

DRAFT
CULTURAL RESOURCE ASSESSMENT SURVEY

**Midway Road/County Road 712 Project Development and
Environment (PD&E) Study**

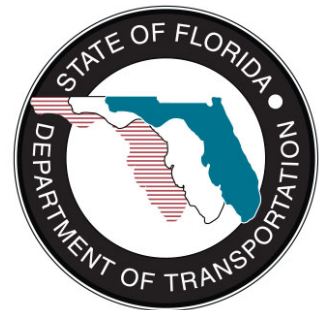
**From Glades Cut Off Road (CR 709) to Selvitz Road (CR 611),
St. Lucie County, Florida**

Financial Project ID: 231440-3-22-01
ETDM No.: 14177

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

District IV
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FLORIDA 33309-3421

March 2016



EXECUTIVE SUMMARY

The *Cultural Resource Assessment Survey (CRAS) for the Midway Road/County Road (CR 712) Project Development and Environment (PD&E) Study from Glades Cut Off Road (CR 709) to Selvitz Road (CR 611), St. Lucie County, Florida* was undertaken by Janus Research for the Florida Department of Transportation (FDOT), District 4. It is proposed that Midway Road/CR 712 be widened from its existing two lane configuration to four lanes within the project limits in order to satisfy future traffic demand and capacity needs. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment was designed and implemented to comply with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the FDOT *Project Development and Environment Manual* (revised, January 1999). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*.

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of James P. Pepe, M.A., RPA. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

No newly or previously recorded archaeological sites were identified within the archaeological APE. A total of 14 shovel tests were excavated within the archaeological APE. No cultural material was recovered.

The historic resources survey resulted in the identification of five previously recorded historic resources (8SL1657, 8SL1806, 8SL1809, 8SL3014, and 8SL3149) and one newly recorded historic bridge (8SL3282). The building located at 4362 Midway Road (8SL1806) was previously determined National Register–ineligible by the State Historic Preservation Officer (SHPO) as part of the 2006 *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a). Midway Road (8SL1657) and Canal 103 (8SL1809) within the current APE to the east of Florida's Turnpike were also determined National Register–ineligible during the aforementioned 2006 study. Undocumented portions of Midway Road (8SL1657), Canal 103 (8SL1809), and CR 709/Glades Cut Off Road

(8SL3149) within the APE were recorded and are considered National Register–ineligible as part of the current study.

The undocumented segment of the Florida East Coast (FEC) Railroad – Lake Harbor Branch (8SL3014) within the APE is considered National Register–eligible under Criterion A in the areas of Community Planning and Development and Transportation for its historical significance related to the development of the east coast of Florida, specifically within St. Lucie County. Newly recorded FDOT Bridge No.940050 (8SL3282) is considered ineligible for listing in the National Register.

FMSF forms were updated for the undocumented portions of Midway Road (8SL1657), FEC Railroad – Lake Harbor Branch (8SL3014), Canal 103 (8SL1809), and CR 709/Glades Cut Off Road (8SL3149) within the APE. A FMSF form was newly prepared for FDOT Bridge No. 940050 (8SL3282). All forms are included in Appendix A of the current study. The previous form for the building located at 4362 Midway Road (8SL1806) is also included in Appendix A.

TABLE OF CONTENTS

Section	Page
EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iv
LIST OF FIGURES	v
LIST OF TABLES	vii
LIST OF APPENDICES.....	vii
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION.....	2
2.1 Purpose and Need	4
2.1.1 Transportation Demand.....	4
2.1.2 Capacity.....	5
2.1.3 Plan Consistency	5
2.1.4 Social Demands & Economic Development.....	5
2.1.5 Modal Interrelationships.....	6
2.2 Alternatives Considered	7
2.2.1 No-Build Alternative.....	7
2.2.2 Build Alternatives.....	7
3.0 AREA OF POTENTIAL EFFECT	9
4.0 ENVIRONMENTAL SETTING	11
4.1 Paleoenvironment and Macro-Vegetational Change.....	11
4.2 Regional Environment.....	11
4.3 Physical Environment of the Project APE.....	12
5.0 PRECONTACT OVERVIEW	14
5.1 Paleoindian Period (12,000–7500 BC).....	14
5.2 Archaic Period (7500–500 BC).....	15
5.2.1 Early Archaic (7500–5000 BC).....	15
5.2.2 Middle Archaic Period (5000–3000 BC)	15
5.2.3 Late Archaic Period (3000–500 BC).....	16
5.3 Formative Period (500 BC–AD 1513).....	19
5.3.1 Glades Cultural Tradition and East Okeechobee	19
6.0 HISTORICAL OVERVIEW	24
6.1 European Contact and Colonial Period (ca. 1513–1821)	24
6.2 The Territorial and Statehood Period (1821–1860).....	25
6.3 Civil War and Post War Period (1861–1897).....	27
6.4 Spanish-American War Period/Turn-of-the-Century (1898–1916)	30
6.5 World War I and Aftermath Period (1916–1919)	31
6.6 Florida Boom Period (1920–1930).....	32
6.7 Depression and New Deal Period (1930–1940)	33
6.8 World War II and the Post-War Period (1940–1950).....	33
6.9 Modern Period (1950–Present).....	36
7.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW	42
7.1 Previously Conducted Cultural Resource Surveys.....	42
7.2 Previously Recorded Archaeological Resources.....	43
7.3 Previously Recorded Historic Resources	43
8.0 PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL	46

8.1	Precontact Archaeological Site Location Model	46
8.2	Historic Archaeological Site Location Model	46
9.0	METHODS	47
9.1	Archaeological Field Methods.....	47
9.2	Historic Resources Field Methods.....	47
9.3	Local Informants and Certified Local Government Coordination	48
10.0	RESULTS	49
10.1	Archaeological Results	49
10.2	Historic Resources Survey Results.....	51
10.2.1	National Register–eligible Historic Resource	55
10.2.2	National Register–ineligible Historic Resources.....	56
11.0	CONCLUSIONS.....	64
11.1	Unanticipated Finds.....	64
11.2	Curation	64
12.0	REFERENCES CITED.....	65

LIST OF FIGURES

Figure	Page
Figure 1: Project Location Map	3
Figure 2: Project APE	10
Figure 3: Glades Cultural Region (Source: Milanich 1994).....	20
Figure 4: A 1944 Aerial Photograph of the Historic Resources APE.....	35
Figure 5: A 1958 Aerial Photograph of the Western Portion of the Historic Resources APE	37
Figure 6: A 1958 Aerial Photograph of the Eastern Portion of the Historic Resources APE	38
Figure 7: A 1969 Aerial Photograph of the Western Portion of the Historic Resources APE	39
Figure 8: A 1969 Aerial Photograph of the Eastern Portion of the Historic Resources APE	40
Figure 9: A Modern Aerial Photograph of the Historic Resources APE.....	41
Figure 10: Florida’s Turnpike from Beneath FDOT Bridge No. 940050, facing Southeast	45
Figure 11: Project Area South of Midway Road with Canal and Spoil Berm, facing East	49
Figure 12: Project Area West of Selvitz Road with Buried Utilities, facing West.....	50
Figure 13: Proposed ROW East of NW Milner Drive, facing East	50
Figure 14: Shovel Test 1, facing West.....	51
Figure 15: Identified Historic Resources within the Historic Resources APE	54
Figure 16: FEC Railroad – Lake Harbor Branch (8SL3014) Tracks at Intersection with Midway Road in APE, facing Southwest	55
Figure 17: Midway Road (8SL1657) from East of Torino Parkway, facing Northwest	56
Figure 18: House located at 4362 W. Midway Road (8SL1806), facing Northwest.....	58
Figure 19: Canal 103 (8SL1809) to the West of East Torino Parkway, facing Northwest	59
Figure 20: Canal 103 (8SL1809) from NW Corporate Way, facing West	59

Figure 21: CR 709/Glades Cut Off Road (8SL3149) from Intersection with Midway Road within the APE, facing Northeast.....	61
Figure 22: FDOT Bridge No. 940050 (8SL3282) over Florida's Turnpike, facing Southwest.....	62

