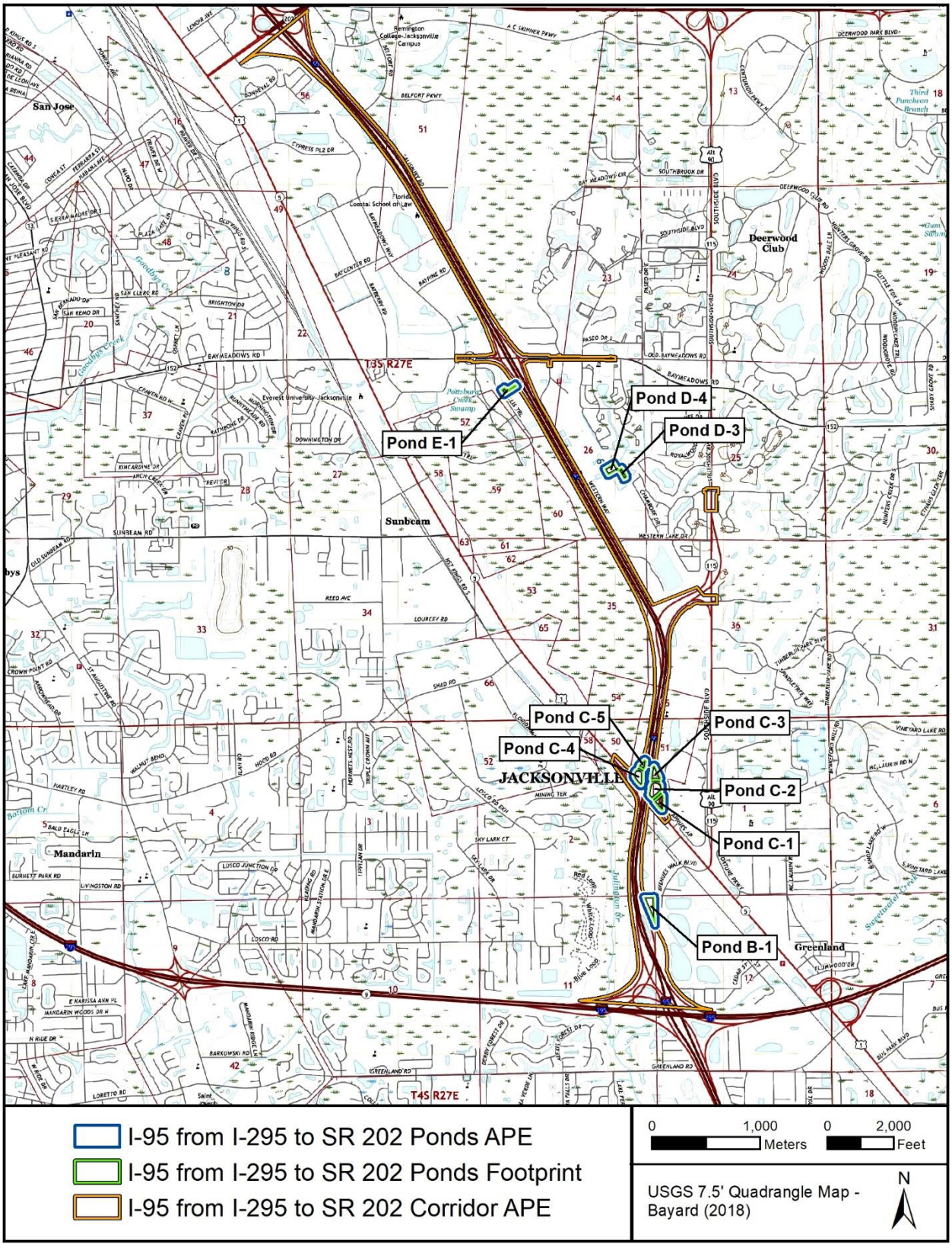

Figure 2. I-95 from I-295 to SR 202 Corridor and Ponds APE, Duval County, Florida.

Environment (PD&E) Manual (revised July 2020), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-42). This study complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*).

ENVIRONMENT AND MODERN CONDITIONS

The I-95 from I-295 to SR 202 APE is located in Sections 26, 35, 36, 51, 55, and 56 of Township 3 South, Range 27 East and Sections 1, 2, 11, 12, 25, 50, and 51 of Township 4 South, Range 27 East within the city limits of Jacksonville, Florida. The mainline corridor includes the developed interstate right-of-way, while the proposed ponds are located on relatively undeveloped parcels of land on either side of I-95. Vegetation within the proposed ponds includes stands of pine, cypress, and ferns, as well as grasses within those ponds in the existing I-95 interchange. This area of northeast Florida is part of the Mandarin Plain physiographic district, which is part of the Northern Coastal Strip province within the larger Sea Island district (Brooks 1981). Elevations within the APE range from approximately 17-65 feet (5.2-19.8 meters) above mean sea level (amsl) within the proposed ponds and 11-56 feet (3.4-17.1 meters) amsl along the corridor. Soils in the proposed ponds consist of somewhat poorly drained Arents sand; poorly drained Lynn Haven and Leon fine sand; very poorly drained Evergreen-Wesconnett complex and Pamlico muck; and Urban land (**Figure 3**). Soils within the corridor generally consist of Urban land associated with the interstate.

PALEOENVIRONMENT

Between 18,000 to 12,000 years before present (BP), Florida was a much cooler and drier place than it is today. Melting of the continental ice sheets led to a major global rise in sea level (summarized for long time scales by Rohling et al. 1998) that started from a low stand of -120 meters at 18,000 BP. The rise was slow while glacial conditions prevailed at high latitudes but became very rapid in the latest Pleistocene and earliest Holocene. It became warmer and wetter rather rapidly during the next three millennia. By about 9000 BP, a warmer and drier climate began to prevail. These changes were more drastic in northern Florida and southern Georgia than in southern Florida, where the "peninsular effect" and a more tropically influenced climate tempered the effects of the continental glaciers that were melting far to the north (Watts 1969, 1971, 1975, 1980). Sea levels, though higher, were still much lower than at present; surface water was limited, and extensive grasslands probably existed, which may have attracted

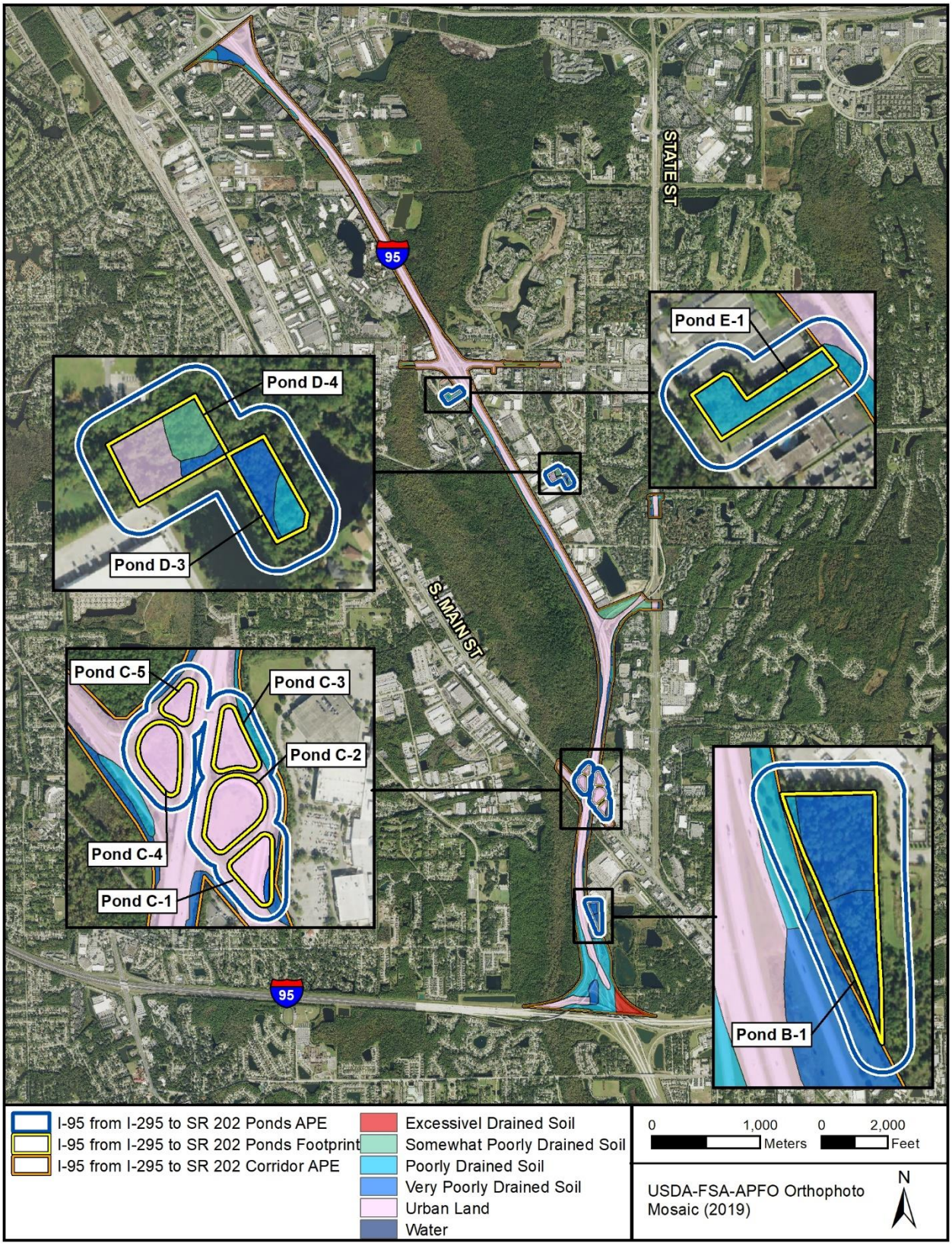

Figure 3. Soil drainage within the I-95 from I-295 to SR 202 Corridor and Ponds APE, Duval County, Florida.

mammoth, bison, and other large grazing mammals. By 6000–5000 BP, the climate had changed to one of increased precipitation and surface water flow. By the late Holocene, ca. 4000 BP, the climate, water levels, and plant communities of Florida attained essentially modern conditions. These have been relatively stable with only minor fluctuations during the past 4,000 years.

REGIONAL PREHISTORY AND HISTORY

The I-95 from I-295 to SR 202 APE is located within the North Florida region as identified by the FDHR based on Milanich (1994). From oldest to most recent, the four temporal periods include Paleoindian, Archaic, Woodland, and Mississippian (**Table 1**).

SEARCH has submitted to the FDHR and the Florida Master Site File (FMSF) an overview of the prehistory and history of northeast Florida and Duval County in numerous recent technical reports, (e.g., SEARCH 2020 [FMSF Survey No. 26798), 2019 [FMSF Survey No. 26594], 2018 [FMSF Survey No. 24771]). For further information, readers are referred to Milanich (1994, 1995), Milanich and Fairbanks (1980), Tebeau (1971), and Worth (1998).

Table 1. Prehistory of Northeastern Florida.

Name	Time Period
Paleoindian Period	10,000+ –8000 BC
Archaic Period	8000–500 BC
Early	8000–5000 BC
Middle	5000–3000 BC
Late	3000–500 BC
Preceramic	3000–2000 BC
Orange	2000–500 BC
Woodland Period	500 BC–AD 750
St. Johns I	500 BC–AD 100
St. Johns Ia	AD 100–500
St. Johns Ib	AD 500–750
Mississippian Period	AD 750–1565
St. Johns IIa	AD 750–1050
St. Johns IIb	AD 1050–1513
St. Johns IIc	AD 1513–1565

BACKGROUND RESEARCH

Florida Master Site File Review

A review of the FMSF database (updated April 2020) indicates that 13 previous cultural resource surveys overlap the I-95 from I-295 to SR 202 Corridor and Ponds APE. Five of the previous surveys overlap the Ponds APE, while the other eight were limited to portions of the I-95 right-of-way. Of those, two surveys supported proposed ponds along I-95 (FMSF Survey Nos. 4413 and 26798), one survey was in support of a median construction project (FMSF Survey No. 2453), one survey was a corridor survey of SR 5 (FMSF Survey No. 6140), and one survey included a developing property adjacent to the interstate right-of-way (FMSF Survey No. 9766). **Table 2** summarizes the previous surveys, which are shown in **Figure 4**.

Table 2. Previous Cultural Resource Surveys that Overlap the I-95 from I-295 to SR 202 APE.

FMSF No.	Title	Year	Reference
1002	Report on the historical and archaeological survey of the Belfort Station site, Jacksonville, Duval County, Florida	1974	McMurray, Carl

Table 2. Previous Cultural Resource Surveys that Overlap the I-95 from I-295 to SR 202 APE.

FMSF No.	Title	Year	Reference
1441	Proposed improvements to Interstate 295, from I-95 South to I-95 North, in Duval County, Florida	1987	Browning, William
2453	Historical and Archaeological Resource Assessment Survey for the Proposed Addition of Two Lanes to the Existing Median of I-95, Duval County, Florida	1988	Browning, William
2473	An archaeological resource assessment survey of State Road 9A, I-95/ I-295 connector from I-95 and I-295 to Baymeadows Road, in Duval County, Florida	1990	Chance, Marsha
2578	Historical resources assessment survey for the proposed I-95/I-295 connector in Duval County, Florida	1990	Jackson, Roy
4413	Archaeological Resource Assessment Survey of SR 115/Southside Boulevard and SR 9 Retention Ponds, Duval County, Florida	1995	SEARCH
4992	A Cultural Resource Assessment Survey of Five Retention Pond Locations Along SR 9A, Duval County, Florida	1997	SEARCH
6140	Phase I Cultural Resource Assessment Survey of SR 5 (US 1, Philips Highway) From SR 9A to SR 126, Duval County, Florida	2000	SEARCH
9766	Cultural Resource Reconnaissance Survey and Intensive Cultural Resource Assessment Survey of the U.S. 1 Commercial Development Property, Duval County, Florida	2003	Environmental Services, Inc.
17564	Cultural Resource Assessment Survey for SR 202 (J.T. Butler Boulevard) from US 1 to Belfort Road, Duval County, Florida	2010	SEARCH
18893	State Archaeological and Historic Site Field Survey: Intersection Rehabilitation - SR 202 (Butler Boulevard)/I-95 in Duval County, Florida State Job Number: 72280-1418; W.P.I. Number: 2142430; Federal Job Number: IR-95-9(134)342	1986	Browning, William
24771	Cultural Resource Assessment Survey of the I-95 Express Lanes Project from SR 202 (J. Turner Butler Boulevard) to Atlantic Boulevard, Duval County, Florida	2018	SEARCH
26798	Cultural Resource Assessment Survey of Proposed Drainage Locations Along Interstate 95 from Interstate 295 to State Road 202 (JT Butler Boulevard), Duval County, Florida	2020	SEARCH

No archaeological sites, archaeological occurrences, or historic structures have been previously recorded within the proposed pond footprints. Three linear resource groups overlap the I-95 from I-295 to SR 202 Corridor APE (8DU15970, 8DU17719, and 8DU18995) (**Table 3**; **Figure 5**).

Table 3. Previously Recorded Cultural Resources within the I-95 from I-295 to SR 202 APE.

Resource Groups			
FMSF No.	**Name**	**Period of Significance**	**SHPO Evaluation**
8DU15970	Flat Ford Road	Twentieth century American, 1900-present	Ineligible for NRHP
8DU17719	Railroad Segment - 8SX	Nineteenth and twentieth century American, 1821-present; Disston Era of Consolidation and Expansion (1881-1903)	Eligible for NRHP
8DU18995	US 1, Philips Highway	Boom Times, 1921-1929; Depression and New Deal, 1930-1940	Ineligible for NRHP

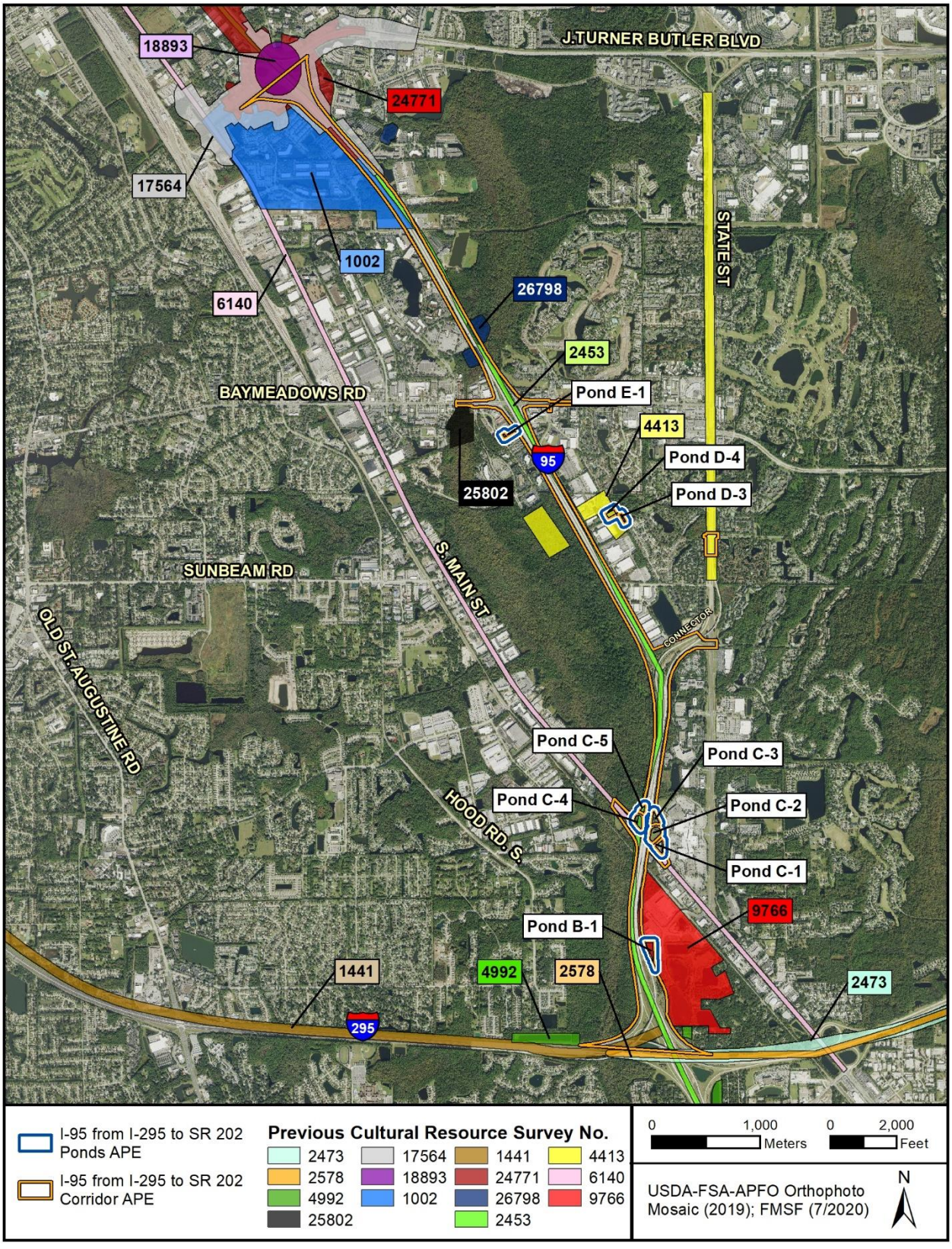

Figure 4. Previous cultural resource surveys that overlap the I-95 from I-295 to SR 202 APE.

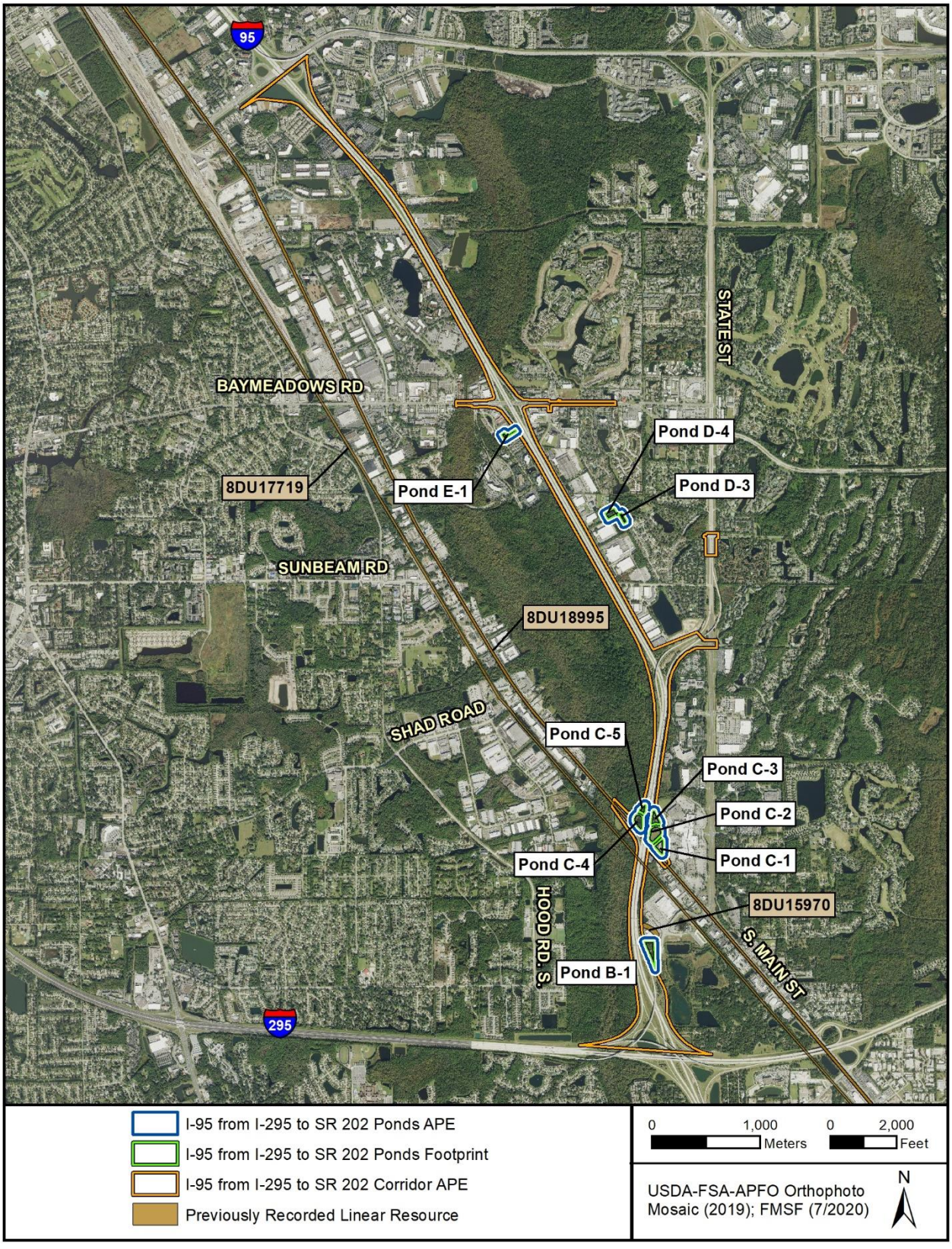

Figure 5. Previously recorded resources within the I-95 from I-295 to SR 202 APE.

Historic Map and Aerial Photograph Review

Historic maps and aerial photographs were examined in order to identify past land use in the vicinity of the I-95 from I-295 to SR 202 APE. The earliest detailed maps consulted were General Land Office (GLO) survey maps. The GLO maps were created by government land surveyors during the nineteenth century as part of the surveying, platting, and sale of public lands. These maps characteristically show landscape features such as vegetation, bodies of water, roads, and other features. The level of detail in GLO maps varies, with some also depicting structures, Native American villages, railroads, and agricultural fields. GLO maps of Florida Townships 3 and 4 South, Range 27 East created between 1849 and 1851 show no clear signs of development within the APE, though some features are evident in the area (**Figure 6**) (GLO 1849a, 1849b, 1851a, 1851b). The APE crosses through several Spanish land grants, including a large property belonging to Francis Richard that covers most of the northern portion of the APE; smaller parcels for Francis Goodwin, William Hartley, and Hannah Nobles also are illustrated within the APE. However, none of these properties appear to contain structures, fields, or other developments. A road paralleling the APE is evident to the west, but never crosses through its boundaries.

By the late nineteenth century, the Jacksonville, Tampa, and Key West Railroad traveled southeast from Jacksonville and likely crossed through the APE. An 1890 map illustrates this route with several stops in the vicinity of the project area, including Summerville, Nesbitt, Eaton, Greenland, and Sweetwater (Norton 1890). This line later became a part of Henry Flagler's Florida East Coast (FEC) Railway and continued down Florida's Atlantic coastline (Turner 2008). A 1918 topographic map confirms both the change in ownership of the railroad and that the line crossed through the southern portion of the APE, northwest of Greenland (**Figure 7**) (US Geological Survey [USGS] 1918). Additionally, a roadway labeled Old Kings Road roughly following the route of the railroad also crosses through the APE in a similar vicinity. One other improved road and as many as eight unimproved roads cross through the APE, and one structure is illustrated in the far southern section. Most of the APE is covered by undeveloped marshland.

By the 1920s, a roadway had been constructed on the east side of the railroad line; however, the main route from Jacksonville to St. Augustine, then labeled SR 4, traveled west of the rail before crossing at Bayard, south of the APE (Florida State Road Department [FSRD] 1926). This changed by the mid-1930s when a new, more direct highway on the east side of the railroad, labeled SR 4/US 1, had been constructed and would have crossed through the APE near the railroad (FSRD 1935). Aerial photographs from the early 1940s confirm the highway and rail passing through the southern portion of the APE (**Figure 8**) (US Department of Agriculture [USDA] 1943). Outside of these two transportation lines, one east-west improved road crosses through the north-central section of the APE. Much of the APE still appears to be covered by uncleared marshland, though an area of cleared land extending eastward from the highway passes into the northern portion of the APE.

Few changes are apparent on a 1956 topographic map (**Figure 9**) (USGS 1956). The main lines of transportation—US 1 and the FEC Railroad—are illustrated crossing through the APE in the same manner mentioned above. The east-west improved road passing through the APE is unnamed.

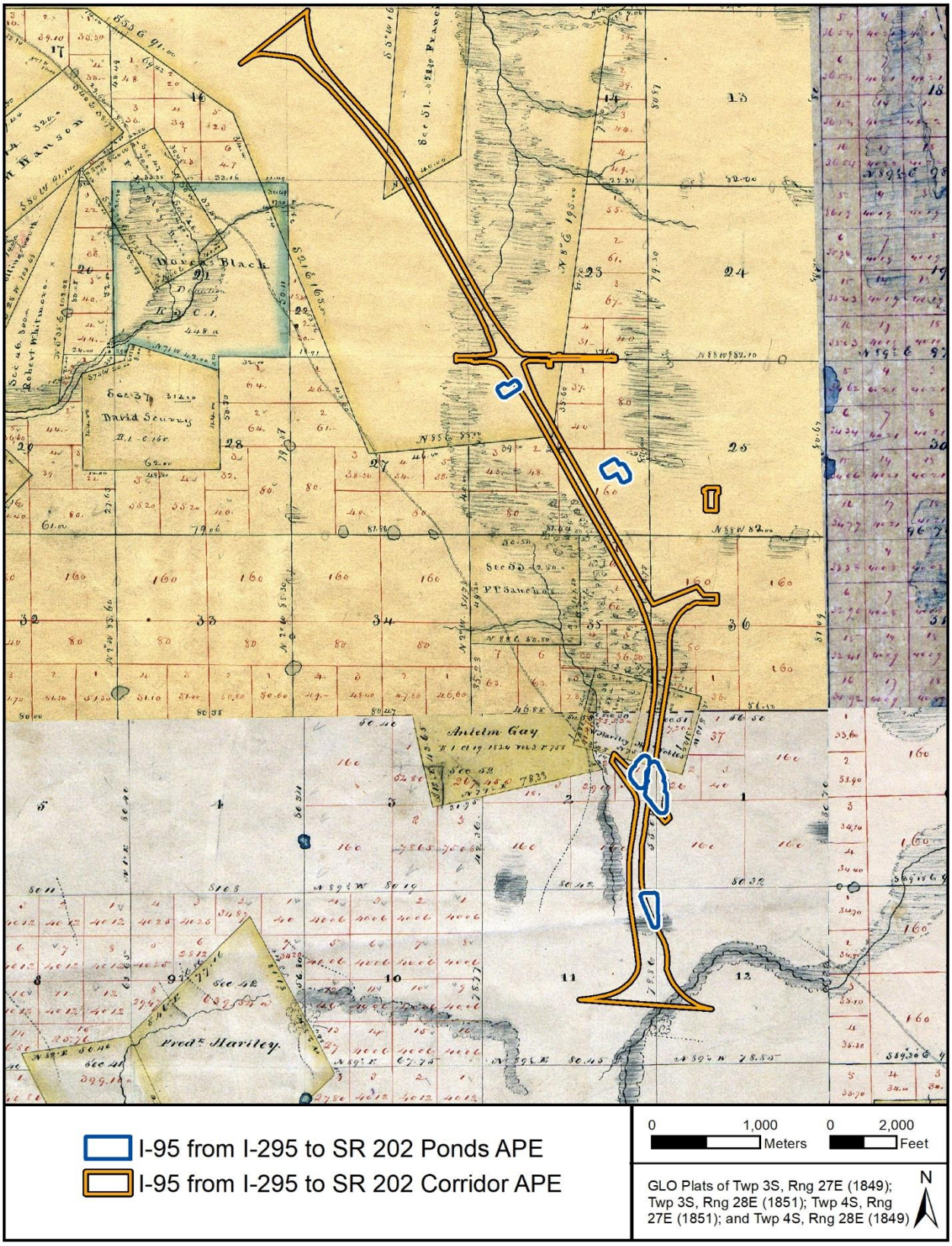

Figure 6. GLO maps of Township 3 South, Ranges 27 and 28 East; Township 4 South, Ranges 27 and 28 East (GLO 1849a, 1849b, 1851a, 1851b).

Figure 7. 1918 USGS topographic map of Orange Park, Florida.

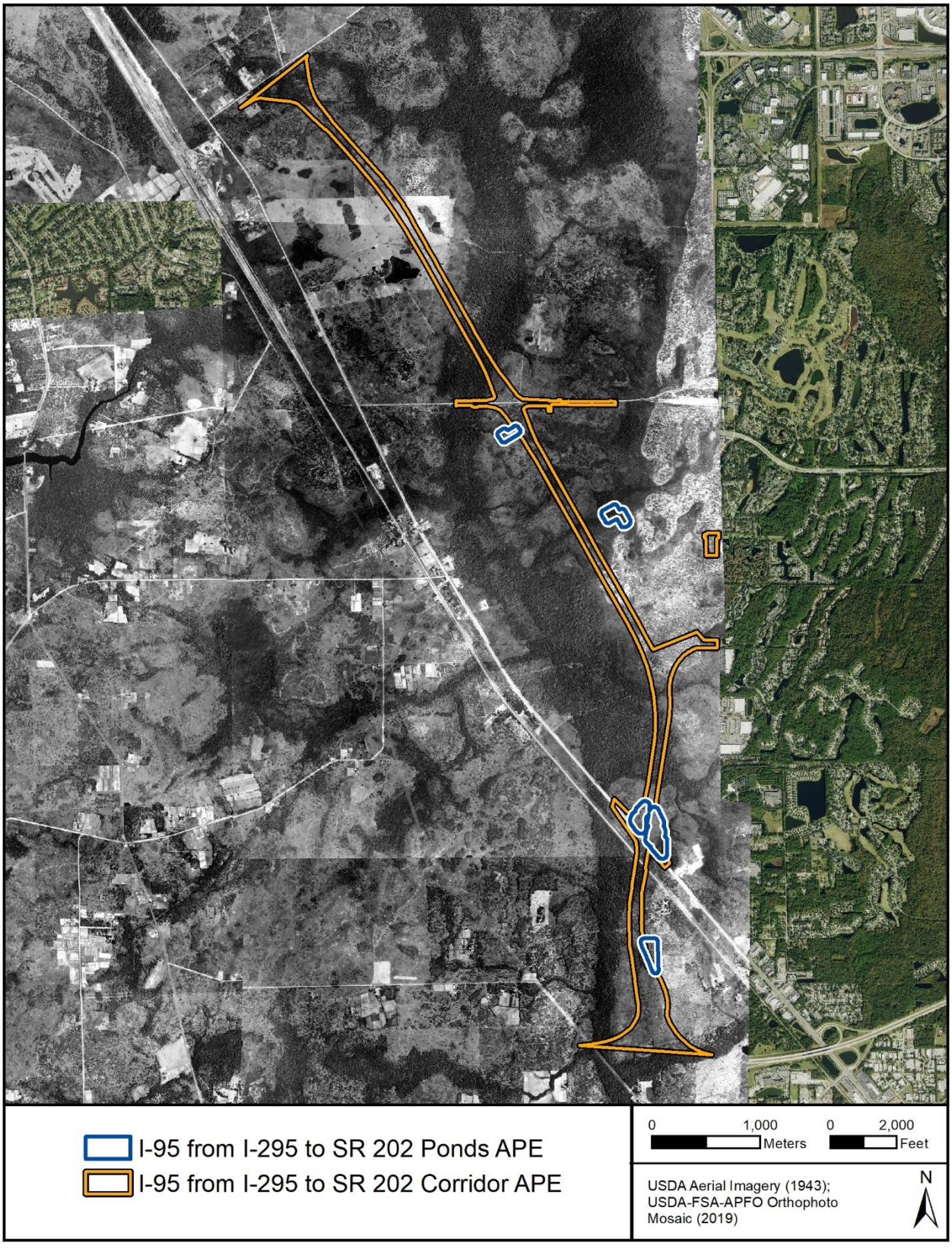

Figure 8. 1943 USDA aerial photographs of Duval County, Florida.