LIST OF TABLES

Table	Page
Table 1: Soil Characteristics within the Project APE	13
Table 2: Surveys Conducted within or Adjacent to the Project APE	42
Table 3: Previously Recorded Historic Resources within Historic Resource APE	44
Table 4: Identified Historic Resources within the Historic Resource APE	52

LIST OF APPENDICES

Appendix

- Appendix A: Florida Master Site File Forms
- Appendix B: Shovel Test Maps
- Appendix C: Survey Log Sheet

1.0 INTRODUCTION

The *CRAS for the Midway Road/CR 712 PD&E Study from Glades Cut Off Road (CR 709) to Selvitz Road (CR 611), St. Lucie County, Florida* was undertaken by Janus Research for FDOT, District 4. It is proposed that Midway Road/CR 712 be widened from its existing two lane configuration to four lanes within the project limits in order to satisfy future traffic demand and capacity needs. The objective of this survey was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

This assessment was designed and implemented to comply with Section 106 of the *NHPA of 1966* (as amended) as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the FDHR' *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the *FDOT Project Development and Environment Manual* (revised, January 1999). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*.

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of James P. Pepe, M.A., RPA. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

2.0 PROJECT DESCRIPTION

The Midway Road/CR 712 project corridor is centrally located in the eastern part of St. Lucie County, Florida, and is owned and maintained by St. Lucie County. The project corridor extends approximately 1.6 miles along Midway Road/CR 712 (Roadway ID 94530000), from Glades Cut Off Road (Mile Post 5.813) to Selvitz Road (Mile Post 7.405). The project ties into the existing four-lane section to the west of Glades Cut Off Road and to future four-lane segments from Selvitz Road to just east of US Highway 1 (US 1). The project corridor is located in unincorporated St. Lucie County but is the northern border to the City of Port St. Lucie (Figure 1).

Midway Road/CR 712 is a major east-west roadway that provides a vital connection to residents and commuters to and from Interstate 95 (I-95) to the commercial areas along US 1. Within the project limits, Midway Road/CR 712 is a two-lane undivided roadway with a varying posted speed from 35 to 45 miles per hour (mph). It is functionally classified as an Urban Principal Arterial and is designated as a hurricane evacuation route by the Florida Division of Emergency Management. The existing roadway typical section consists of two 12-foot lanes, one in each direction, and the existing right-of-way (ROW) varies with a minimum width of 70 feet. The land uses consist of residential, commercial, government, and industrial facilities, such as Tropicana Products, Inc., CEMEX, Packers of Indian River Ltd., US Post Office, St. Lucie County Sheriff's Office, and New Horizons of the Treasure Coast, Inc.

The study corridor includes a bridge (FDOT Bridge No. 940050) over Florida's Turnpike. The FEC railroad traverses the corridor by running adjacent and parallel to the Glades Cut Off Road. Canal 103, which is part of the St. Lucie Water Control District, is the principal receiving water body for the project area and conveys stormwater from the west side of Florida's Turnpike through an existing concrete box culvert. The canal runs parallel along the south side of Midway Road/CR 712 and, after Selvitz Road, it diverges and continues southeasterly to discharge into the North Fork of the St. Lucie River. The North Fork is designated as an Outstanding Florida Water and an Aquatic Preserve. It is the main collector water body in St. Lucie County and discharges into the Indian River Lagoon. The canal, along with the adjacent vegetative buffer, provides a physical separation to the residential homes on the south side.

The Midway Road/CR 712 PD&E Study from Glades Cut Off Road to Selvitz Road will evaluate alternatives to widen the existing road from two to four lanes within the project limits in order to satisfy future traffic demand and capacity needs. The proposed study will also consider pedestrian, bicycle, and transit facilities and improvements to freight mobility, and it will evaluate operational improvements and access management into some commercial businesses along the project corridor. Additional ROW requirements will be evaluated during the PD&E study for offsite ponds in order to meet stormwater management requirements.



2.1 Purpose and Need

Based on recent traffic data from St. Lucie County, the facility does not adequately handle the existing traffic demand. Without capacity improvements, the traffic operations along the corridor will continue to deteriorate. The primary purpose for this project is to provide additional capacity to meet existing and future traffic needs, improve safety by alleviating existing roadway and capacity deficiencies, and allow opportunities for pedestrian, bicycle, and transit facilities. The additional capacity will also improve freight mobility and enhance emergency evacuation along the project corridor. The purpose and need of this project are further described below and include Transportation Demand, Capacity, Plan Consistency, Social Demands and Economic Development, Modal Interrelationships, and Roadway Deficiencies.

2.1.1 Transportation Demand

The US Census-designated Port St. Lucie-Fort Pierce Metropolitan Statistical Area has been identified as one of the fastest growing metropolitan areas in Florida, which includes all of Martin and St. Lucie counties. From 2000 to 2010, this metropolitan area has experienced population growth from 319,426 persons in 2000 to 424,107 persons in 2010, representing an annual increase of 2.9%. Evaluating the population growth for the City of Port St. Lucie by itself revealed an even greater percentage increase. According to the Bureau of Economic and Business Research, the City has grown from a population of 88,769 in 2000 to 164,603 in 2010, representing an annual increase of 6.4%.

This rapid population growth has resulted in a significant increase in surface transportation demand along major arterials such as the Midway Road/CR 712 corridor. The population of the Port St. Lucie-Fort Pierce metropolitan area is projected to increase from 424,107 persons in year 2010 to 648,600 persons in year 2035, representing a growth of approximately 53% (Bureau of Economic Business Research).

As the population in the metropolitan area continues to increase, the developments in St. Lucie County will continue to push westward. In addition, the County is anticipated to experience traffic growth from the Developments of Regional Impact (DRI). A review of the recent DRI applications in the Treasure Coast Regional Planning Council shows the following statuses for the DRIs in the vicinity of the project corridor:

- Completed - Orange Blossom Mall and St. Lucie West
- Approved - The Reserve
- Pending Notice of Proposed Change - LTC Ranch
- Withdrawn - Provinces and Orchard Park

The DRI located along Midway Road/CR 712, which is LTC Ranch, would have the greatest impact on the project corridor if constructed. As currently approved, the development includes 4,000 dwelling units of residential, over 1,505,000 square feet of office space, 725,000 square feet of retail, and 1,960,200 square feet of industrial space. However, the status of this development is pending Notice of Proposed Change that may result in a change in the size of the approved development.

The approval of the LTC Ranch DRI will further increase the transportation demand resulting in congested conditions along the project corridor. Since Midway Road/CR 712 is one of the vital east-west corridors in St. Lucie County, it is critical to increase capacity to meet the anticipated future transportation demand.

2.1.2 Capacity

Traffic data obtained from the St. Lucie County Transportation Planning Organization (TPO) Traffic Counts and Level of Service Report shows that the 2012 Annual Average Daily Traffic (AADT) along Midway Road/CR 712 west of Selvitz Road is 16,820 vehicles. Evaluating this traffic data using the 2012 FDOT Quality/Level of Service Handbook, the Level of Service (LOS) is F which is beyond the St. Lucie County's adopted LOS criteria of E. This traffic data shows that the existing volume is already exceeding the capacity of the corridor which indicates that the roadway is operating in oversaturated and undesirable conditions. Furthermore, due to the industrial properties along the corridor, it has a high truck percentage at over 7% (Florida Traffic Online).

The traffic is anticipated to increase to 29,200 AADT by 2040 and the corridor will continue to operate at LOS F with degraded traffic operation unless the capacity is increased. The future traffic projections are based on the FDOT District Four Design Traffic Technical Memorandum for the I-95 PD&E Study from north of Becker Road to south of State Road (SR) 70. This project utilized the Greater Treasure Coast Regional Planning Model as the basis for the future traffic projections. Without improvements, the congestion on the Midway Road/CR 712 project corridor will continue to operate at unacceptable driving conditions for residents and commuters due to the increased traffic volumes.

2.1.3 Plan Consistency

Martin and St. Lucie counties have independent Metropolitan Planning Organization (MPO)/TPO but share a common Regional Long Range Transportation Plan (RLRTP). The RLRTP establishes a unified strategy for transportation priorities and funding and creates a joint decision-making process regarding regional transportation issues.

The Midway Road/CR 712 project corridor extends from Glades Cut Off Road to Selvitz Road and is identified in the Martin and St. Lucie 2035 RLRTP. The project is identified in the St. Lucie County TPO 2035 Cost Feasible Plan (2016-2035) with a 2021-2025 implementation horizon. In addition, the project will be included in the next update to the State Transportation Improvement Program and the St. Lucie TPO Transportation Improvement Program. It should be noted that on the south side of the project corridor a multipurpose trail has been identified in the 2035 RLRTP in Table 4-9 of the Needs Plan Development.

2.1.4 Social Demands & Economic Development

Evacuation: Serving as part of the evacuation route network established by the Florida Division of Emergency Management, Midway Road/CR 712 plays an important role in facilitating traffic during emergency evacuation periods as it connects other major highways and arterials designated on the state evacuation route network within the project limits. These facilities include Okeechobee Road/SR 70, I-95, Glades Cut Off Road/CR 709, Selvitz Road, South 25th Street/CR 615, Oleander Avenue/CR 605, and US 1. During a 12-month period in 2004-

2005, St. Lucie County was hit directly by three major hurricanes. Midway Road/CR 712 is one of the county's most critical east-west routes and serves as a vital evacuation route for hurricanes or any other disasters. Additionally, widening Midway Road/CR 712 will ease traffic flow between South 25th Street and I-95, which will minimize a bottleneck effect during an emergency. It would also improve the ability of the local emergency management organization to evacuate large portions of the Treasure Coast in an acceptable timeframe which will enhance the safety of residents.

Economic Development: The Treasure Coast Planning Council Alternative Infill Development Plan developed for Martin and St. Lucie counties has identified several regional workplace districts located along the Midway Road/CR 712 corridor. These regional workplace districts are locations where business and economic development would be focused in order to provide jobs for residents within this metropolitan area. The Midway Road/CR 712 project area is a high-growth area. Important state and federal offices and nonprofit centers are located along Midway Road/CR 712 or nearby streets. This includes the main St. Lucie County Branch of the US Post Office, St. Lucie County Sheriff's Office, St. Lucie County Health Department, St. Lucie County Fire District Office, Hospice of the Treasure Coast, and New Horizons of the Treasure Coast, Inc. (a mental health center which is currently expanding). Significant truck traffic from the nearby St. Lucie County Landfill, CEMEX, Packers of Indian River Ltd., and Tropicana Products, Inc. place additional demands on the roadway. Meanwhile, new residential units are planned nearby. The St. Lucie County Fairgrounds, the County's Emergency Operations Center, is just six miles west of the project site.

According to the Martin and St. Lucie 2035 RL RTP, "The Regional Workplace Districts in St. Lucie County are located along the I-95 and Florida's Turnpike corridors and include the Treasure Coast Education Research Development Authority (TCERDA) area; the Crossroads Park of Commerce; the existing Rinker and Tropicana facilities along Glades Cut Off Road; the LTC Ranch Commerce Park; St. Lucie West Commerce Park; and Torrey Pines Institute south of Tradition and Gatlin Boulevard. These districts are well-situated for regional access, have ample room to grow, and can provide jobs for local residents." The Midway Road/CR 712 project corridor is anticipated to serve as the main transportation corridor linking residents of both Martin and St. Lucie counties to this business area. Increasing the capacity along the project corridor will improve mobility and support the economic development of these districts as well as stimulate major construction activities that will contribute to economic growth within this area.

2.1.5 Modal Interrelationships

The accessibility to bicyclists and pedestrians along the corridor is minimal with only two sections of sidewalk within the corridor. They are located on the north side of Midway Road/CR 712 from East Torino Boulevard to Glades Cut Off Road and along the frontage of the recently constructed New Horizons medical facility. There are no bicycle lanes. During an initial field review, pedestrians were noted walking on the grassed shoulder while pushing a child's stroller. Additionally, the existing bridge over the Florida's Turnpike does not have sufficient shoulder width to accommodate pedestrian or bicycle traffic. A review of the Martin and St. Lucie 2035 RL RTP identified a multipurpose trail in Table 4-9 of the Needs Development Plan that would run along the entirety of Midway Road/CR 712 to connect with

the other proposed multipurpose trails located on Okeechobee Road, Shin Road, Glades Cut Off Road, Selvitz Road, and Midway Road to the east.

The 2035 Future Bus and Train Network identified a proposed bus route along the entirety of Midway Road/CR 712 to connect to existing bus routes. Moreover, the County's Transit Development Plan from February 2014 identified Midway Road/CR 712 as a priority corridor to implement transit. The project will create opportunities to include pedestrian, bicycle, and transit facilities along the project corridor.

2.2 Alternatives Considered

Three build alternatives, including the Transportation System Management and Operations (TSMO) alternative, were developed and considered during the preliminary engineering phase of this study. The No-Build Alternative, TSMO Alternatives, and Build Alternative 1 (Canal Avoidance) and Alternative 2 (Box Culvert) are described below.

2.2.1 No-Build Alternative

No improvements are made to Midway Road/CR 712 within the limits of the study.

2.2.2 Build Alternatives

Transportation System Management and Operations (TSMO) Alternatives

TSMO alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSMO options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along Midway Road/CR 712 in the design year cannot be provided solely through the implementation of TSMO improvements.

Build Alternative 1 (Canal Avoidance)

The typical section includes two, 11-foot travel lanes in each direction separated by a 22-foot median. Seven-foot buffered bike lanes would be provided in each direction located adjacent to the outside travel lanes. Type F curb and gutter is used along the inside and outside lanes and collects stormwater runoff which is then directed to stormwater retention ponds. A six-foot wide sidewalk would be provided on the north side of the roadway, and a 12-foot-wide shared-use path would be provided along the south side of the roadway. The alignment for this alternative would shift to the north to avoid impacts to Canal 103. This typical section requires a minimum of 153 feet of ROW. Since the existing County ROW width varies between 107 feet and 153 feet, from zero feet up to 46 feet of ROW would need to be acquired along the north side of the roadway. The design speed for this typical section would be 45 mph.

Build Alternative 2 (Box Culvert)

The roadway and pedestrian features of the typical section for this alternative are similar to Alternative 1 except that Canal 103 would be enclosed with a box culvert. The canal is located within ROW owned by both St. Lucie County and the City of Port St. Lucie. This typical

section requires a minimum of 160 feet of ROW. Approximately 25 feet to 32.5 feet of ROW would need to be acquired from the City of Port St. Lucie along the south side of the roadway. Additionally, up to 28 feet of ROW would need to be acquired along the north side of the roadway. The design speed for this typical section would be 45 mph.

3.0 AREA OF POTENTIAL EFFECT

In order to comply with federal and state regulations, a CRAS is conducted to identify all historic and archaeological resources that may be affected by the project improvements. The CRAS is a major task required as part of the Section 106 process. An APE must be established in order to determine the physical area in which cultural resources will be identified. For this CRAS, the APE was determined by considering the type of improvements being proposed and the potential effects these improvements could have on cultural resources. The APE determination also considered the developed character of the project area.

The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed improvements and its associated ground disturbing activities within the proposed ROW. The archaeological APE, therefore, is confined to the proposed project improvements and proposed ROW (Figure 2).

The APE for historic resources typically includes the area of the proposed improvements as well as the area within which potential visual effects for the improvements could be observed. The historic APE includes the existing and proposed ROW and an additional 200 feet from the edge of the proposed ROW (Figure 2).