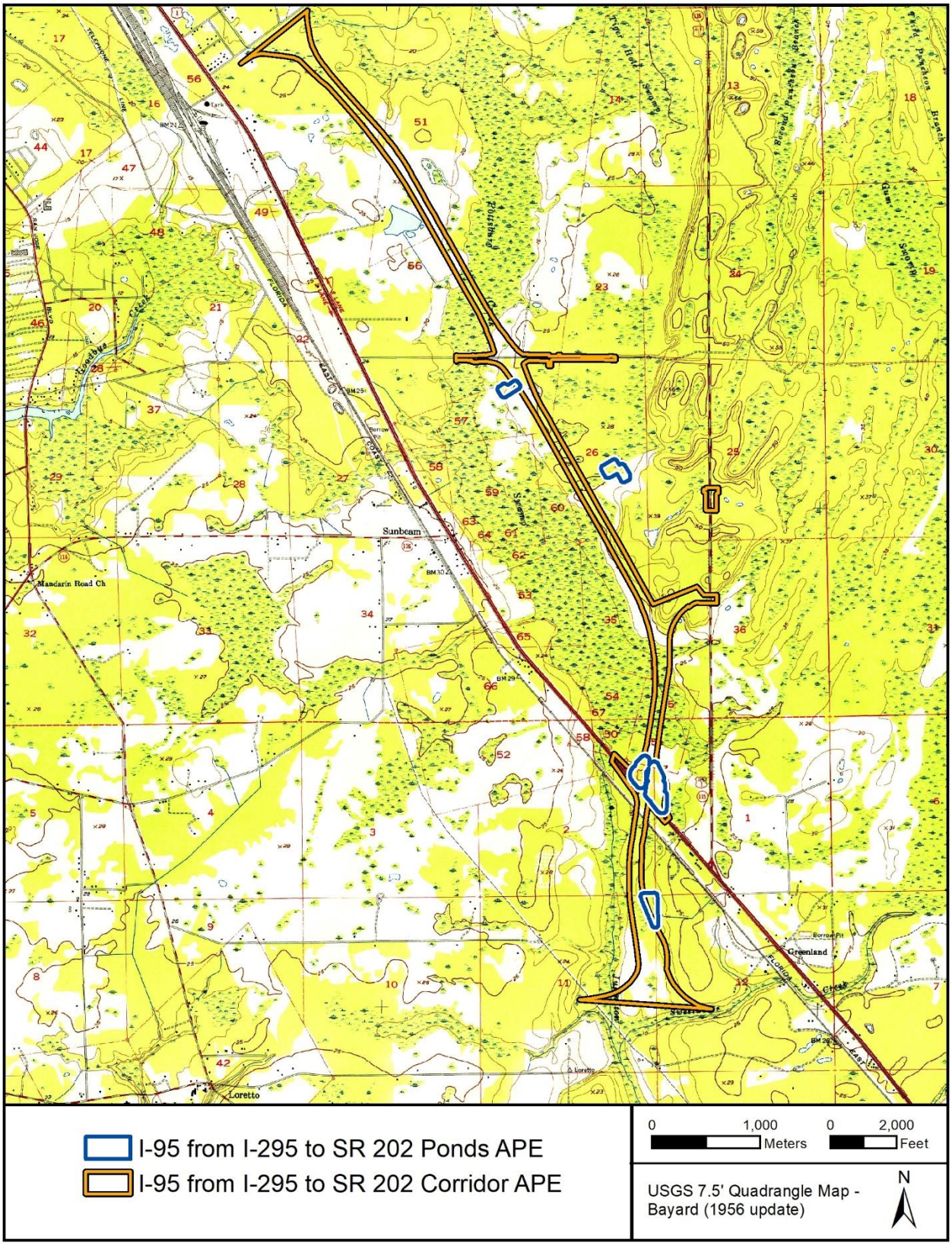

Figure 9. 1956 USGS topographic map of Bayard, Florida.

Though additional areas of cleared land are evident within the APE, the majority is still covered by swamps and marshy vegetation. Two structures are illustrated within the APE on the southwest side of US 1 between the highway and the railroad. A topographic map updated in 1972 shows that I-95 had been constructed through the entirety of the APE (**Figure 10**) (USGS 1972). Additionally, I-295 is illustrated crossing through the southern portion of the APE. The railroad line and US 1 cross through the APE and pass under I-95; there also are on- and off-ramps within the APE for both US 1 and the formerly-mentioned east-west road, which is here labeled San Clerc Road.

RESEARCH DESIGN

Project Goals

A research design is a plan to coordinate the cultural resource investigation from inception to the completion of the project. This plan should minimally account for three things: (1) it should make explicit the goals and intentions of the research; (2) it should define the sequence of events to be undertaken in pursuit of the research goals; and (3) it should provide a basis for evaluating the findings and conclusions drawn from the investigation.

The goal of this cultural resource survey was to locate and document evidence of historic or prehistoric occupation or use within the APE (archaeological or historic sites, historic structures, or archaeological occurrences [isolated artifact finds]), and to evaluate these for their eligibility for listing in the NRHP. The research strategy was composed of background investigation, a historical document search, and field survey. The background investigation involved a perusal of relevant archaeological literature, producing a summary of previous archaeological work undertaken near the project area. The FMSF was checked for previously recorded sites within the project corridor, which provided an indication of prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. These data were used in combination to develop expectations regarding the types of archaeological sites that may be present and their likely locations (site probability areas).

The historical document search involved a review of primary and secondary historic sources as well as a review of the FMSF for any previously recorded historic structures. The original township plat maps, early aerial photographs, and other relevant sources were checked for information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits.

NRHP Criteria

Cultural resources identified within the APE were evaluated according to the criteria for listing in the NRHP. As defined by the National Park Service (NPS), the quality of significance in American

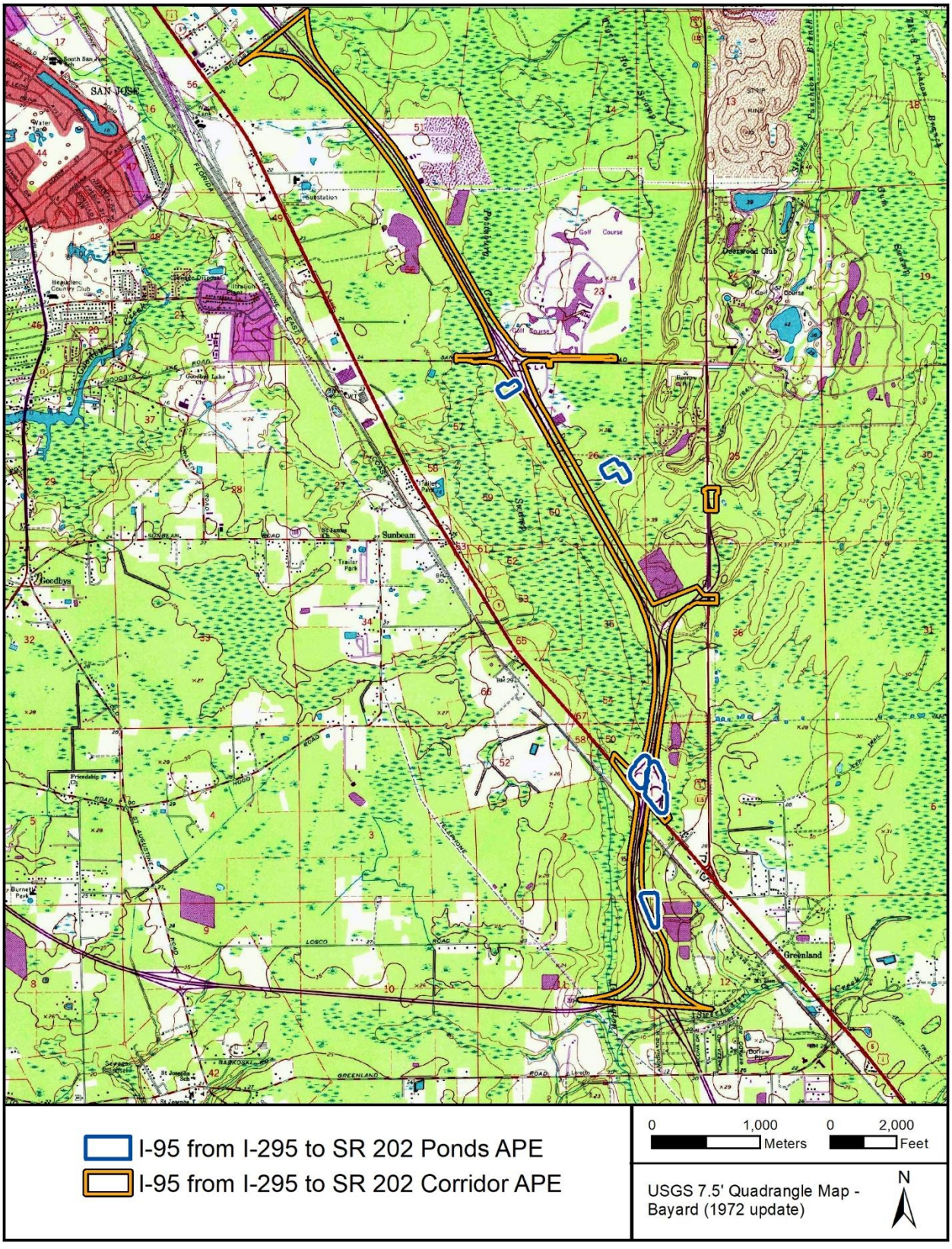

Figure 10. 1972 USGS topographic map of Bayard, Florida.

history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
B. that are associated with the lives of persons significant in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. that have yielded, or may yield, information important in prehistory or history.

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts and buildings must also possess historic significance, historic integrity, and historical context.

Cultural Resource Potential

Based on an examination of environmental variables (soil drainage, access to wetlands and marine resources, relative elevation), as well as the results of previously conducted surveys, the potential for prehistoric archaeological sites to be present within the APE was considered to be low. This assessment was based on the poorly drained nature of the soils within the proposed pond locations. As shown in the map review, except for the previously recorded linear resources, there is little evidence of historical development within the APE. Thus, the APE was judged to have a low potential for historic-period archaeological sites and historic structures.

SURVEY METHODOLOGY

Archaeological Field Methods

The Phase I field survey consisted of subsurface shovel testing within the proposed pond locations at varying intervals according to the potential for containing buried archaeological sites. Shovel tests were judgmentally placed to achieve coverage within each pond APE. The FDHR manual specifies that non-systematic testing (i.e., judgmental testing) is appropriate in "geographically restricted areas such as proposed pond sites" (FDHR 2002:17–18). The pond locations were visually examined via pedestrian survey for the presence of exposed artifacts and aboveground features (e.g., structural remains and prehistoric mounds).

The potential for archaeological sites to be present within the pond footprints was evaluated based on an examination of environmental variables (i.e., soil drainage, relative elevation,

proximity to water or wetland resources), as well as the negative results of previously conducted surveys. Soils within the ponds APE were generally poorly drained or disturbed Urban land (see **Figure 3**); therefore, the potential for encountering archaeological deposits was determined to be low.

Shovel tests measured approximately 50 centimeters (19.7 inches) in diameter and were excavated to a minimum depth of 100 centimeters below surface (cmbs) (39.4 inches), subsurface conditions permitting. All excavated sediments were screened through 6.4-millimeter (1/4-inch) mesh hardware cloth. "No-dig" points were recorded in locations where testing was attempted, but confirmed to be infeasible due to buried utilities or disturbances. The location of each shovel test and "no-dig" point was marked on aerial photographs of the project area (**Attachment 1**). Global Positioning System (GPS) coordinates were recorded for each shovel test and "no-dig" location with handheld units that used Wide Area Augmentation System (WAAS). The cultural content, stratigraphy, and environmental setting of each shovel test were recorded.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a search of the FMSF for previously recorded historic properties within the project area, USGS quadrangle maps were reviewed for structures that were constructed prior to 1975. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the I-95 from I-295 to SR 202 APE. Each historic resource was plotted with a GPS unit on USGS quadrangle maps and on project aerials. All identified historic resources were photographed with a digital camera, and all pertinent information regarding the architectural style, distinguishing characteristics, and condition was recorded on FMSF structure forms. Upon completion of fieldwork, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the structure, as well as how the resources relate to the surrounding landscape, were carefully considered. The resources were categorized according to their significance for listing in the NRHP and then recommended eligible or not eligible.

Laboratory Methods

No artifacts were recovered as a result of this survey, and no laboratory analysis was required.

Curation

The original maps and field notes are presently housed at the Newberry, Florida, office of SEARCH. The original maps and field notes will be turned over to the FDOT, District 2, upon project completion; copies will be retained by SEARCH.

Informant Interviews

Local informants were sought during background research and fieldwork, but none were identified. As such, no informant interviews were conducted as part of this survey effort.

Certified Local Government Consultation

Because this project is located in the City of Jacksonville, a Certified Local Government (CLG), SEARCH initiated consultation with Christian Popoli, the CLG representative for the City. On July 23, 2020, SEARCH archaeologist Jessica Fish, MSt, RPA, emailed Mr. Popoli to discuss the project and inquire whether the City might have any concerns related to cultural resources associated with the project. In the email, Ms. Fish provided the project maps to Mr. Popoli for review. As of the submittal of this report, City staff has not responded with any concerns regarding the project.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of the FDOT, District 2, will assist in the identification and preliminary assessment of the materials. If such evidence is found, the FDHR will be notified within two working days. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The FDOT, District 2, Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether or not the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

SURVEY RESULTS

Archaeology Results

As discussed above, the majority of the project is composed of the existing urban right-of-way along I-95, which offers little to no potential for the identification of intact cultural deposits. As such, the archaeological survey focused on the proposed offsite ponds. The I-95 from I-295 to SR 202 Ponds APE is located in a mostly urban area in the City of Jacksonville, Florida. The proposed ponds consist of partially forested or urban land associated with the interstate.

Figure 11. Representative photographs of the I-95 from I-295 to SR 202 Ponds APE. Top left: West view within Pond C-2. Top right: North view within Pond C-5 (north along I-95). Center left: West view within Pond B-1 (note wetland flag on far right). Center right: East view within Pond E-1. Bottom left: East view of cypress trees within Pond D-3. Bottom right: South view within eastern side of Pond D-4.

Photographs of each pond exhibit the current conditions within the proposed pond footprints (**Figure 11**). A total of 16 shovel tests were excavated within proposed I-95 from I-295 to SR 202 Ponds APE, all of which were negative for cultural material (**Figures 12** and **13**).

Figure 12. Results of archaeological survey within the I-95 from I-295 to SR 202 Ponds APE, map 1 of 2.

Figure 13. Results of archaeological survey within the I-95 from I-295 to SR 202 Ponds APE, map 2 of 2.

Descriptions of the current environment and shovel test details for each pond are provided below. No archaeological sites or occurrences were found during the pedestrian survey or shovel testing. No further archaeological survey is recommended in support of the I-95 from I-295 to SR 202 Ponds construction. An FDHR survey log sheet is included in **Attachment 2**.

Pond B-1

Pedestrian survey and shovel testing were completed within the 3.14-acre Pond B-1, which is located within a wooded parcel to the east of I-95 (see **Figure 12**). The field survey crew noted an abundance of modern trash on the surface near the northern end of the pond footprint, as well as a culvert and two push piles at the southeastern edge of the pond, which corresponds with the existing retention pond to the east. Vegetation included cypress, pine, and ferns (see **Figure 11**). Three shovel tests were excavated judgmentally; all three shovel tests were negative for cultural material. A representative soil profile revealed very dark grayish-brown (10YR 3/2) sand from the surface to 40 cmbs (15.7 inches) and gray (10YR 6/1) sand with iron oxide staining from 40-60 cmbs (15.7-23.6 inches). The water table was reached at 60 cmbs (23.6 inches).

No archaeological sites or occurrences were identified within the proposed location of Pond B-1. No further work is recommended.

Pond C-1

Pedestrian survey and shovel testing were completed within the 2.1-acre Pond C-1, which is located within an existing I-95 interchange on the north side of US 1/ Philips Highway and east side of the interstate (see **Figure 12**). Vegetation within the pond area generally consists of maintained grasses. The field survey crew noted that the area was disturbed from construction activities associated with the US 1/Philips Highway exits from I-95. There were several utilities located in the area, especially close to the roadway. One shovel test was excavated at the center of the pond and was negative for cultural material. The soil profile revealed four strata: Stratum I consisted of very dark gray (10YR 3/1) sand from 0-12 cmbs (0-4.7 inches), Stratum II consisted of black (10YR 2/2) fill sand with crushed shell and gravel from 12-30 cmbs (4.7-11.8 inches), Stratum III consisted of dark gray (10YR 4/1) sand from 30-50 cmbs (11.8-19.7 inches), and Stratum IV consisted of black (10YR 2/1) spodic soils from 50-60 cmbs (19.7-23.6 inches) (**Figure 14**). The water table was reached at 60 cmbs (23.6 inches).

Figure 14. Soil profile present within Pond C-1.

No archaeological sites or occurrences were identified within the proposed location of Pond C-1. No further work is recommended.

Pond C-2

Pedestrian survey and shovel testing were completed within the 3.53-acre Pond C-2, which is located within an existing I-95 interchange on the east side of I-95 (see **Figure 12**). Vegetation within the pond area generally consists of maintained grasses (see **Figure 11**). The field survey crew noted that a drain was present at the northern part of the Pond C-2 footprint, which leads to a low-lying area that was wet, but did not contain standing water. One shovel test was excavated within the pond and was negative for cultural material. The soil profile revealed two strata: Stratum I consisted of very dark grayish-brown (10YR 3/2) fill sand with crushed shell and gravel from 0-35 cmbs (0-13.8 inches), and Stratum II consisted of very dark brown (10YR 2/2) sand from 35-100 cmbs (13.8-39.4 inches) and became increasingly wet with depth.

No archaeological sites or occurrences were identified within the proposed location of Pond C-2. No further work is recommended.

Pond C-3

Pedestrian survey and shovel testing were completed within the 2.03-acre Pond C-3, which is located within an existing I-95 interchange on the east side of I-95 (see **Figure 12**). Vegetation within the pond area generally consists of maintained grasses and planted trees. A drain was located on the eastern side of the APE, which leads underneath the entrance ramp. Two shovel tests were excavated within the pond, and both were negative for cultural material. A representative soil profile revealed two strata: Stratum I consisted of dark grayish-brown (10YR 4/2) sand from 0-30 cmbs (0-11.8 inches), and Stratum II consisted of very dark brown (10YR 2/2) compact sand from 30-40 cmbs (11.8-15.7 inches), which became compact and impenetrable.

No archaeological sites or occurrences were identified within the proposed location of Pond C-3. No further work is recommended.

Pond C-4

Pedestrian survey and shovel testing were completed within the 2.47-acre Pond C-4, which is located within an existing I-95 interchange on the north side of Philips Highway and west side of the interstate (see **Figure 12**). This area is a slightly wooded with several mowed corridors for existing power lines. One shovel test was excavated within the pond and was negative for cultural material. The soil profile revealed three strata: Stratum I consisted of dark grayish-brown (10YR 4/2) sand from 0-20 cmbs (0-7.9 inches), Stratum II consisted of gray (10YR 5/1) sandy clay loam from 20-35 cmbs (7.9-13.8 inches), and Stratum III consisted of very dark grayish-brown (10YR 3/2) clay loam from 35-50 cmbs (13.8-19.7 inches). The shovel test was terminated due to a root impasse.

No archaeological sites or occurrences were identified within the proposed location of Pond C-4. No further work is recommended.

Pond C-5

Figure 15. Soil profile present within Pond C-5.

Pedestrian survey and shovel testing were completed within the 1.02-acre Pond C-5, which is located within an existing I-95 interchange on the west side of I-95 (see **Figure 12**). Vegetation within the pond area generally consists of maintained grasses and planted trees (see **Figure 11**). One shovel test was excavated at the center of the pond and was negative for cultural material. The field survey crew noted modern trash on surface, as well as throughout the shovel test. The soil profile revealed four strata: Stratum I consisted of very dark grayish-brown (10YR 3/2) sand from 0-25 cmbs (0-9.8 inches), Stratum II consisted of grayish-brown (10YR 5/2) sand from 25-50 cmbs (9.8-19.7 inches), Stratum III consisted of dark gray (10YR 4/1) wet sand from 50-70 cmbs (19.7-27.6 inches), and Stratum IV consisted of light brownish-gray (10YR 6/2) wet sand from 70-100 cmbs (27.6-39.4 inches) (**Figure 15**).

No archaeological sites or occurrences were identified within the proposed location of Pond C-5. No further work is recommended.

D-3

Pedestrian survey and shovel testing were completed within the 0.8-acre Pond D-3, which is located east of I-95 between two existing retention ponds (see **Figure 13**). Vegetation within the pond area generally included cypress trees. The area showed signs of soil erosion, including exposed tree roots (see **Figure 12**). Two shovel tests were excavated within the pond, and both were negative for cultural material. A representative soil profile revealed three strata: Stratum I contained very dark grayish-brown (10YR 3/2) sand from 0-25 cmbs (0-9.8 inches), Stratum II contained gray (10YR 6/1) sand from 25-50 cmbs (9.8-19.7 inches), and Stratum III contained gray (10YR 6/1) sandy clay loam from 50-100 cmbs (19.7-39.4 inches).

No archaeological sites or occurrences were identified within the proposed location of Pond D-3. No further work is recommended.

D-4

Pedestrian survey and shovel testing were completed within the 1.84-acre Pond D-4, which is located east of I-95 between existing retention ponds, commercial structures, and a parking lot (see **Figure 13**). The western portion of D-4 is thickly vegetated, and the field survey crew

observed signs of disturbance such as large pieces of concrete and modern trash on surface, as well as a thick understory of vines and blackberry. A concrete culvert leading to an existing pond was present in the southwest corner of the pond, as was a wooden beam that spans a small stream. Several streams were noted crisscrossing the pond footprint. Two shovel tests were excavated within the pond, and both were negative for cultural material. A representative soil profile revealed two strata: Stratum I contained very dark brown (10YR 2/2) sand from 0-60 cmbs (0-23.6 inches), and Stratum II contained gray (10YR 6/1) sandy clay loam from 60-100 cmbs (23.6-39.4 inches).

No archaeological sites or occurrences were identified within the proposed location of Pond D-4. No further work is recommended.

E-1

Pedestrian survey and shovel testing were completed within the 1.15-acre Pond E-1, which is a vacant lot between two hotels located west of I-95 (see **Figure 13**). The area is mostly vegetated with grasses and some small oak trees. The field survey team observed modern trash on the surface throughout the pond parcel and utility lines at the southwest boundary of the pond. Three shovel tests were excavated within the pond, all of which were negative for cultural material. A representative soil profile revealed three strata: Stratum I contained very dark brown (10YR 2/2) sand from 0-20 cmbs (0-7.9 inches), Stratum II contained grayish-brown (10YR 5/2) sand from 20-50 cmbs (7.9-19.7 inches), and Stratum III contained very dark grayish brown (10YR 3/2) wet sand from 50-80 cmbs (19.7-31.5 inches). The water table was encountered at 80 cmbs (31.5 inches) (**Figure 16**).

Figure 16. Soil profile present within Pond E-1.

Architecture Results

The architectural survey resulted in the identification and evaluation of three previously recorded resources within the I-95 from I-295 to SR 202 Corridor and Ponds APE: Flat Ford Road (8DU15970), FEC Railroad (8DU17719), and US 1/Philips Highway (8DU18995) (**Figures 17** and **18; Table 4**). Based on the results of the current survey, it is the opinion of SEARCH that the portion of the FEC Railroad (8DU17719) within the I-95 from I-295 to SR 202 Corridor and Ponds APE is significant under NRHP Criterion A for Transportation and Commerce and under Criterion B for association with Henry Flagler. Furthermore, the FEC Railroad (8DU17719) retains its historic integrity and is recommended to remain eligible for listing in the NRHP as a contributing element to the overall 8DU17719 resource group. The remaining resources (8DU18995 and 8DU15970)

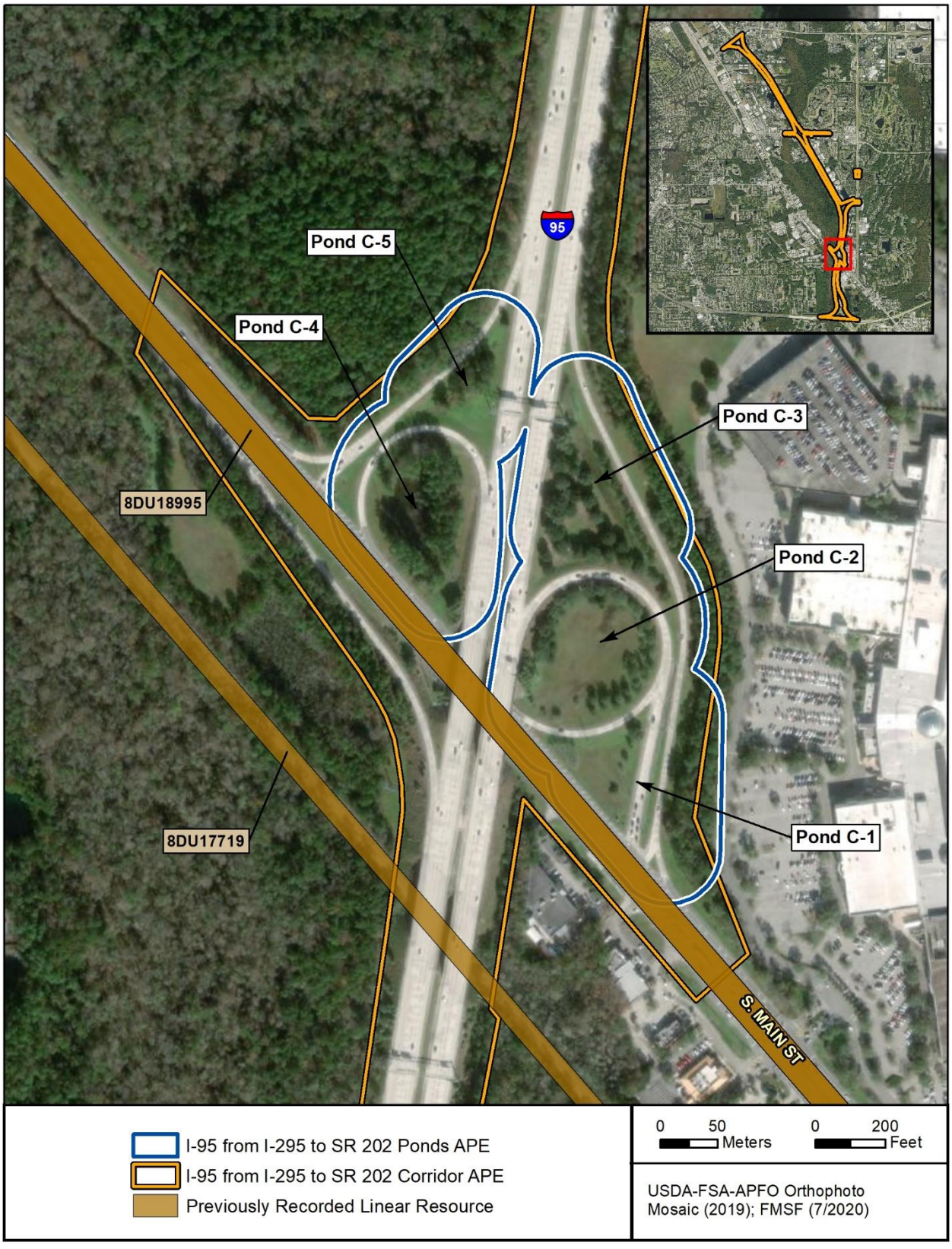

Figure 17. Historic resources recorded within the I-95 from I-295 to SR 202 Corridor and Ponds APE, map 1 of 2.

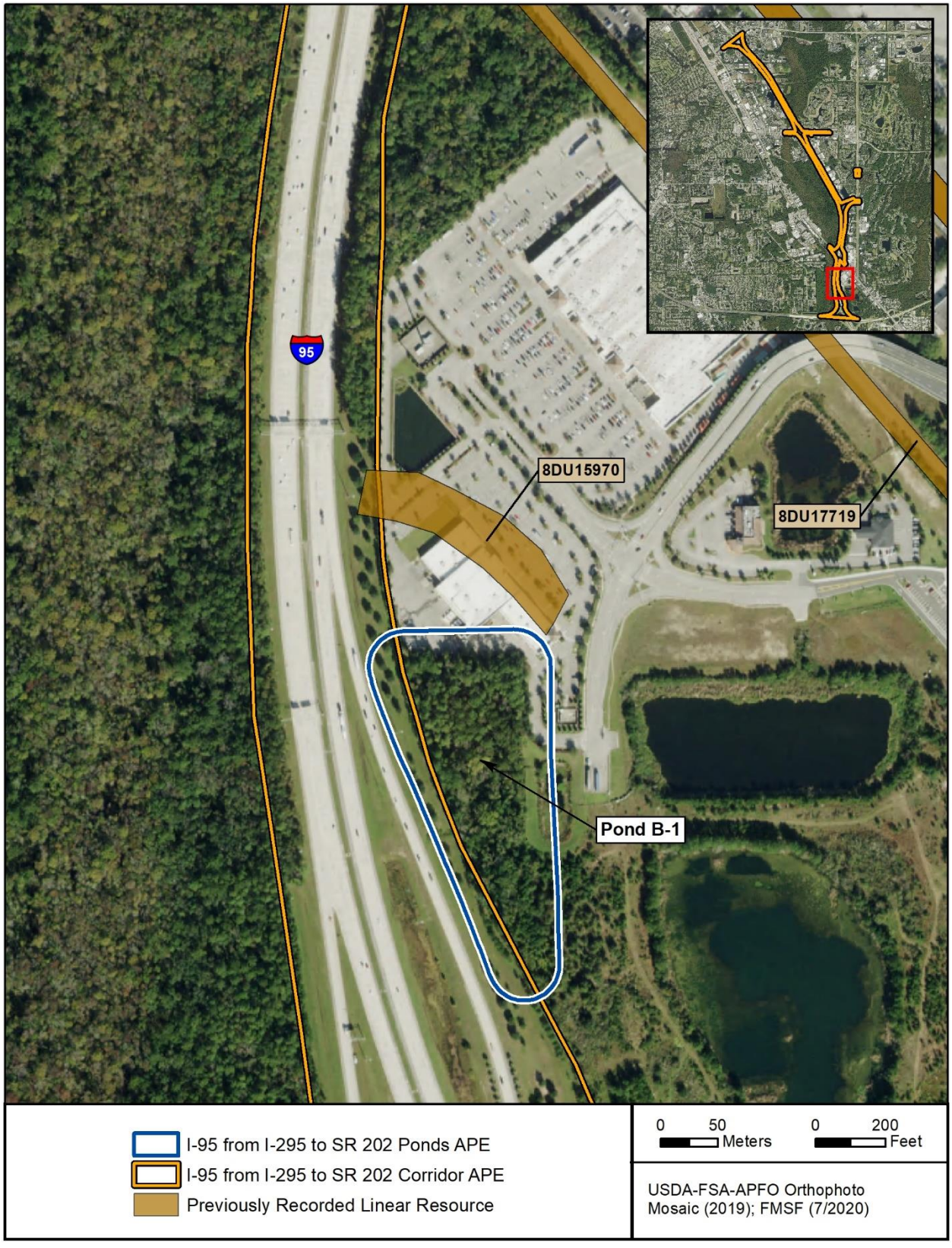

Figure 18. Historic resources recorded within the I-95 from I-295 to SR 202 Corridor and Ponds APE, map 2 of 2.

Table 4. Historic Resources Recorded within the I-95 from I-295 to SR 202 Corridor and Ponds APE.

FMSF No.	Address	Architectural Style	Date	NRHP Recommendation
8DU15970	Flat Ford Road	No Style	ca.1918	Not eligible
8DU17719	Florida East Coast (FEC) Railroad	No Style	ca. 1883-twentieth century	Eligible
8DU18995	US 1/Philips Highway	No Style	ca. 1917-1960s	Not eligible

Yellow shading indicates resources listed, or eligible for listing, in the NRHP (individually or contributing to resource group or district).

lack the necessary historic significance and architectural/engineering distinction for listing in the NRHP and are recommended to remain ineligible, either individually or as contributing resources to an existing or potential historic district within the I-95 from I-295 to SR 202 Corridor and Ponds APE.

Descriptions and evaluations are provided below for Flat Ford Road (8DU15970), the FEC Railroad (8DU17719), and US 1/Philips Highway (8DU18995), as the presentation of their attributes in a table was deemed insufficient. FMSF forms and their associated maps and photographs are provided in **Attachment 3**. An FDHR survey log sheet is provided in **Attachment 2**.

NRHP EVALUATIONS

Linear Resources

Florida East Coast (FEC) Railroad (8DU17719)

Figure 19. Resource 8DU17719, facing northwest.

The FEC Railroad (8DU17719) is a previously recorded resource group in Duval County (**Figure 19**). The segment of the resource within the I-95 from I-295 to SR 202 Corridor and Ponds APE was previously recorded as part of FMSF Survey No. 19159; however, the State Historic Preservation Officer (SHPO) did not make an NRHP eligibility determination for the resource as part of this survey (Panamerican Consultants, Inc. 2010). A segment of the railroad located approximately 11 miles (17.7 kilometers) northwest of the APE was determined eligible for the NRHP by the SHPO on July 5, 2011 (SEARCH 2011). Additional segments have been evaluated ineligible for the NRHP (SEARCH 2006) and potentially eligible (SEARCH 2009). The railroad segment within the APE is

situated within Section 2 of Township 4 South, Range 27 East, as shown on the 2018 *Bayard, Fla.* USGS quadrangle map (see **Figures 17** and **18**). The portion of the line that crosses the APE is approximately 400 feet (121.9 meters) in length and crosses to the south of US 1/Philips Highway (8DU18995) and to the north of I-295. The rail line is currently active (**Figure 20**) and continues northwest and southeast beyond the APE.

Figure 20. Resource 8DU17719, facing west.

The segment of the FEC Railroad (8DU17719) within the APE was originally part of the Jacksonville, St. Augustine, and Halifax River Railroad. Incorporated in 1881, construction of the 36.2-mile (58.3-kilometer) railroad was completed in 1883. The initial route traveled from the south bank of the St. Johns River to St. Augustine (Pettengill 1952). In 1885, Henry Morrison Flagler joined the railroad's board, purchasing the railroad in 1896 and incorporating it into his FEC Railroad empire (Turner 2003).

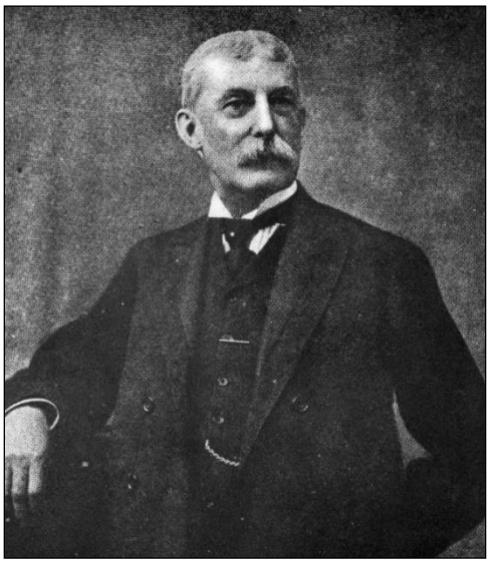

Figure 21. Henry M. Flagler, founder of the FEC Railroad, ca. 1900. Courtesy of Florida Memory.