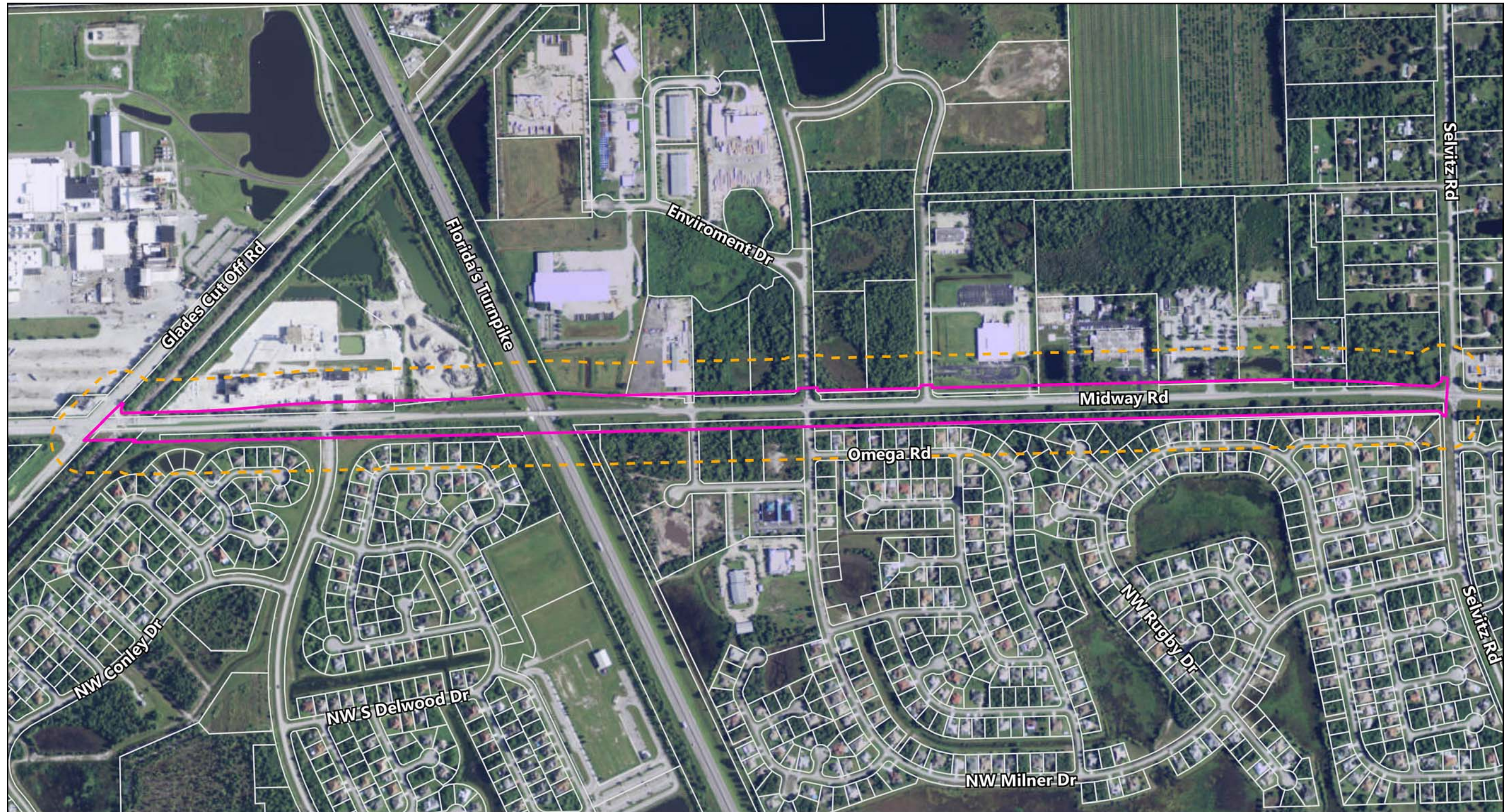
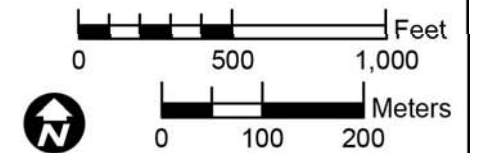


Figure 2: Project APE

Midway Road/CR 712 PD&E from
Glades Cut Off Road to Selvitz Road
(FP ID. 231440-3-22-01
ETDM No: 14177)

-  Archaeological APE
-  Historic Resources APE



4.0 ENVIRONMENTAL SETTING

Environmental and ecological factors through time have had a direct influence on the choice of occupation sites by precontact populations and early historic settlers. Therefore, factors such as geologic, hydrologic, and meteorological processes that may have affected the APE and its biotic resources are important elements in the formulation of a settlement/subsistence model for precontact and early historic peoples.

4.1 Paleoenvironment and Macro-Vegetational Change

Although a comprehensive paleoenvironmental reconstruction is beyond the scope of this report, a brief description of the large-scale climatic and hydrologic conditions that have occurred since 31,050 BC is provided. This description is drawn primarily from the work of W. A. Watts (1969, 1971, 1975, and 1980) and Watts and Hansen (1988). Carbone (1983) has promoted the reconstruction of local paleoenvironments, or small-scale environmental change, with an effort towards developing regional paleoenvironmental mosaic landscapes. Vegetation and animals (including humans) either adapt to local areas (micro-habitats) or move to preferred locations. The descriptions given here provide some indication of the ecological context of precolumbian groups at different times, in particular the environmental limitations. However, these descriptions are general and cannot be used to reconstruct the microhabitats of the project area.

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,500 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in their hunting/foraging strategies and seasonal migration patterns. Within the archaeological record, these changes can be observed by differences in settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

The first 5,000 years or so of the Holocene (8,000 BC–present) were marked by rapid rises in Florida sea levels. This inhibited the development of estuaries along the Gulf Coast and may have had the same impact on the Atlantic coast (Griffin 1988). However, even though sea levels were rising, they were still considerably lower than present levels. This, combined with low interior water tables, resulted in arid conditions for the interior of southern Florida (Watts 1983; Watts and Hansen 1988). The marshes and swamps for which southern Florida are famous had not yet been formed (Webb 1990).

At about 3,000 BC, give or take 1,000 years, sea levels had risen to within a few meters of their current levels (Griffin 1988). Increased rainfall resulted in the formation of Lake Okeechobee, the Everglades, and other modern ecosystems (Watts and Stuiver 1980; Brooks 1984:38; Gleason et al. 1984:311).

4.2 Regional Environment

The project APE is located within the Eastern Valley physiographic province (White 1970: Map 1-C). The Eastern Valley is broad and flat, extending south from the St. Mary's Meander

Plain (Scott 1978:10). The Eastern Valley features a long steep slope along the eastern edge of the Osceola Plain, starting as far north as Sanford and extending south until its terminus at Indiantown. Elevations for this region average around 6 meters to 14 meters (20 feet to 45 feet) above mean sea level with some areas as high as 21 meters (70 feet) above mean sea level. The Eastern Valley serves as a transitional zone between the areas of higher relative relief in northern Florida and the flatter areas to the south (White 1970:110). Features associated with this province include the Everglades to the south, the Atlantic Ocean to the east, Lake Okeechobee to the west, and the Okeechobee and Osceola Plain to the northwest and north.

Outcrops of silicified limestone or chert, often sought out by prehistoric people as raw material sources for the manufacture of stone tools, do not occur near St. Lucie County (cf. Lane et al. 1980). The closest known outcrops lie to the west along the Peace River in the central part of the state (Upchurch et al. 1982).

St. Lucie County is underlain by Caloosahatchee Marl formation, which dates to the Pliocene age and consists of sand and shell (United States Department of Agriculture [USDA] 1980:104). Across most of the county, Pamlico Sand lies above the Caloosahatchee Formation, and is the basic material in which most of the mineral soils have formed.

Most of St. Lucie County is drained through intermittent streams, creeks, rivers, closed depressions, and grassy sloughs (USDA 1980:3). Ten Mile Creek, which is the headwaters of the North Fork of the St. Lucie River, drains the northern part of Allapattah Flats around the northern end of Green Ridge. Five Mile Creek drains the area between the Atlantic Coastal Ridge and Ten Mile Ridge and flows into the North Fork of the St. Lucie River (USDA 1980:3).

Water resources consist of rainwater and ground water inflow (USDA 1980:3). Ground water is derived almost entirely from local precipitation. In most winter seasons, there is a shortage of water because of low rainfall. Two major aquifers underlie St. Lucie County: the deep artesian Florida aquifer and the shallow, nonartesian aquifer. They are separated by a layer of slowly permeable clay and sand. The quality of nonartesian water generally is superior to that of artesian water. The water from the Florida artesian aquifer is generally unsuitable for public drinking (USDA 1980:3).

4.3 Physical Environment of the Project APE

A review of the General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1853a, 1853b) and surveyor's field notes (FDEP 1845, 1853c, 1853d) was conducted to examine past environmental conditions within the vicinity of the archeological APE. The historic surveyor's notes describe the project area as 3rd rate pine and palmetto. No hammocks are illustrated in the vicinity of the project area.

A review of aerial photographs from 1944, 1958, 1969, 1980, and 1992 (University of Florida, George A. Smathers Libraries 2014; Florida Department of Transportation [FDOT], Surveying and Mapping Office 2015) were reviewed to examine land use within the vicinity of the archaeological APE during the 20th century. In 1944, Midway Road and the canal south of the road were present. To the east of the project area agricultural fields were present along the

northern side of Midway Road but the project area was low flatwoods with scattered wetland ponds. By 1958, the Florida's Turnpike, the FEC Railroad, and Glades Cutoff Road were present. Selvitz Road was present running north from Midway Road. The project area was still mostly flatwoods with scattered trees, although some agricultural fields, likely groves, were being cleared between Selvitz Road and the Turnpike. Two structures were also present north of Midway Road to the west of Selvitz Road. The aerial photographs from 1969 and 1980 shows little change in the vicinity of the project area. By 1992 housing developments were being constructed to the south of Midway Road, although no structures were present along the streets. Large structures along the north side of Midway Road had also been constructed by the early 1990s.

The *Soil Survey of St. Lucie County Area, Florida* (USDA 1980) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the project corridor indicative of increased archaeological site potential. The project area is located within the Nettles-Ankona-Pepper soil association (USDA 1980:7–8). These soils are poorly drained and found on broad flatwoods interspersed with depressional areas and sloughs. The characteristics of the soils present in the archaeological APE are described in Table 1.

TABLE 1: SOIL CHARACTERISTICS WITHIN THE PROJECT APE		
Drainage Characteristics	Soil Type	Environmental Association
Poorly Drained	Nettles sand	This soil is found on broad flatwoods. Natural vegetation includes south Florida slash pine, cabbage palm, saw palmetto, wax myrtle, inkberry, fetterbush, bluestems, and threeawns.
	Pepper sand	This soil is found on broad flatwoods. Natural vegetation is south Florida pine, saw palmetto, running oak, inkberry, fetterbush, bluestems, and threeawns.
	Wabasso sand	This soil is found on flatwoods. Natural vegetation consists of longleaf or slash pine, cabbage palm, saw palmetto, running oak, inkberry, fetterbush, bluestems, and threeawns.
	Waveland fine sand	This soil is found broad flatwoods. Natural vegetation is south Florida slash pine, palmetto, wax myrtle, gallberry, pawpaw, huckleberry, fetterbush, lopsided indiagrass, bluestems, and threeawns.

USDA 1980: 29–30, 32–33, 43–47

5.0 PRECONTACT OVERVIEW

Native peoples have inhabited Florida for at least 14,000 years. The earliest cultural stages are pan-Florida in extent, while later cultures exhibited unique cultural traits. The following discussion of the precontact time period in the vicinity of the APE is included in order to provide a framework within which the local archaeological record can be understood.

5.1 Paleoindian Period (12,000–7500 BC)

The earliest period of precontact cultural development dates from the time people first arrived in Florida. The greatest density of known Paleoindian sites in Florida is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Oklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at shallow fords and river crossings where Native Americans presumably ambushed Pleistocene mammals. The bones of extinct species such as mammoth, mastodon, and sloth are commonly found preserved in the highly mineralized waters of the area's springs and rivers. Despite early claims to the contrary, present evidence strongly supports the contemporaneity of Paleoindians and these extinct mammals.

The climate of Florida during the late Pleistocene was cooler and drier, and the level of the sea was as much as 160 feet (49 meters) lower (Milanich 1994:38–41). Rising sea levels are assumed to have inundated many coastal sites dating to the Paleoindian and Early Archaic periods (e.g., Ruppe 1980; Goodyear and Warren 1972; Goodyear et al. 1980; Dunbar et al. 1988). It is difficult to determine the dependence of Paleoindian groups on estuarine and littoral resources because little is known of these submerged archaeological sites.

The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools are known from the Harney Flats site (Daniel and Wisenbaker 1987:41–97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8–32). These Paleoindian tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118, and Purdy 1981). Bifacial and “hump-backed” unifacial scrapers, blade tools, and retouched flakes, including spokeshaves, have been found at these sites (Purdy 1981; Daniel and Wisenbaker

1987:62–81, 86–87). However, some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

5.2 Archaic Period (7500–500 BC)

The Archaic period of cultural development was characterized by a shift in adaptive strategies stimulated by the onset of the Holocene and the establishment of increasingly modern climate and biota. It is generally believed to have begun in Florida around 7500 BC (Milanich 1994:63). This period is further divided into three sequential periods: the Early Archaic (7500–5000 BC), the Middle Archaic (5000–3000 BC), and the Late Archaic (3000–500 BC).

5.2.1 Early Archaic (7500–5000 BC)

Cultural changes began after about 8000 BC in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63).

Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34). However, it appears that the distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be largely restricted to natural springs and the extensive perched water sources of northern Florida.

With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

5.2.2 Middle Archaic Period (5000–3000 BC)

Throughout the Middle Archaic, environmental and climatic conditions would become progressively more like modern conditions, which would appear by the end of the period, circa 3000 BC. During this period, rainfall increased, surface water became much less restricted and, as a result, vegetation patterns changed. The Middle Archaic period is characterized by increasing populations and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points. The Newnan point is the most distinctive and widespread in distribution (Bullen 1975:31). Other stemmed points of this period include the less common Alachua, Levy, Marion, and Putnam points (Bullen 1968; Milanich 1994). In addition to these stemmed points, the Middle Archaic lithic industry, as recognized in Florida, includes production of cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, “hump-backed” unifacial scrapers, and sandstone “honing” stones (Purdy 1981; Clausen et al. 1975). Additionally, thermal alteration, a technique in stone tool production, reached its peak during the Middle to Late Archaic periods.

Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975). The first are small, special-use camps, which appear archaeologically as scatters of lithic waste flakes and tools such as scrapers, points, and knives. These sites are numerous in river basins and along wetlands and probably represent sites of tool repair and food processing during hunting and gathering excursions (Milanich 1994:78). The second common site type is the large base camp. This type of site may cover several acres or more, and contains several thousand or more lithic waste flakes and tools. The third common type of site is the quarry-related site that occurs in localities of chert outcrops.

Middle Archaic sites are found in a variety of locations, including, for the first time, freshwater shell middens along the St. Johns River and the Atlantic Lagoon. Middle Archaic sites have been found in the Hillsborough River drainage northeast of Tampa Bay, along the southwestern Florida coast, and in South Florida locales such as Little Salt Spring in Sarasota County. In addition, Middle Archaic sites occurred throughout the forests of the interior of northern Florida (Milanich 1994:76).

Due to rising sea levels since the Middle Archaic, many sites dating to this period are now submerged beneath the waters of the Gulf of Mexico and Atlantic Ocean. One such site in St. Lucie County may be the Douglass Beach Midden (8SL17), from which artifacts predating the Late Archaic have been recovered (Murphy and Cummings 1990).