The FEC Railroad was constructed primarily in the last part of the nineteenth century and the first decade of the twentieth century. Created by Henry Morrison Flagler (**Figure 21**), the railroad was seen as a way to develop Florida's coast for tourism. Flagler created the FEC Railroad by consolidating a variety of railroads owned by different companies, among them the St. Johns Railroad, the St. Augustine and Palatka Railway, and the Florida Gulf & East Coast Railroad (Turner 2008:133). In the late 1880s, Flagler began purchasing these railroads with the intention of bringing wealthy tourists to Florida, or more specifically, to his recently constructed luxury hotel, the Ponce de Leon, in St. Augustine.

In the 1890s, Flagler continued to acquire and construct rail lines leading south on Florida's eastern seaboard. Having established railroad routes to his luxury hotel, he set his sights on the rich agricultural lands around the Indian River region, renowned for their citrus and lumber production. In 1892, after acquiring the Florida Coast & Gulf Railroad, Flagler renamed it the Jacksonville, St. Augustine, and Indian River Railway (Turner 2003). Construction continued south until 1894, when the line reached what would become West Palm Beach (Pettengill 1952). Flagler constructed his 500-room Royal Poinciana Hotel in Palm Beach to further attract tourists to Florida (Turner 2003).

Flagler did not originally plan to extend his railroad farther south. However, in 1895, an extensive freeze caused a massive number of citrus trees in the Indian River region to perish. With encouragement from a wealthy colleague living in Miami, Flagler constructed a rail line running 70 miles (112.7 kilometers) from West Palm Beach to Miami to reach the citrus farms. Shortly before beginning construction of the Miami line, Flagler changed the name of the railroad to the FEC Railroad to better reflect the region it served. The final addition to the railroad was laid in 1912 to Key West, where the line finally terminated (Turner 2003).

Assessment

Florida's Historic Railroad Resources, the NRHP Multiple Property Nomination Form, was used as a guide to evaluate this segment of 8DU17719 (Johnston and Mattick 2001). The nomination establishes the historic contexts for Florida's railroad resources to aid in the evaluation of their eligibility for the NRHP. According to the nomination, a rail roadbed is an F.3 property type (Rail Structure: Roadbed) and consists of ballast, cross ties, rails, and tie plates, all of which are present in this section of 8DU17719 (Johnston and Mattick 2001:F-63). To be eligible for listing in the NRHP, rail roadbeds must have served a historic railroad transportation function and have been constructed during one of Florida's historic railroad periods (Johnston and Mattick 2001:67). Resource 8DU17719 satisfies these stipulations: built as part of the Jacksonville, St. Augustine, and Halifax River Railroad in 1883, 8DU17719 was acquired by Henry Flagler in 1885 and incorporated into the FEC Railroad during the Disston Era of Expansion and Consolidation (1881–1903) (Johnston and Mattick 2001:6-10).

To be significant, the railroad also must be associated with an important local historical event (Johnston and Mattick 2001:67). As previously determined, 8DU17719 is significant for its association with the establishment of the expanded railroad network along Florida's east coast as a means to transport agricultural products and timber to markets, to transport tourists to areas along the eastern coast of Florida, and to open up the area to settlement. During the late nineteenth and early twentieth centuries, the construction of railroads in this part of Florida allowed the export of lumber, citrus, and passengers throughout Florida, thus integrating the state into the national economy. The creation of the overall transportation network, not just the main lines, represented the expansion of the local economy and its integration into the larger national economy, an important historical theme.

Railroads are dynamic and changing. As parts of an engineering system that must be improved over time, updates are often made including the replacement of rails and cross ties. Such maintenance typically does not adversely affect the integrity of a railroad. Types of changes that could substantially affect the integrity of a linear resource such as a railroad include the following:

- Rerouting of the railroad corridor
- Disruption of the railroad, such as dead-ending or removal of roadbed
- Substantial widening or substantial loss of width
- Concentrated number of roadways or other crossovers that prohibit travel

- Severing of the railroad from other transportation resources such as other railroad, stations, depots, rail yards, or shipyards that results in change of historic function
- Removal of historic ancillary structures original to the railroad's design and purpose such as roundhouses, water tanks, turntables, or siding (the loss of one feature may not be enough to substantially damage integrity, but the removal of many such features may collectively inhibit the resource's ability to convey its significance)

Within the current project APE, none of the above-mentioned conditions apply to 8DU17719. Resource 8DU17719 maintains its integrity of location, design, materials, workmanship, feeling, and association. Therefore, it is the opinion of SEARCH that the segment of 8DU17719 within the APE retains a high level of its historic integrity.

Segments of the FEC Railroad (8DU17719) have been previously determined NRHP eligible by the SHPO under Criterion A for Community Planning and Development and Transportation, as they were influential components of the state's railroad network and made important early connections within that network and with other modes of transportation. This segment of 8DU17719 also is significant for its association with Henry Morrison Flagler, an influential figure in the development of the eastern coast of Florida (SEARCH 2011). Based on the results of the current survey, it is the opinion of SEARCH that the segment within the APE retains enough historic integrity to continue to express its significance under Criteria A and B and to contribute to the overall linear resource. However, 8DU17719 is not significant under Criterion C for engineering merit or Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of SEARCH that the section of 8DU17719 within the current I-95 from I-295 to SR 202 Corridor and Ponds APE is eligible for the NRHP as a contributing segment to the overall 8DU17719 resource group.

Effects Discussion

No work is proposed within the 8DU17719 right-of-way. Work proposed adjacent to and elevated above 8DU17719 includes the construction of additional lanes and reconstruction of I-95 from I-295 to SR 202 and the installation of retention ponds. With the exception of the proposed ponds, all improvements will be constructed within the existing I-95 right-of-way. The portion of 8DU17719 within the current APE is situated below I-95. The construction of additional lanes or reconstruction of existing lanes is proposed beyond the viewshed and boundaries of 8DU17719, and no construction activities are proposed within the right-of-way of 8DU17719. Additionally, the closest proposed ponds are a collection of ponds to the north, which include Ponds C-1, C-2, and C-4. However, those are approximately 0.15 miles (0.24 kilometers) to the north of 8DU17719 and beyond the viewshed of the resource. No historic fabric associated with 8DU17719 will be compromised by any of the proposed activities. Furthermore, the impact of any viewshed concerns is diminished by existing concrete bridge support walls for I-95 that block the view of the 8DU17719 to closest ponds and to the north and south of the proposed work.

The significance of 8DU17719 lies in its historic and continuing transportation function, alignment, and construction, none of which are affected by the proposed work. In addition,

Resource 8DU17719 retains its integrity of design, materials, workmanship, location, feeling, and association. The proposed work will not require the acquisition of railroad right-of-way, nor will it alter or disrupt railroad traffic or have an adverse visual effect on the resource. It is the opinion of SEARCH that the proposed improvements will pose no adverse effect to the FEC Railroad corridor (8DU17719).

US 1/Philips Highway (8DU18995)

US 1/Philips Highway (8DU18995) is a previously recorded historic highway located in Duval County. The segment of the highway within the I-95 from I-295 to SR 202 Corridor and Ponds APE is located within Sections 1, 2, and 50 of Township 4 South, Range 27 East, as shown on the 2018 *Bayard, Fla.* USGS quadrangle map (see **Figure 18**). SEARCH completed a CRAS in 2006 that documented and evaluated a segment of Resource 8DU18995 approximately 5.0 miles (8.0 kilometers) to the northwest of the current project area. The resource was recommended ineligible (a non-contributing segment to the linear resource) for listing in the NRHP, and the SHPO provided concurrence on January 22, 2007 (SEARCH 2006).

Within the I-95 from I-295 to SR 202 Corridor and Ponds APE, 8DU18995 travels northwest to southeast for a distance of 0.36 miles (0.58 kilometers). The segment within the APE consists of a four-lane highway divided by grassy medians and occasionally expanding to middle and side turning lanes (**Figure 22**). The roadway as it currently exists was in place by 1956 (USGS 1956) and widened to its current design in 1958 (*The New York Times* 1958).

Figure 22. Resource 8DU18995, facing south.

The US 1/Philips Highway corridor was historically part of a larger network and transportation plan that encompassed more than 5,700 miles (9,173.3 kilometers) of roadway connecting Miami to Montreal. The 1917 text *Dixie Highway* states that the route was developed to create a connection between the urban North and rural South. Carl Graham Fisher, along with the members of the Dixie Highway association, met in April and May 1915 to determine the location of the routes. The association was a private/public partnership, composed of state governments and private investors such as Carl Graham Fisher and C. E. James. Mr. James and other resort owners who catered to Florida-bound tourists supported the development and the tourism the roadway might bring (American Automobile Association 1915; Jackson 2016).

US 1/Philips Highway served as a key economic corridor for the state from the late 1920s until the 1960s. The FSRD recognized the importance of this route early in its history. Announcing the opening of the road in 1927, the department described it as “the ‘Main Street of the East Coast’”

of Florida (*Florida Highways* 1927). As years passed, its reputation grew. The highway was noted as "a broad smooth thoroughfare" and was highly recommended to travelers (*The New York Times* 1928). "Connecting semi-tropical Florida with north-temperate Maine," boasted the FSRD in 1928, "the road [US 1] is the principal tourist route from the large eastern cities to the winter resorts of the South and the summer resorts of New England" (*Florida Highways* 1928:3). The importance of US 1 to the state was not, however, limited to the tourist industry. The highway was an entryway to Florida for eager investors from all across the United States (Kendrick 1964:65).

A 1939 guide to the State of Florida described US 1/Philips Highway as "the longest and most heavily traveled route in the State" (Federal Writers' Project 1939:297). By the post-World War II era, US 1 was widely known as the main tourist route in the State of Florida. "The greatest sight-seeing road of all [in Florida] is US 1," wrote a columnist in *The New York Times* (1953). When talk emerged of constructing a turnpike through Florida, concerned citizens in St. Augustine strongly objected to the prospect, fearing that such a highway would draw away the lifeblood of their community (*The Washington Post* 1951). In the meantime, plans to widen US 1 were under way in 1954 (*The New York Times* 1954). The portion of US 1 through the current APE was widened from two to four lanes in 1958 (*The New York Times* 1958). With the ascendancy of the interstate system in the late 1950s and early 1960s, US 1 began to be surpassed in importance. I-95, completed in 1967, became the major artery into eastern Florida, while I-75, completed around the same time, was the main entryway into western Florida (*The New York Times* 1966).

Assessment

In order to be eligible for the NRHP, a historic resource must possess historic integrity. To meet the requirement of integrity for design and materials, the resource must retain the physical features that classify it as a highway. These physical features include cross-section templates (consisting of fill slopes, roadbed, grade, cut banks, etc.) and related features such as bridges, culverts, and original alignments (Keenoy and Foley 2008:F-26). This segment of US 1/Philips Highways retains those elements that classify it as a highway. However, an examination of twentieth-century aerial photographs reveals several alterations to the roadway within the project area. In 1958, the road was altered to include a median and another lane in each direction. It is currently a four-lane, asphalt-paved road, causing a loss of integrity in design. As this roadway was designed in a standardized way that has no visible artisanal features, integrity of workmanship does not apply to the assessment of the historic integrity of US 1. Finally, the segment of US 1/Philips Highway in this project's APE retains very little, if any, of its integrity of setting, feeling, and association. While it may remain "a broad thoroughfare," as was noted in *The New York Times* in January 1928, it is certainly not "the greatest sight-seeing road of all" (*The New York Times* 1953). The present-day environment or setting that surrounds the road is commercial, but the businesses are industrial rather than tourism related. The feeling conveyed by the surrounding structures discussed above is not aesthetically pleasing, nor one that would attract visitors.

Based on these findings from the current survey, the segment of 8DU18995 located within the I-95 from I-295 to SR 202 Corridor and Ponds APE is not significant under NRHP Criterion A

because it is no longer indicative of a particular era, event, or theme. Furthermore, it is not eligible under Criterion B since it lacks association with any persons significant in history. This segment of the linear resource is not significant under Criterion C because it has been substantially altered from its original form and lacks engineering distinction. The segment within the APE represents a paved roadway of standard form that can be found throughout Florida and displays no distinctive design or physical characteristics. Finally, this section of the linear resource is not significant under Criterion D as the roadway corridor within the APE is not expected to have the potential to provide important information about the region's prehistory or history. As such, it is the opinion of SEARCH that this section of the US 1/Philips Highway (8DU18995) is a non-contributing segment to the overall linear resource.

Flat Ford Road (8DU15970)

Flat Ford Road (8DU15970) is a previously recorded historic road located in Duval County. The road is no longer extant, but the previous location of the road within the I-95 from I-295 to SR 202 Corridor and Ponds APE is located within Section 2 of Township 4 South, Range 27 East, as shown on the 2018 *Bayard, Fla*. USGS quadrangle map (see **Figure 18**). Resource 8DU15970 is located 0.66 miles (1.1 kilometers) north of the intersection of I-95 and I-295, just to the north of Pond B-1 and to the east of I-95. Resource 8DU15970 was previously evaluated by Environmental Services Inc. (ESI) in 2003 (FMSF Survey No. 9766). The Florida SHPO determined 8DU15970 ineligible for NRHP listing on April 15, 2004.

Figure 23. Former location of Resource 8DU15970, facing north.

Figure 24. Former location of Resource 8DU15970, facing southeast.

Flat Ford Road was an early twentieth-century road that terminated 131.2 feet (40 meters) east of I-95 (ESI 2003). In 2003, it was noted that most of the roadway was destroyed by the construction of a retention pond (ESI 2003). The present field survey confirmed that the road is longer extant. An asphalt parking lot and commercial shopping center have been constructed on the previous location of the roadway and have demolished any remaining portion of the

road surface and roadbed (**Figures 23** and **24**). No remaining portions of the previous roadway currently exist.

Assessment

In order to be eligible for the NRHP, a historic resource must possess historic integrity. To meet the requirement of integrity for design and materials, the resource must retain the physical features that classify it as a highway. These physical features include cross-section templates (consisting of fill slopes, roadbed, grade, cut banks, etc.) and related features such as bridges, culverts, and original alignments (Keenoy and Foley 2008:F-26). Resource 8DU15970 does not retain those elements that classify it as a highway. Prior to 2003, the road was already interrupted by the construction of a retention pond and the intersection with I-95. The road has since been entirely demolished by the construction of a shopping center, causing a loss of all seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association). The present-day environment or setting that surrounds the former location of the road is commercial, and the previous rural setting of the former roadway no longer exists.

Based on these findings from the current survey, the segment of 8DU15970 located within the I-95 from I-295 to SR 202 Corridor and Ponds APE remains ineligible for listing in the NRHP due to a lack of integrity and its inability to display any historic significance. As such, it is the opinion of SEARCH that 8DU15970 continues to lack the minimum criteria for listing in the NRHP, either individually or as a contributing resource to a historic district and should remain ineligible.

CONCLUSIONS

This technical memorandum details the results of a CRAS of nine preferred pond locations in Duval County, Florida. The FDOT, District 2, is proposing to add lanes and reconstruct I-95 (SR 9) from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard) in Duval County, Florida. The project also includes the construction of nine retention ponds and intersection modifications at Southside Boulevard and Belle Rive Boulevard, along with minor interchange improvements at I-95 and Baymeadows Road.

The current archaeological survey included the excavation of 16 shovel tests within the proposed ponds. As a result of the current survey, no new archaeological sites or occurrences were recorded. No further archaeological survey is recommended for the I-95 from I-295 to SR 202 ponds.

The architectural survey resulted in the identification and evaluation of three previously recorded resources within the I-95 from I-295 to SR 202 Corridor and Ponds APE, which are Flat Ford Road (8DU15970), the FEC Railroad (8DU17719), and US 1/Philips Highway (8DU18995). Based on the results of the current survey, it is the opinion of SEARCH that the portion of the FEC Railroad (8DU17719) within the I-95 from I-295 to SR 202 Corridor and Ponds APE is significant under

NRHP Criterion A for Transportation and Commerce and under Criterion B for association with Henry Morrison Flagler. As such, the FEC Railroad (8DU17719) retains its historic integrity and is recommended to remain eligible for listing in the NRHP as a contributing element to the overall 8DU17719 resource group. The remaining resources (8DU15970 and 8DU18995) lack the necessary historic significance and architectural/engineering distinction for listing in the NRHP and are recommended ineligible, either individually or as contributing resources to an existing or potential historic district within the I-95 from I-295 to SR 202 Corridor and Ponds APE.

No work is proposed within the 8DU17719 railway or right-of-way. Work proposed adjacent to and elevated above 8DU17719 includes the construction of additional lanes and reconstruction of I-95 from I-295 to SR 202 and the installation of retention ponds. With the exception of the nine proposed ponds, all improvements will be constructed within the existing I-95 right-of-way. The portion of 8DU17719 within the current APE is situated below I-95, which is elevated above it. The construction of additional lanes or reconstruction of existing lanes is proposed beyond the viewshed and boundaries of 8DU17719, and no construction activities are proposed within the right-of-way of 8DU17719. Additionally, the closest proposed ponds are a collection of ponds to the north, which include Ponds C-1, C-2, and C-4. However, those are approximately 0.15 miles (0.24 kilometers) to the north of 8DU17719 and beyond the viewshed of the resource. No historic fabric associated with 8DU17719 will be compromised by any of the proposed activities. Furthermore, the impact of any viewshed concerns is diminished by existing concrete bridge support walls for I-95, which block the view of the 8DU17719 to closest ponds and to the north and south of the proposed work. It is the opinion of SEARCH that the proposed improvements will pose no adverse effect to the FEC Railroad corridor (8DU17719).