5.2.3 Late Archaic Period (3000–500 BC)

By the beginning of the Late Archaic, all of the modern physiographic regions and ecosystems of southern Florida were present in essentially their modern forms. This includes the entire Kissimmee-Lake Okeechobee-Everglades drainage system. Although the environment of southern Florida had achieved some sense of stability, the archaeological record of this period is much more dynamic. Different ideas and perhaps, human populations, were moving into the area during this time. As a result, there is a great deal of variability between Late Archaic sites in central and southern Florida.

The one point upon which all researchers seem to agree is that, at the beginning of the Late Archaic, pottery had not yet been invented. How long this aceramic state persisted, what the earliest pottery types are and how they vary over space and time is a matter for considerable conjecture.

Until recently, variations of Bullen's chronology for the Late Archaic Orange culture in northeastern Florida were generally used for the Late Archaic in central and southern Florida. Using this scheme, fiber-tempered pottery, the earliest pottery type known for all of North America, was considered to be a marker for the pottery portion of the Late Archaic. The generally accepted chronological sequence for the Late Archaic was expressly unilineal, with plain (undecorated) fiber-tempered pottery, followed by decorated fiber-tempered pottery, replaced finally by plain pottery that was not tempered with fibers (Bullen 1954, 1955, 1972). It was also understood that sand was eventually added as a tempering agent to fiber-tempered pottery. As the Late Archaic progressed, the amount of sand temper was supposed to have increased while the amount of fiber temper decreased. Orange pottery tempered with both fiber and sand is sometimes referred to as "semi-fiber tempered." The application of this chronology to southern Florida seemed to indicate that most of the area, especially the Everglades, was sparsely settled during the Late Archaic due to the general absence of Orange pottery at sites (Griffin 2002:146-149; Widmer 1988:201-201).

The use of the "standard" fiber-tempered sequence for the Late Archaic in southern Florida eventually came into question by several researchers. Based on his research in southwestern Florida, Widmer (1988:68) hypothesized that the earliest sites there "include untempered chalky pottery and limestone-tempered pottery as well as the usual fiber-tempered Orange pottery." Austin (1997:136) states that the "identification of a true Orange Horizon in south Florida is debatable." He points out that, in the Kissimmee River Valley, pure fiber-tempered components are rare. Instead, what is more common is the presence of "semi-fiber tempered" pottery in the basal levels of middens, "often in association with thick St. Johns Plain or Sand-tempered Plain sherds, and overlying either culturally sterile sands, or sparse scatters of lithic artifacts" (Austin 1996, 1997:136). Both Widmer and Austin agree that semi-fiber tempered components at sites throughout southern Florida are "ephemeral" and soon replaced in the archaeological record by components consisting of exclusively sand-tempered pottery (Austin 1997:136; Widmer 1988:72-73).

Mike Russo has investigated the Joseph Reed Shell Ring on Jupiter Island (Russo and Heide 2002). Radiocarbon dates indicate that the site was constructed sometime between 3527-2746 CALYBP (Russo and Heide 2002:73). This confirms that the site dates to the Late Archaic period. However, no fiber-tempered pottery was recovered from the site. Instead, excavations yielded only chalky (possible early St. Johns Plain) and plain sand-tempered pottery. This is an earlier appearance for these types of pottery than has been predicted for southeastern Florida. Radiocarbon dates indicate that the chalky pottery appears at the Joseph Reed Shell Ring between 3500 and 3300 CALYBP whereas sand-tempered pottery is hypothesized to appear around 3280 CALYBP. Based on the evidence obtained from excavations at the Joseph Reed Shell Ring, Russo and Heide tentatively proposed a new chronology for the Late Archaic in southeastern Florida. A period labeled Late Archaic I is proposed that is marked by fiber-tempered and/or semi-fiber tempered plain pottery. During the next proposed period, Late Archaic II, only chalky ware pottery, possibly early St. Johns Plain, is predicted to occur. This is based on the earliest pottery-bearing levels from the Joseph Reed Shell Ring. The next proposed period, Late Archaic III, is distinguished by the presence of plain sand-tempered pottery along with the chalky pottery. This period is based on the latest levels from the Joseph Reed Shell Ring. Russo and Heide point out that this chronology is closest in resemblance to

the chronology proposed by Widmer (1988) for southwestern Florida, suggesting, among other things, that non-fiber-tempered pottery was developed earlier in southern Florida than elsewhere in the state.

It is worth noting that all of these researchers mention in their Late Archaic chronologies the presence of St. Johns Plain, or plain “chalky ware” pottery. Specimens of this type are usually described as “thick” or “thick walled.” The same phenomenon has been mentioned for Late Archaic sites in the Everglades (Mowers and Williams 1972). Often, this pottery is described in reports as “early St. Johns Plain.”

Of perhaps equal interest to the reported early manifestations of St. Johns Plain are the early reports of Sand-tempered Plain pottery from some sites in southern Florida. In addition to the early examples of Sand-tempered Plain sherds from the Joseph Reed Shell Mound, early examples of this type are also reported from southwestern Florida. At the Mulberry Midden (8CR697), Sand-tempered Plain pottery was dated at about 3390 and 3430 CALYBP (Lee et al. 1993:46; dates recalibrated by Russo and Heide 2002). Dates for Sand-tempered Plain from Heineken Hammock (8CR231) are even earlier, ranging from 4000 to 4500 CALYBP (Lee et al. 1998; dates recalibrated by Russo and Heide 2002). Again, using the standard fiber-tempered sequence for southern Florida, Sand-tempered Plain pottery should not be present at such early dates, only fiber-tempered pottery.

Finally and importantly, it is now becoming clear that many of the ubiquitous faunal bone middens located in the interior wetlands of southern Florida date to Late Archaic times, despite the fact that many of them lack pottery of any kind. These sites are notoriously difficult to date because, not only do they often lack chronologically diagnostic artifacts, but most of the faunal bone at the sites lacks collagen, the datable material in bone samples sent to radiocarbon labs. Nevertheless, many sites clearly have aceramic components that underlie pottery-bearing strata, logically indicating that these aceramic components most likely date at least as far back as Late Archaic times. Indeed, a few radiocarbon dates have been obtained from some of these components, mostly from shell artifacts or ecofacts. For instance, Taylor’s Head (8BD74) yielded a radiocarbon date of 4840 +/- 210 CALYBP from an aceramic stratum that lay beneath pottery-bearing strata, although no fiber-tempered pottery was identified (Masson et al. 1988:346). Additionally, radiocarbon dates from the lower, aceramic stratum at the Francis Groves Midden/Muhley site (8BD2911) are reported as ranging from 3960-3630 CALYBP (Pepe and Elgart 2006), despite the fact that fiber-tempered pottery is known during this time elsewhere in Florida (Russo and Heide 2002:Figure 11). Ongoing research by the National Park Service in the Big Cypress National Preserve and Everglades National Park has also yielded dense aceramic faunal bone middens yielding radiocarbon dates between 4800 and 3500 CALYBP (Michael Russo, personal communication with James Pepe 2007; Schwadron 2006).

To explain this dichotomy between Late Archaic Everglades area sites that lack fiber-tempered pottery and large, coastal shell mounds that have abundant examples of early pottery, Pepe and Jester (1995:19) propose that there are two, distinct Archaic traditions in southeastern Florida. In this model, the fiber-tempered pottery tradition is largely a coastal phenomenon associated with shell mound building, while the aceramic Archaic or “Glades Archaic” is a more

widespread tradition, perhaps giving rise to the distinctive regional culture of the Tequesta and their ancestors (Pepe 2000:29-32; Russo and Heide 2002:80; Wheeler et al. 2002:143-144).

Additionally, Austin suggests that the presence of “semi-fiber-tempered” pottery at sites in southern Florida may not actually date to the Late Archaic, but instead may signify the beginning of the subsequent post-Archaic Tradition (Austin 1997:138). In other words, Austin holds out the possibility that the ephemeral “semi-fiber-tempered” components in the basal levels of middens in southern Florida may better be incorporated into the initial periods of post-Archaic chronologies (i.e. Glades I Early, Okeechobee Basin I, etc.).