Based on the results of the CRAS, it is the opinion of SEARCH that the proposed I-95 from I-295 to SR 202 Corridor and Ponds improvements project will have no adverse effect on cultural resources listed or eligible for listing in the NRHP. No further work is recommended.

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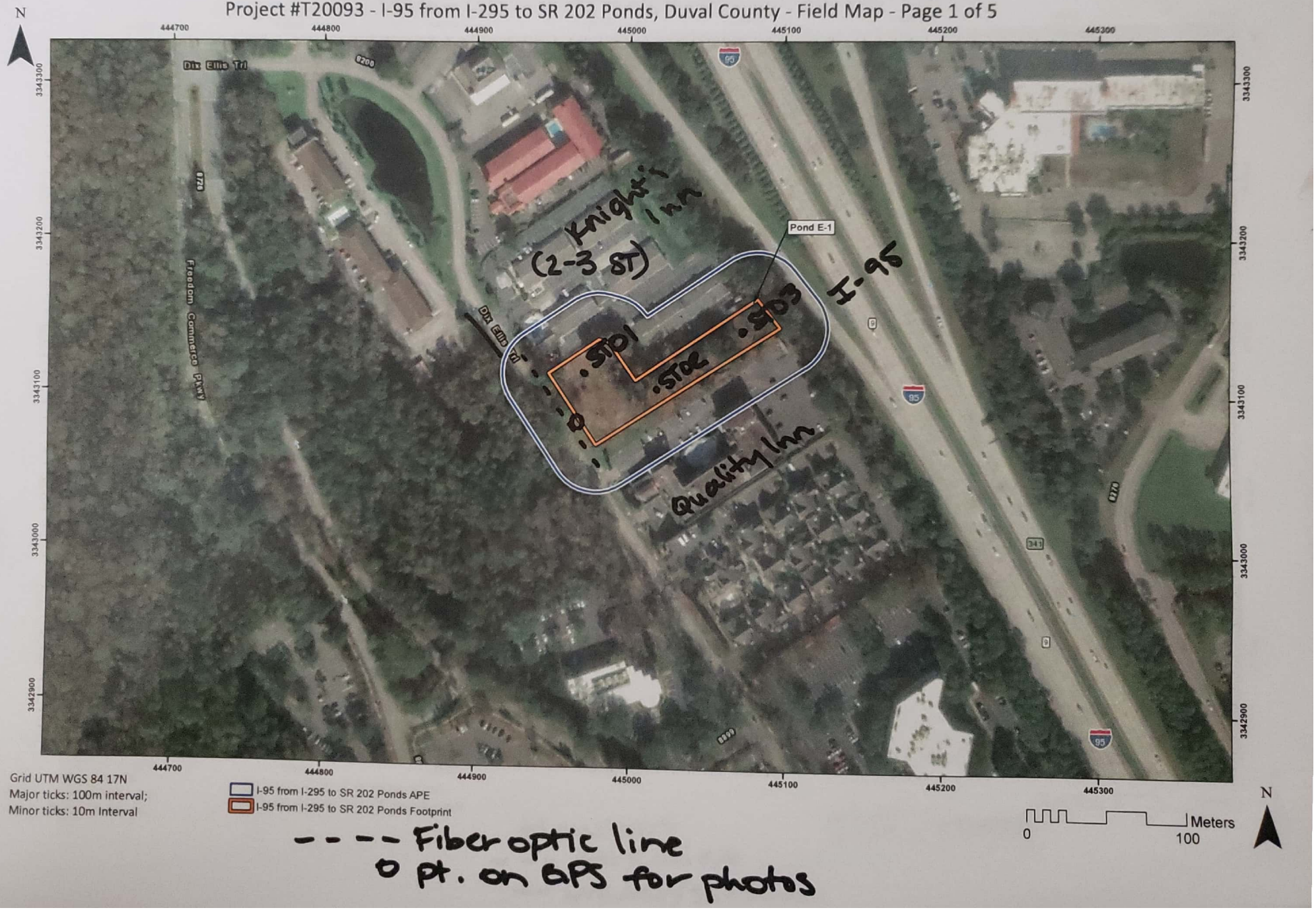
ATTACHMENT 1:

MARKED FIELD MAPS

Project #T20093 - I-95 from I-295 to SR 202 Ponds, Duval County - Field Map - Page 1 of 5



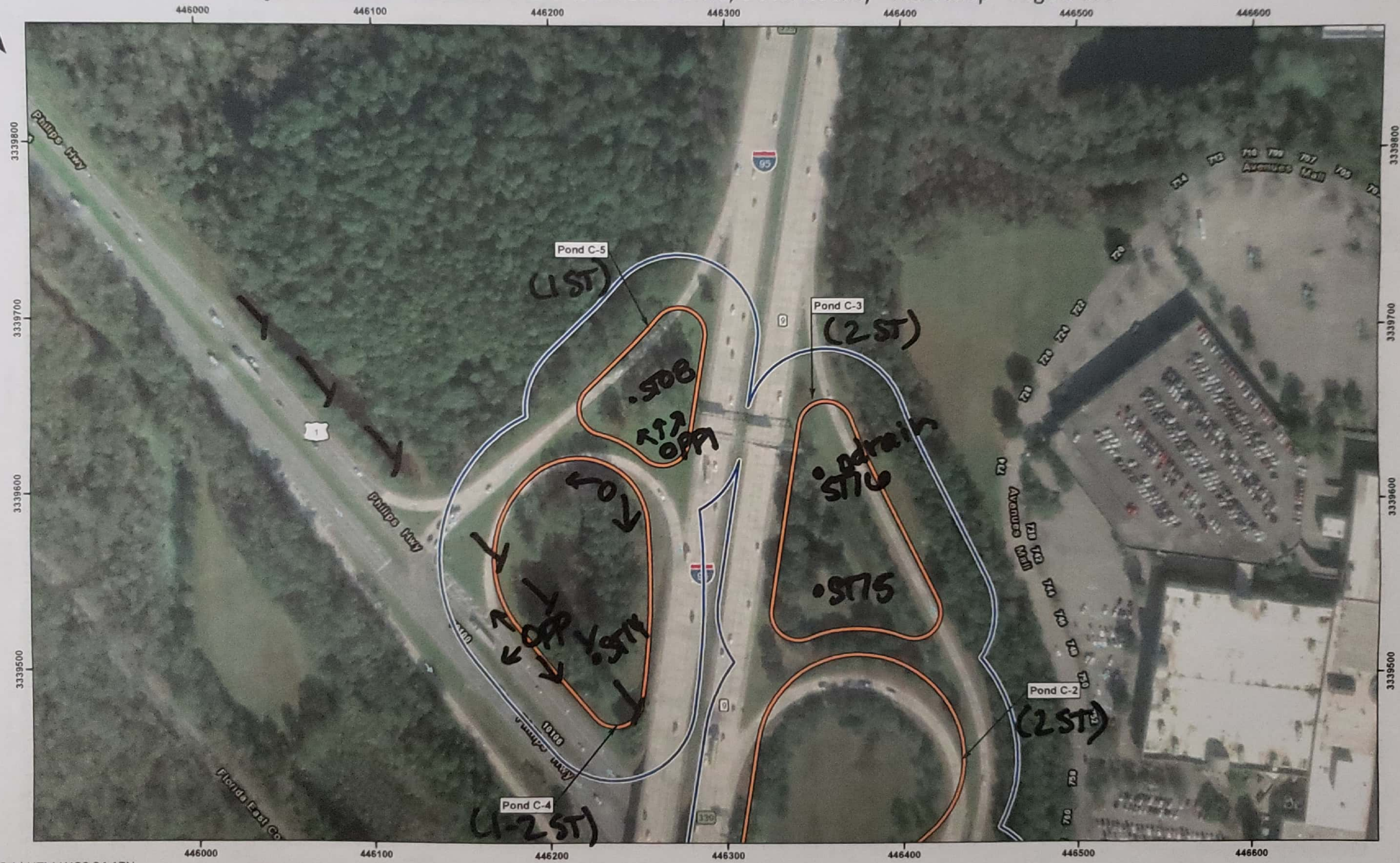
---- Fiber optic line
o pt. on GPS for photos

Project #T20093 - I-95 from I-295 to SR 202 Ponds, Duval County - Field Map - Page 2 of 5

H culvert
--- fenceline
— water/stream
ponds

Project #T20093 - I-95 from I-295 to SR 202 Ponds, Duval County - Field Map - Page 3 of 5

N



Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m Interval

I-95 from I-295 to SR 202 Ponds APE
I-95 from I-295 to SR 202 Ponds Footprint

0 100 Meters

N

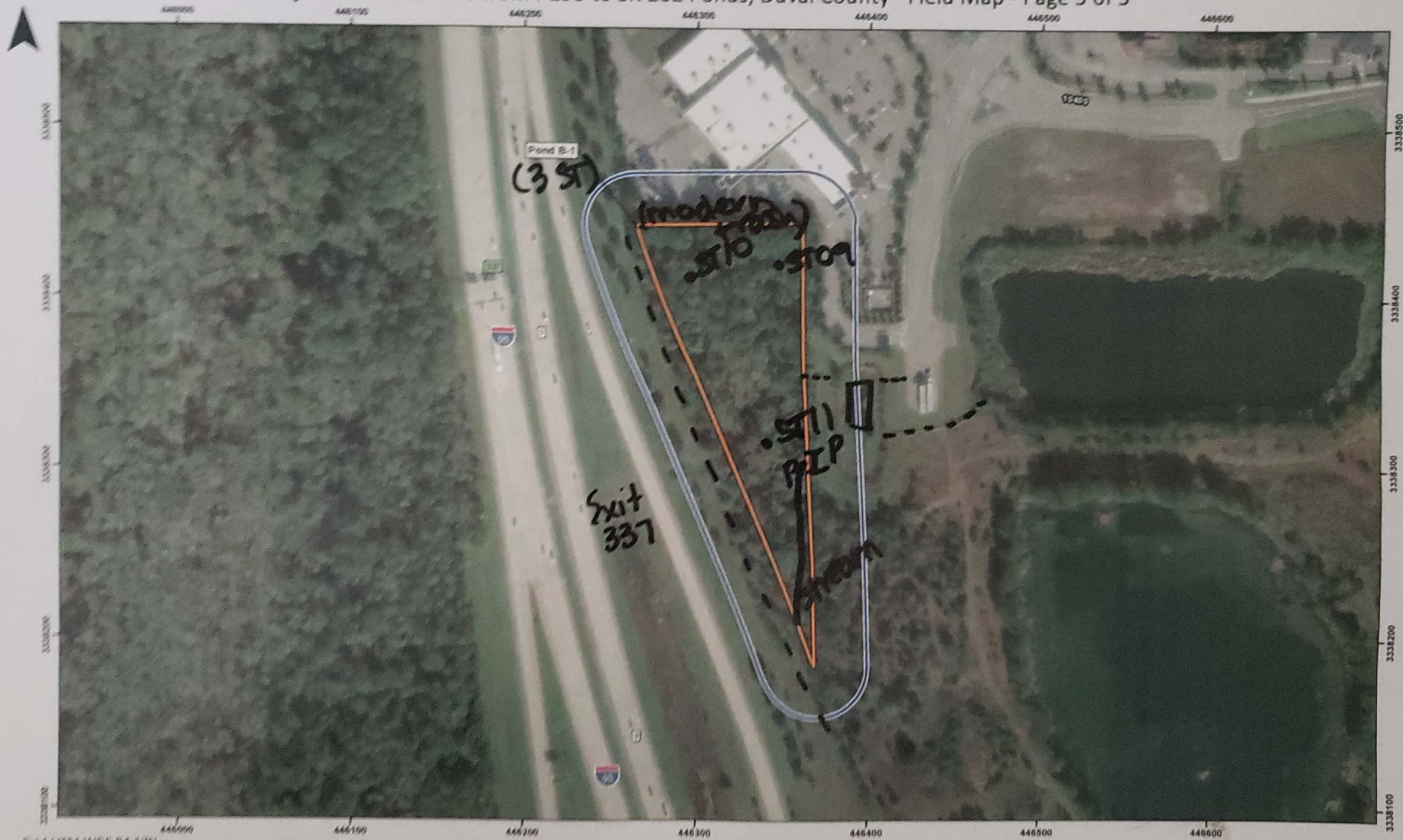
- need photos of U.S. 1

O→ photopoint

□ drain

Y powerline

Project #T20093 - I-95 from I-295 to SR 202 Ponds, Duval County - Field Map - Page 5 of 5



Grid UTM WGS 84 17N
Major ticks: 100m interval;
Minor ticks: 10m interval

I-95 from I-295 to SR 202 Ponds APE
I-95 from I-295 to SR 202 Ponds Footprint

P- pushpile
H culvert
— stream ▯pond
--- fenceline

0 Meters 100

N

ATTACHMENT 2:

FDHR SURVEY LOG SHEET

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)

Tech Memo CRAS for the I-95 Widening from I-295 to SR 202, Duval County, Florida

Report Title (exactly as on title page)

Technical Memorandum: Cultural Resource Assessment Survey for the I-95 (SR 9) Widening from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard), Duval County, Florida

Report Authors (as on title page)
1. Dye, Melissa
2. Travisano, Mikel
3. _____
4. _____

Publication Year 2020 **Number of Pages in Report** (do not include site forms) 42

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

Report on file at SEARCH, Newberry, Florida. SEARCH Project No. T20093. Financial Management No. 435577-1.

Supervisors of Fieldwork (even if same as author) Names Jessica Fish

Affiliation of Fieldworkers: Organization Southeastern Archaeological Research City Jacksonville

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

1. I-95
2. ponds
3. DU17719
4. SR 202
5. I-295
6. _____
7. _____
8. _____

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

Name _____ Organization Florida Dept of Transportation - District 2

Address/Phone/E-mail 1109 South Marion Avenue, Lake City Florida

Recorder of Log Sheet Jessica Fish **Date Log Sheet Completed** 8-12-2020

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. Duval
2. _____
3. _____
4. _____
5. _____
6. _____

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

1. Name BAYARD Year 2018
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 7-21-2020 End 7-22-2020 **Total Area Surveyed** (fill in one) _____ hectares 405.00 acres

Number of Distinct Tracts or Areas Surveyed 11

If Corridor (fill in one for each) **Width:** _____ meters 370 feet **Length:** _____ kilometers 6.30 miles

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures

Recording all buildings constructed before 1975; judgmental shovel testing within pond footprints

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

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

☐other (describe): _____

Archaeological Methods (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, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒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	☐subdivision maps
☐commercial permits	☐windshield survey	☐occupant interview	☒tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Resources 3 **Count of Newly Recorded Resources** 0

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

DU15970, DU17719, DU18995

List Newly Recorded Site ID#s (attach additional pages if necessary)

Site Forms Used: ☐Site File Paper Forms ☐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:** _____

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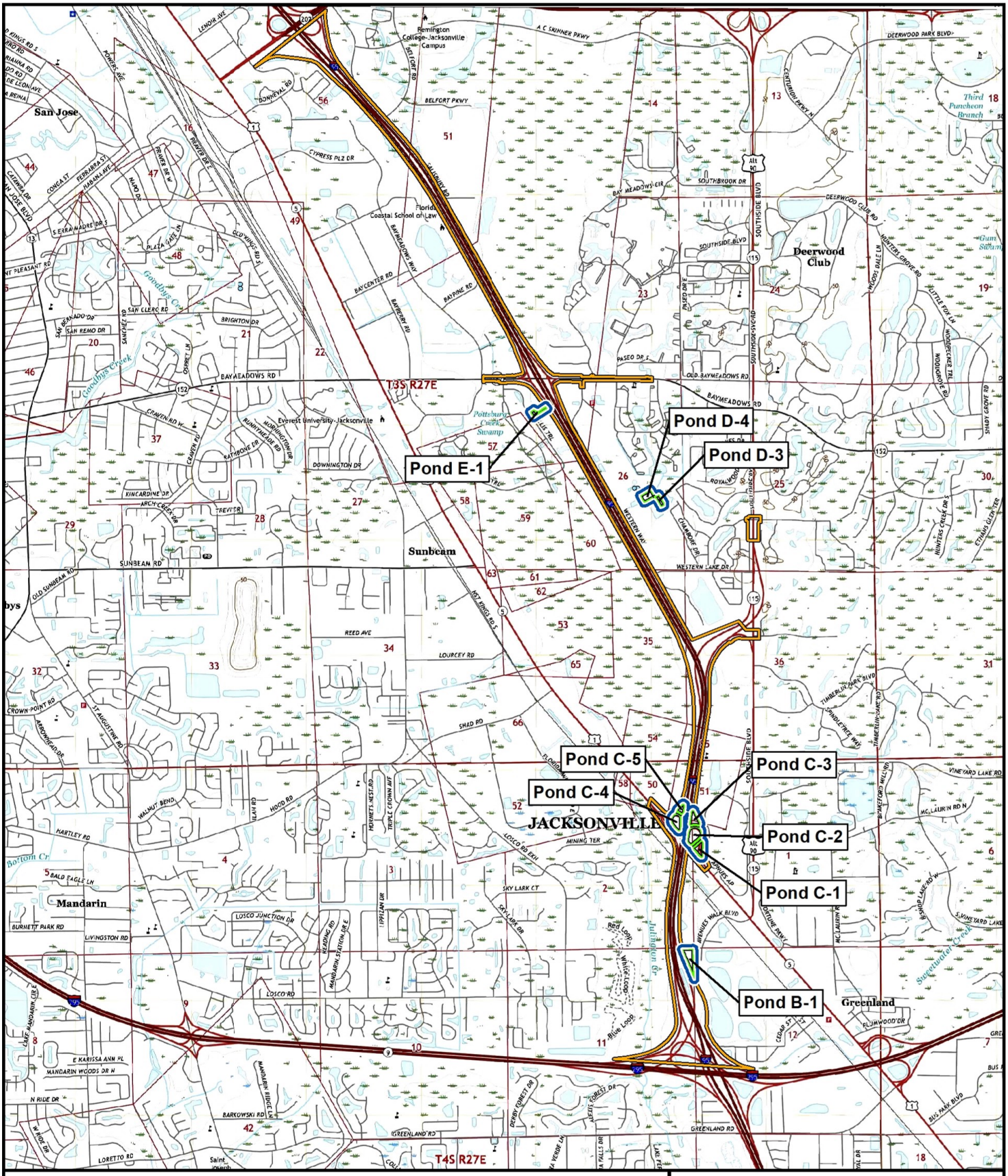
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com


Pond E-1
Pond D-4
Pond D-3
Pond C-5
Pond C-4
Pond C-3
Pond C-2
Pond C-1
Pond B-1
JACKSONVILLE
Sunbeam
Deerwood Club
Mandarin
Greenland
San Jose
T3S R27E
T4S R27E
I-95 from I-295 to SR 202 Ponds APE
I-95 from I-295 to SR 202 Ponds Footprint
I-95 from I-295 to SR 202 Corridor APE
0 1,000 Meters
0 2,000 Feet
USGS 7.5' Quadrangle Map - Bayard (2018)
N

ATTACHMENT 3:

FMSF RESOURCE FORMS

☐Original
☒Update

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

Consult the *Guide to the Resource Group Form* for additional instructions

Site #8 DU15970
Field Date 7-22-2020
Form Date 8-7-2020
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Flat Ford Road Multiple Listing [DHR only] _____
Project Name I-95 from I-295 to SR 202 Corridor and Ponds 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

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:			Flat Ford	Road	

City/Town (within 3 miles) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park)_____
1) Township 4S Range 27E Section 2 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name BAYARD USGS Date 2018
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)

Within the APE, 8DU18995 ran NW-SE and was 0.66 miles (1.1 kilometers) north of the intersection of I-95 and I-295,to the east of I-95.

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

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RESOURCE GROUP FORM

Site #8 DU15970

HISTORY & DESCRIPTION

Construction Year: 1918 ☒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)

Resource 8DU15970 was an early twentieth century road that bisected the center of a property tract. The road previously terminated 40 meters east of I-95. A parking lot and commercial shopping center have been constructed on its previous location.

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) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

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

Due to a lack of integrity following demolition and a lack of and historic significance, resource 8DU15970 is ineligible for listing in the NRHP, either individually or as a contributor to a potential or existing historic district.

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 Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20093

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Bartlett, Laurel Affiliation Southeastern Archaeological Research
Recorder Contact Information 315 NW 138th Terr, Newberry, FL 32669/352-333-0046/352-333-0069/laurel@sear
(address / phone / fax / e-mail)

Required Attachments

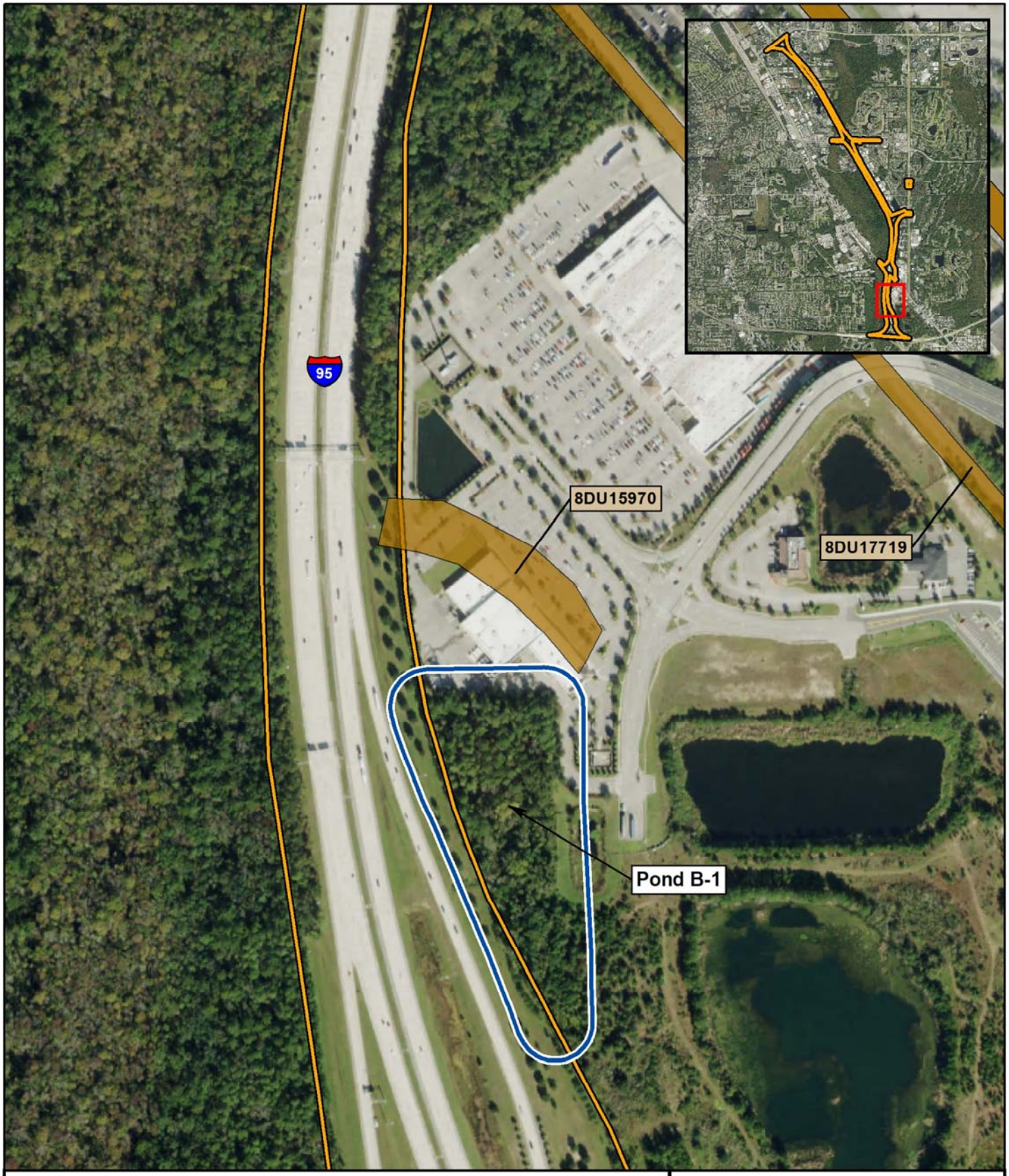
❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
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.

8DU15970_a Facing north

8DU15970_b Facing south

8DU15970_c Facing west

8DU15970_d Facing southeast



I-95 from I-295 to SR 202 Ponds APE

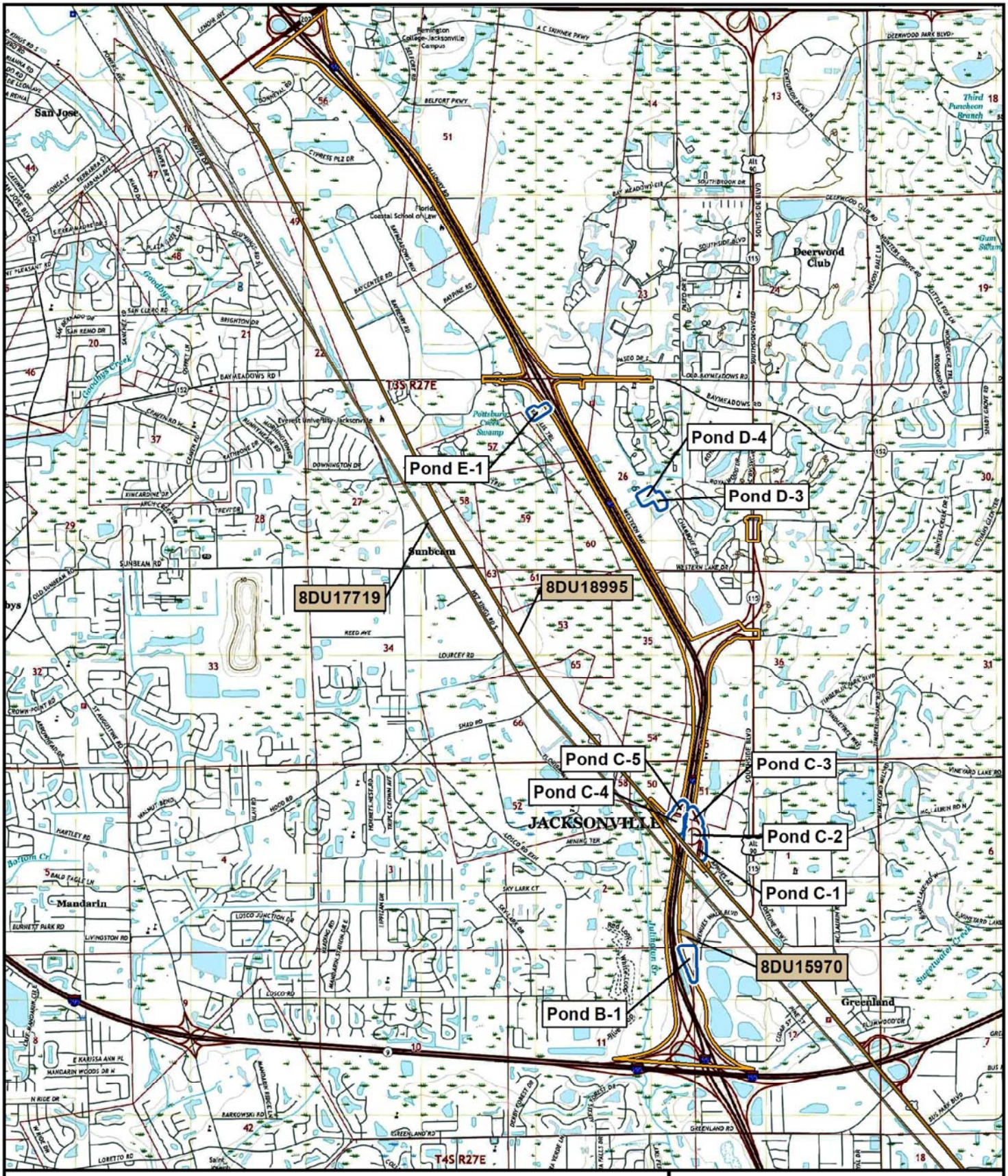
I-95 from I-295 to SR 202 Corridor APE

Previously Recorded Linear Resource

0 50 Meters

0 200 Feet

USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (7/2020)


Pond E-1
Pond D-4
Pond D-3
8DU17719
8DU18995
Pond C-5
Pond C-4
Pond C-3
Pond C-2
Pond C-1
8DU15970
Pond B-1
JACKSONVILLE
Sunbeam
Deerwood Club
Mandarin
Greenland
T3S R27E
T4S R27E
I-95 from I-295 to SR 202 Ponds APE
I-95 from I-295 to SR 202 Corridor APE
Previously Recorded Linear Resource
0 1,000 Meters
0 2,000 Feet
USGS 7.5' Quadrangle Map - Bayard (2018); FMSF (7/2020)
N

☐Original
☒Update

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

Consult the *Guide to the Resource Group Form* for additional instructions

Site #8 DU17719
Field Date 7-22-2020
Form Date 8-7-2020
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Florida East Coast Railroad Multiple Listing [DHR only] _____
Project Name I-95 from I-295 to SR 202 Corridor and Ponds 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) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park) _____
1) Township 4S Range 27E Section 2 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name BAYARD USGS Date 2018
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)

Within the APE, 8DU17719 runs roughly NW-SE for approx. 400ft (0.08 mi) crossing under I-95. Resource continues NW and SE outside of the APE

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone 850.245.6440 / Fax 850.245.6439 / E-mail SiteFile@dos.myflorida.com

RESOURCE GROUP FORM

Site #8 DU17719

HISTORY & DESCRIPTION

Construction Year: 1883 ☒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 2
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Nineteenth C. American 1821-1899 3. _____
2. Post-Reconstruction 1880-1897 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

Resource 8DU17719 was constructed ca. 1883 as the Jacksonville, St. Augustine, and Halifax River Railway and purchased in 1885 by Henry Flagler. The rail yard within the APE is a standard-gage track with stone ballast.

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) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

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 8DU17719 within the APE is eligible for listing in the NRHP under Criteria A and B for associations with Florida's railroad history and Henry Flagler and retains its historic integrity.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. Transportation 3. _____ 5. _____
2. Commerce 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 Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20093

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

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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.
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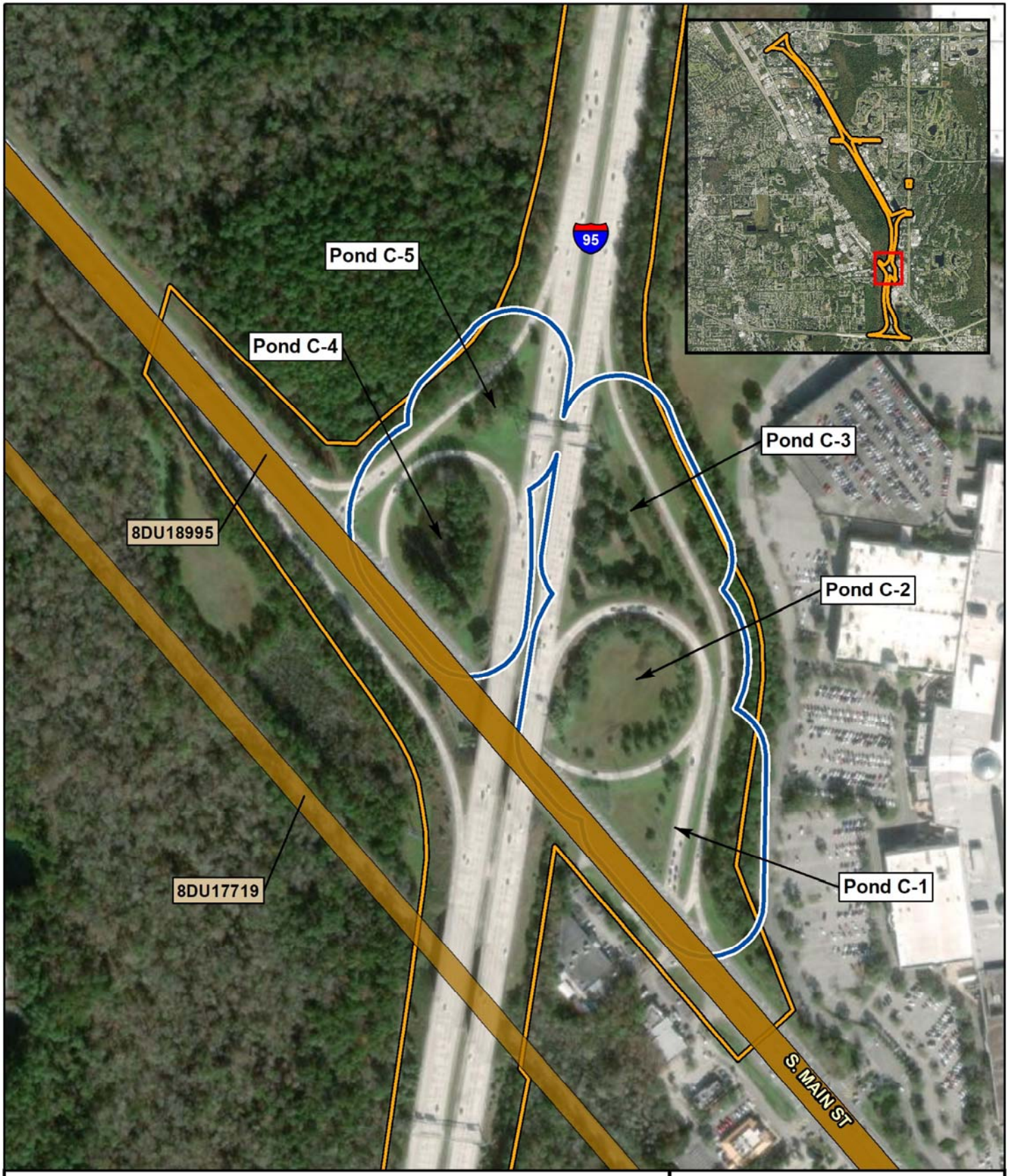
8DU17719_a Facing northwest