The preceding discussion illustrates that a lack of fiber-tempered pottery at a site in southern Florida does not necessarily mean that the site does not date to the Late Archaic. In fact, recent research indicates that, at some sites or in some areas, the earliest pottery present may be Sand-tempered Plain or thick, chalky (St. Johns?) wares. Finally, Austin holds out the possibility that fiber-tempered pottery in southern Florida may not date to the Late Archaic at all, but instead, may be markers of the earliest post-Archaic expressions in the region.

5.3 Formative Period (500 BC–AD 1513)

The Formative Period is represented by changes in pottery and technology occurring throughout Florida. The specific changes in pottery traditionally used by archaeologists to mark the beginning of this period include the replacement of fiber-tempered pottery with sand-tempered, limestone-tempered, and chalky-paste ceramics. Three different projectile point styles (basally notched, corner-notched, and stemmed) also occur in some areas in contexts contemporaneous with these new ceramic types. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas. The earliest known major occupations of southern Florida date to this period (Bullen et al. 1968; Sears 1982).

The regional diversity marking this period has been attributed to local adaptation to varied ecological conditions. It has been described archaeologically in terms of cultural periods based on variations in ceramic types. The ceramic tradition for southern Florida, characterized by sand tempered bowls with incurvate rims, is known as the Glades or Everglades cultural tradition.

5.3.1 Glades Cultural Tradition and East Okeechobee

The study area is located in what Milanich calls the “East Okeechobee subregion” of the Glades area (Milanich 1994:301) (Figure 3). Carr and Beriault (1984) and Wheeler (2000) call it the “East Okeechobee Area.” Pepe has provided a summary of the East Okeechobee and the archaeology of the Loxahatchee River (Pepe, Steele, and Carr 1998). This summary is included in the following discussion.

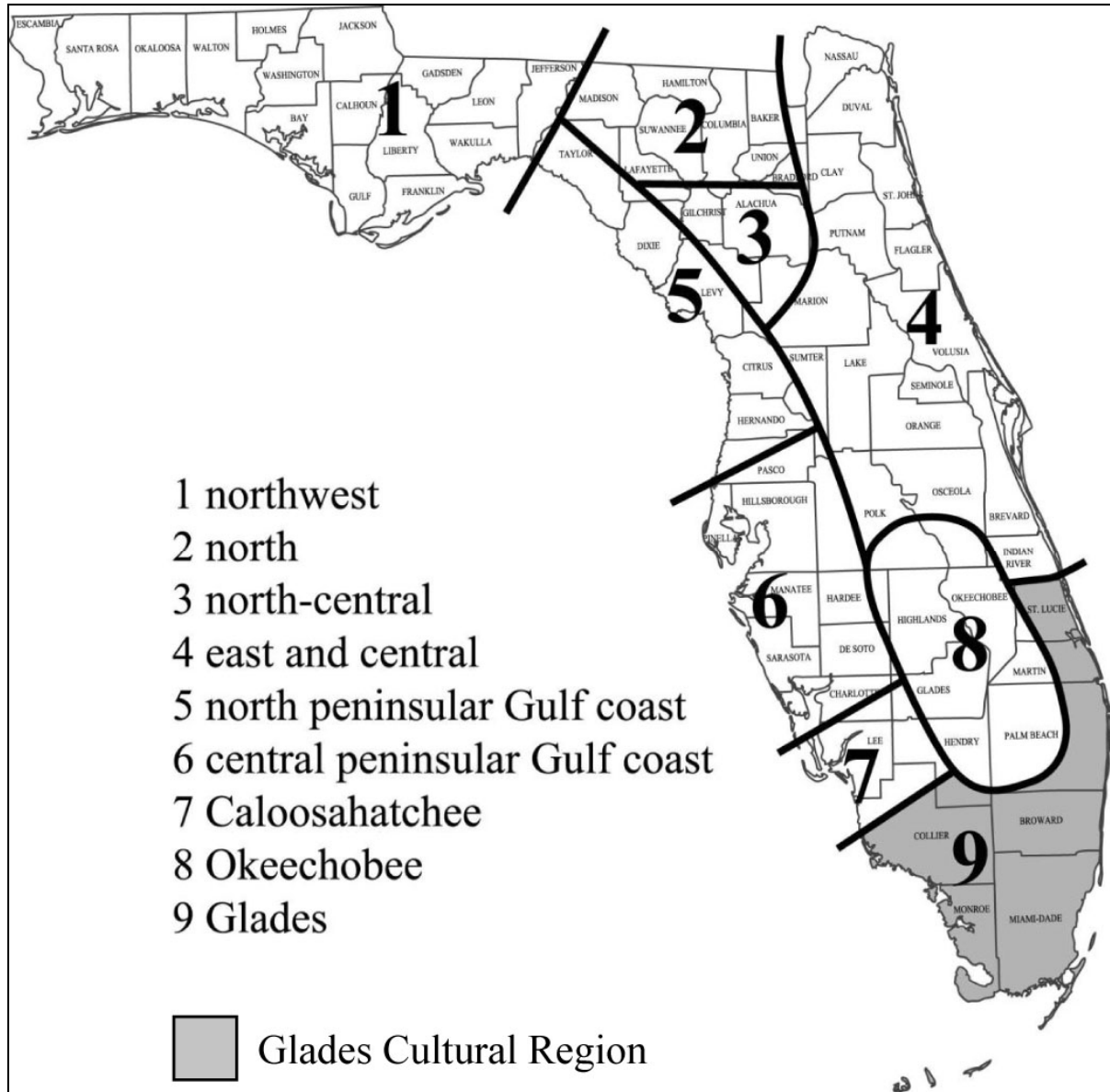


Figure 3: Glades Cultural Region (Source: Milanich 1994)

East Okeechobee ceramics are almost overwhelmingly without decoration of any kind until the arrival of St. Johns Check-Stamped. The numerous incised sand-tempered types that are used so successfully in the Everglades Area for relative dating of sites are almost completely absent from East Okeechobee, especially as one moves further north within the area. In general, the types Belle Glade Plain, Sand-tempered Plain, and St. Johns Plain and Check-stamped make up the bulk of all ceramic artifacts found, with Sand-tempered Plain being the most frequently recovered. Other types, such as Savannah Fine Cord-marked, Surfside Incised, Engelwood Incised, Opa Locka Incised, Dunn's Creek Red, Carrabelle Punctated, Little Manatee Zoned Shell Stamped, St. Johns Simple Stamped, Weeden Island Incised, and Sarasota Incised have been recovered in very small amounts in the area and probably represent trade wares (Pepe in Pepe, Steele, and Carr 1998).

Non-ceramic artifacts that distinguish East Okeechobee are *Busycon* adzes and picks typical of the Indian River and St. Johns Areas (Wheeler 1993). Trade items occasionally recovered are also typical of these areas and include greenstone artifacts like celts and plummets. Bone artifacts, such as points and hairpins, are not uncommon and a few have been recovered that display incised decorations (Wheeler 1992a, Kennedy et al. 1993).

Burials that have been encountered and reported seem to show no general preference for burial type, such as primary, extended, bundle, etc. Isolated burials have been noted even in village midden contexts (Kennedy et al. 1993; Malcomb DuBois, personal communication 1994). However, it is probable that the lack of discernible temporal and spatial patterns is due to a lack of general evidence and research in the area (Pepe in Pepe, Steele, and Carr 1998).