8DU17719_b Facing southeast

8DU17719_c Facing northwest

8DU17719_d Facing southeast



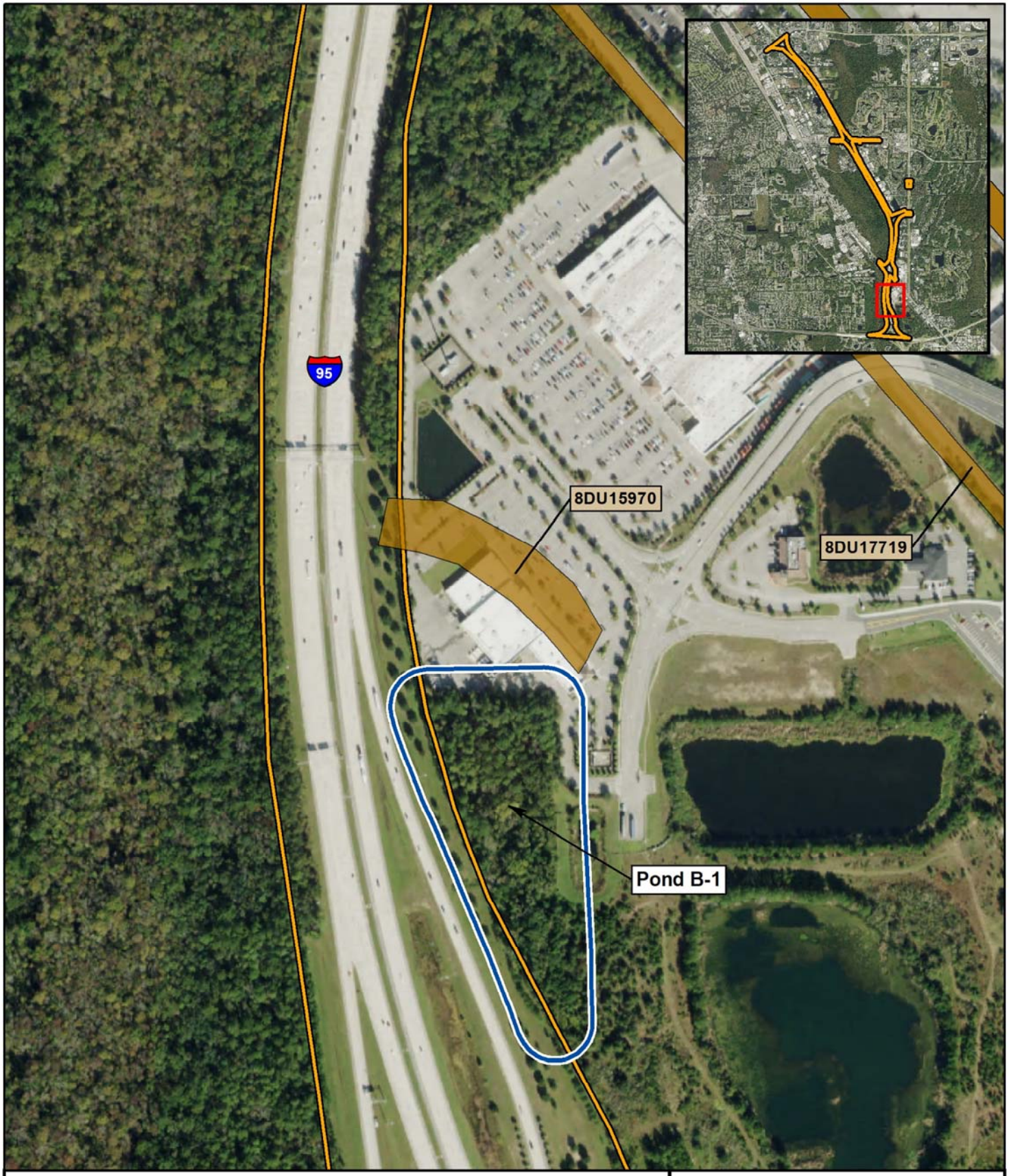
I-95 from I-295 to SR 202 Ponds APE

I-95 from I-295 to SR 202 Corridor APE

Previously Recorded Linear Resource

0 50 Meters 0 200 Feet

USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (7/2020)



I-95 from I-295 to SR 202 Ponds APE

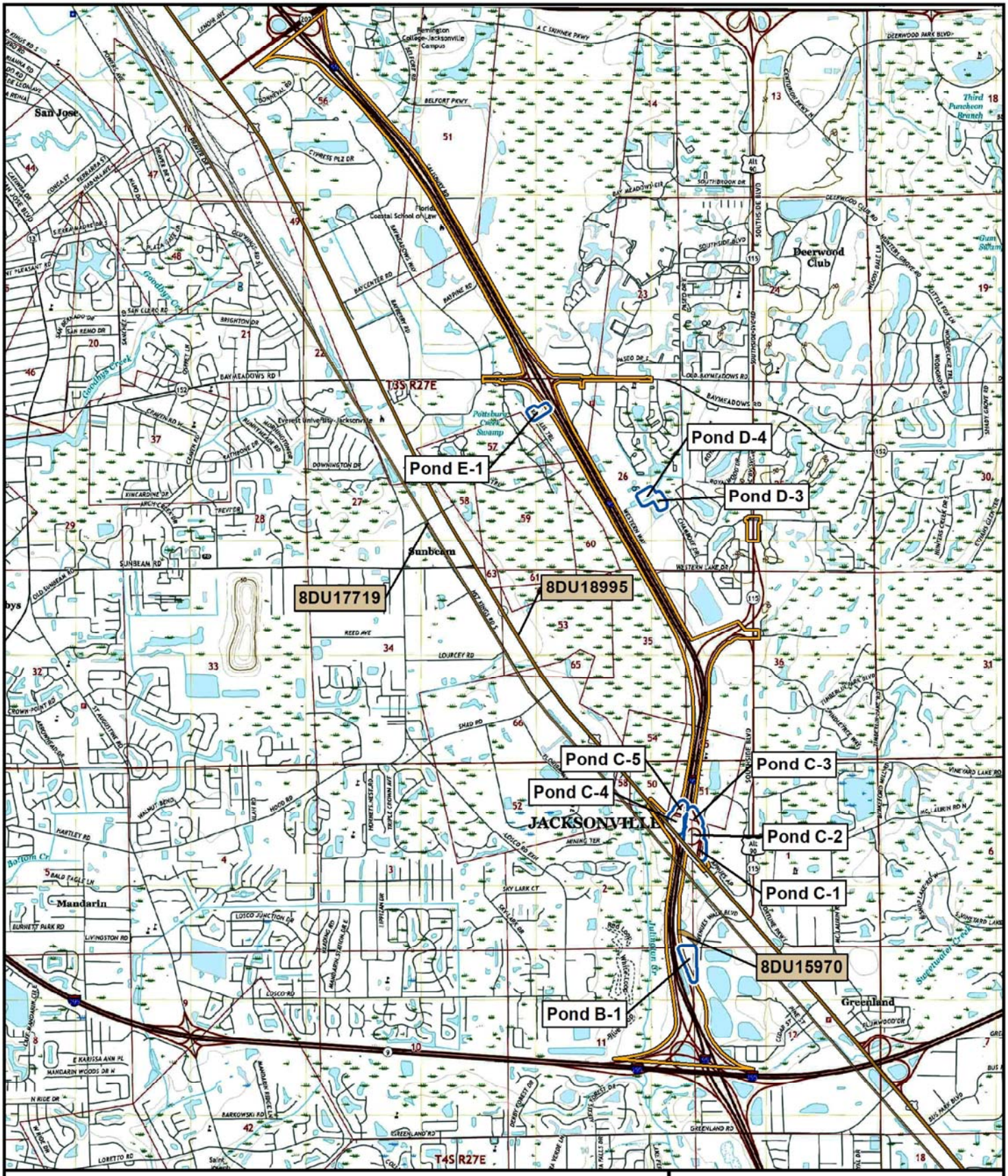
I-95 from I-295 to SR 202 Corridor APE

Previously Recorded Linear Resource

0 50 Meters

0 200 Feet

USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (7/2020)


Pond E-1
Pond D-4
Pond D-3
8DU17719
8DU18995
Pond C-5
Pond C-4
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Pond C-1
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JACKSONVILLE
Sunbeam
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Mandarin
Greenland
T3S R27E
T4S R27E
I-95 from I-295 to SR 202 Ponds APE
I-95 from I-295 to SR 202 Corridor APE
Previously Recorded Linear Resource
0 1,000 Meters
0 2,000 Feet
USGS 7.5' Quadrangle Map - Bayard (2018); FMSF (7/2020)
N

☐Original
☒Update

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

Consult the *Guide to the Resource Group Form* for additional instructions

Site # DU18995
Field Date 7-22-2020
Form Date 8-7-2020
Recorder# _____

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name US 1, Phillips Highway Multiple Listing [DHR only] _____
Project Name I-95 from I-295 to SR 202 Corridor and Ponds 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

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:			Philips	Highway	

City/Town (within 3 miles) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park) _____

1) Township 4S Range 27E Section 1 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township 4S Range 27E Section 2 ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township 4S Range 27E Section 50 ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE

USGS 7.5' Map(s) 1) Name BAYARD USGS Date 2018
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)

Within the APE, 8DU18995 runs NW-SE for approx. 0.36 mi (0.6 km) beginning approx. 1.2 miles (1.9 km) north of the intersection of I-95 and I-295.

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

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone 850.245.6440 / Fax 850.245.6439 / E-mail SiteFile@dos.myflorida.com

RESOURCE GROUP FORM

Site #8 DU18995

HISTORY & DESCRIPTION

Construction Year: 1917 ☒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. WW I & Aftermath 1917-1920 3. _____
2. Twentieth C American 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

Resource 8DU18995 was constructed ca. 1917, incorporated into US 1 in 1926, and widened and modernized in 1958. Within the APE, it is an asphalt-paved modern roadway consisting of 2 travel lanes, central and side turning lanes, and grassy medians.

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) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

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.)

Resource 8DU18995 within the APE was determined to be ineligible for listing in the NRHP in 2007. Due to alterations to the roadway, 8DU18995 has not gained significance or distinction and remains ineligible for listing.

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 Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20093

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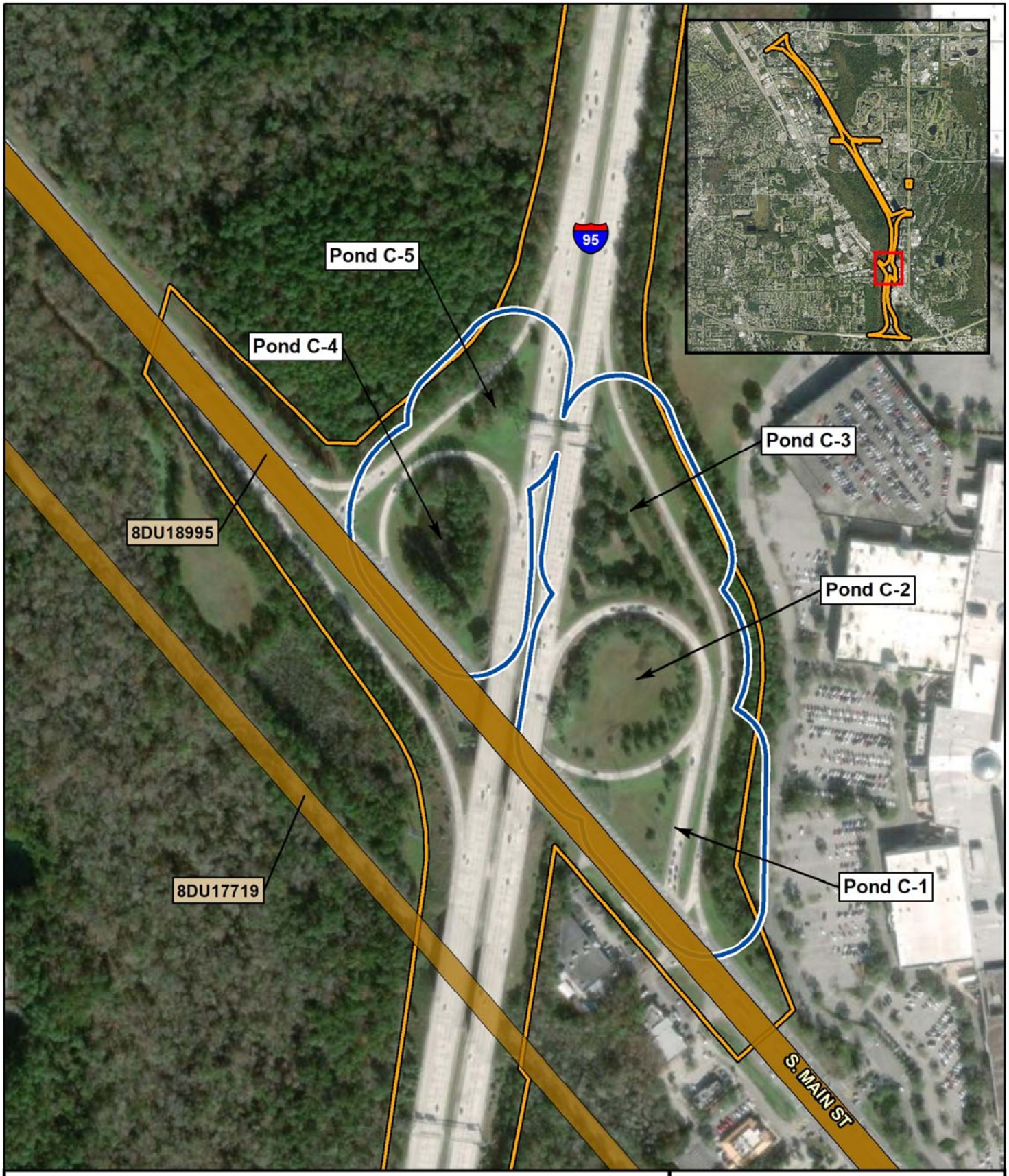
8DU18995_a Facing north

8DU18995_b Facing North

8DU18995_c Facing West

8DU18995_d Facing South



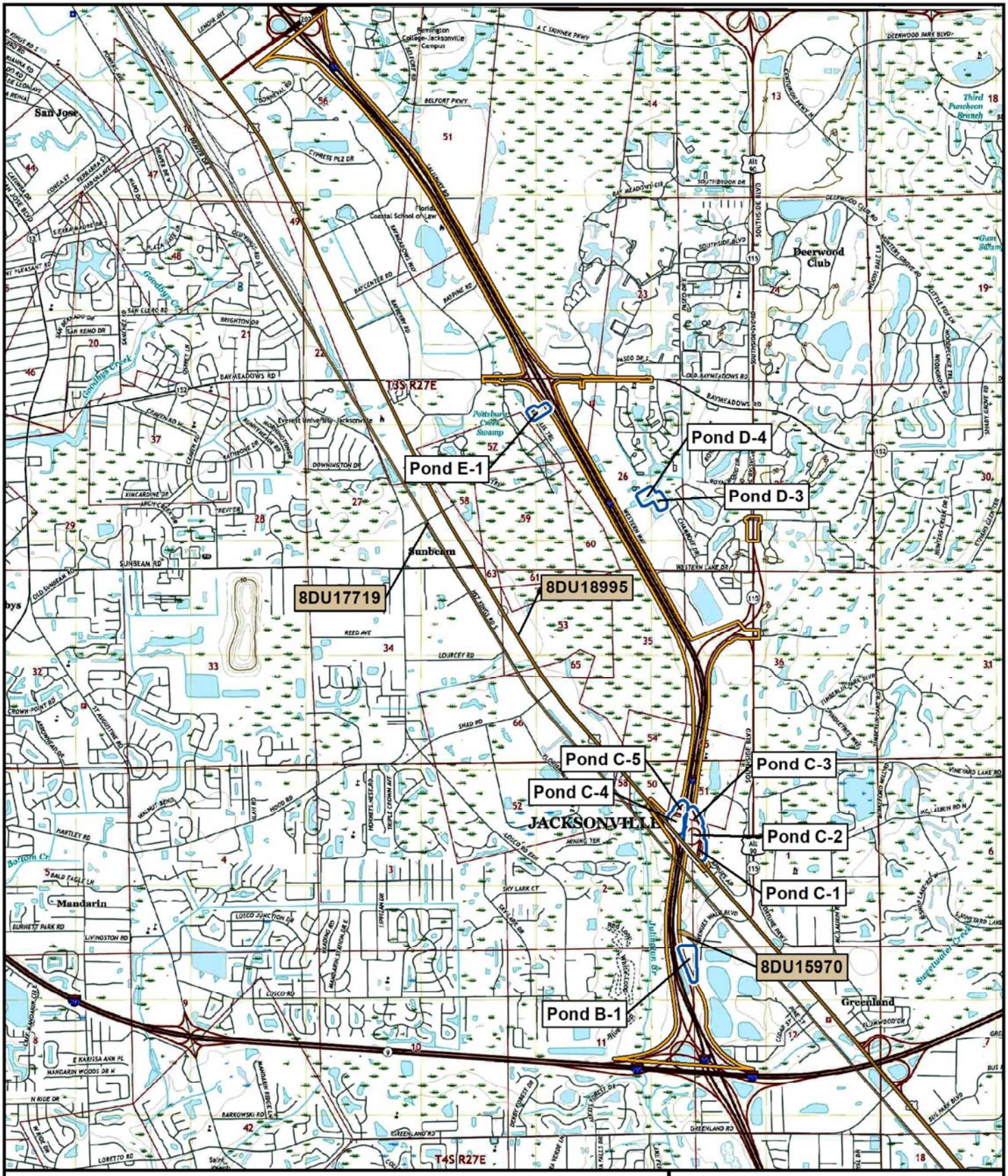
I-95 from I-295 to SR 202 Ponds APE

I-95 from I-295 to SR 202 Corridor APE

Previously Recorded Linear Resource

0 50 Meters 0 200 Feet

USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (7/2020)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