Site types are generally oyster shell or black earth middens. Both villages and campsites have been located, with the largest sites being along the coast. Small coastal procurement sites also have been recorded. The Singer Island Site (8PB214), for instance, is located on a barrier island and seems to have served as both a site of procurement of sea turtles and other marine fauna and as a lookout point for the salvaging of shipwrecked European vessels (Dickel 1988). A variant of the shell midden, which can be called shellworks, is also known in coastal portions of Martin and Palm Beach Counties. For example, The Joseph Reed Mound (8MT13) is a shell ring located on Jupiter Island. Douglass (1881) also reported on suspected shellworks at Jupiter Inlet I (8PB34). Another type of shell midden present in East Okeechobee can be called shell scatters. Sand earthworks also have been occasionally noted, such as at the Riviera Complex mentioned earlier and possibly the Loxahatchee Earthwork Complex (8PB49) and Jupiter Inlet Complex (Douglass 1881). Sand burial mounds, such as the Highland Beach Burial Mound (8PB11), the Nebot Site (8PB219), the Palm Beach Inlet Mound (8PB29), Meghan's Mound (PB11550), Palm Beach 4 (8PB26) and 8PB4 of the Boca Raton Complex, are not uncommon and usually are associated with coastal village complexes. Some, such as the Highland Beach Mound, are, or were, quite extensive, containing large numbers of burials.

Almost all recorded habitation sites are located in what are, or once were, hardwood hammocks, coastal sites being located in tropical hammocks, and inland sites generally located in "low" hammocks. Several adaptive advantages associated with these ecosystems made them quite attractive to the native people of East Okeechobee and southern Florida in general. First, hammock vegetation especially that of low, or "hydric," hammocks, produces a great amount of edible fruits and seeds (Ewel 1990). In addition, large numbers of potential game animals, including deer, are attracted to hammocks during mast (acorn) producing season. Low hammocks are usually tree islands surrounded by water or other ecosystems. Camping or living in such a place would allow easy access to drinking water and other ecosystems for foraging. Hammocks also are generally moist enough so that fires, especially campfires, would not have been a potential problem. Flooding would not have been a problem either, as hammocks usually occupy fairly high ground. Hammocks in their natural state are often free of underbrush or herbs of any kind. This would make movement easy and provide almost ready-made work and living areas. Finally, many hammock soils contain clay deposits, important for the manufacture of ceramic vessels (Pepe in Pepe, Steele, and Carr 1998).

Goggin's (1947) Glades chronology is not useful for East Okeechobee. Pepe (Pepe in Carr et al. 1995; Pepe in Pepe, Steele, and Carr 1998) has proposed a new chronology, specific to this area. It must be noted that the only radiocarbon dates recorded in the area have come from the Jupiter Inlet area and the following chronology is based mainly on sites in the Jupiter area. Thus, the chronology is most successfully applied to sites found along the Loxahatchee River.

5.3.1.1 East Okeechobee I (750 BC–ca. AD 800)

This period is characterized by the use of undecorated sand-tempered pottery, such as at the numerous sites along the upper Loxahatchee River (Kennedy, Lewis et al. 1991; Kennedy et al. 1994; Carr, Steele, Pepe and Spears-Jester 1995; Pepe and Carr 1996a; Pepe and Carr 1996b; Pepe, Steele and Carr 1998; Pepe et al. 1998), and in basal levels of Jupiter Inlet I (8PB34) (Kennedy et al. 1993). Belle Glade Plain is a minor type. Other types of pottery are absent or make up only trace amounts of total assemblages from this period. It is important to note that this period is marked by an absence of St. Johns pottery. This seems to demonstrate a direct transition from the Glades Archaic rather than the Orange. These trends are in keeping with the Sand-tempered Plain tradition of most of southern Florida during this time (Pepe 1999).

As with the Glades Archaic, sites seem to be concentrated in the interior wetlands rather than on the coast. However, the upper Loxahatchee River sites seem to demonstrate that, unlike the earlier Glades Archaic, East Okeechobee I sites may be found along the upper reaches of rivers and streams. These sites probably represent camps that were occupied seasonally and not located in exactly the same place every year. This would explain the extended length and unevenly distributed middens of most of the upper Loxahatchee sites. Coastal sites such as Jupiter Inlet I were probably occupied seasonally as well during this time (Pepe in Pepe, Steele, and Carr 1998).

5.3.1.2 East Okeechobee II (ca. AD 800–ca. 1000)

This relatively short period is marked by the appearance of St. Johns Plain ceramics as documented at Jupiter Inlet I (8PB34) and Suni Sands (8PB7718). It is during this period that this area can finally be distinguished from the Everglades and Big Cypress Swamp due to an almost complete lack of decorated pottery in East Okeechobee and a relatively dramatic increase in such wares in the latter areas (Pepe 1999).

The noticeable lack of St. Johns ceramics in the interior sites mentioned for the last period testifies to a change in settlement patterns for East Okeechobee II. It appears that settlements in this period were concentrated along the coast for the first time (excepting earlier Orange settlements), probably on a permanent basis (Pepe in Pepe, Steele, and Carr 1998).

5.3.1.3 East Okeechobee III (ca. AD 1000–ca. 1500)

A radiocarbon date from Jupiter Inlet I (8PB34) indicates that the marker type for this period, St. Johns Check-Stamped, is first apparent at about AD 1000 (Kennedy et al. 1993). In all parts

of East Okeechobee though, this period is marked by a substantial increase in the St. Johns ceramic series, until St. Johns Plain and St. Johns Check-Stamped eventually become the dominant types. Because of this, by about AD 1250, East Okeechobee cannot be distinguished ceramically from the Indian River District farther north along the Atlantic coast (Pepe 1999). The dramatic increase of the St. Johns series in East Okeechobee can be seen at the Riviera Site (8PB30) (Wheeler 1992b). East Okeechobee III ends with the appearance of European goods. A tentative date in line with other areas in southern Florida for sustained European contact would be circa AD 1500 (Pepe in Pepe, Steele, and Carr 1998).

5.3.1.4 East Okeechobee IV (ca. AD 1500–1700)

This period is marked by essentially the same ceramics as the previous period except for the addition of European goods. The St. Johns series is dominant and the Riviera Site (8PB30) (Wheeler 1992b) suggests that St. Johns Check-Stamped may actually be the most dominant ware. The tribe encountered in East Okeechobee by Europeans at this time was called the Jeaga. It is possible that the Jeaga were under the political dominance of the Calusa, a tribe centered on the southwestern coast of Florida (Fontaneda in True 1944). However, the large amounts of St. Johns pottery and other artifacts from the Indian River and St. Johns Areas in East Okeechobee sites during this time suggest at least cultural dominance by these northern areas instead. Jonathan Dickinson observed that the Jeaga were forced to hand over his shipwrecked cargo to the Ais, their neighbors to the north. Thus, it would seem that if the Calusa did exert any control over the Jeaga, it was minimal or sporadic and was not nearly as strong as was that exerted by the Ais and perhaps the Timucua farther to the north (Pepe in Pepe, Steele, and Carr 1998).

6.0 HISTORICAL OVERVIEW

The following overview traces the historical development of the area from the European settlement through the twentieth century. The intent of this overview is to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the historic APE and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any resources encountered during the study.

6.1 European Contact and Colonial Period (ca. 1513–1821)

Official credit for the European discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area, and possibly at Biscayne Bay. The expedition then continued southward; following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León, and over the next 50 years the Spanish government and private individuals financed expeditions hoping to establish a colony in “La Florida.” In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

Present-day St. Lucie County was inhabited by the Ais, who were sometimes friendly and sometimes aggressive towards the Spaniards and others who tried to settle in their territory or were stranded by shipwrecks (Rights 1994:13–15). In November 1565, Menéndez negotiated a treaty with the Ais and built a fort south of the Sebastian River. He then sailed for Havana, leaving Capt. Juan Velez de Medrano with troops and French prisoners captured from a nearby garrison. Velez ran low on supplies and sailed for Havana after many of his men mutinied. He intercepted a supply ship headed for Sebastian, stocked up, and moved his men south to Jupiter Inlet. Unable to cross the inlet, Velez built a fort on the north side and named St. Lucia after the patron saint of the day the fort was founded. The name later changed to St. Lucie and was also given to the river north of the inlet (Van Landingham 1976:4–5).

In September 1696, Jonathon Dickinson and his family, Quakers, were shipwrecked en route to Philadelphia in the area of Jupiter Inlet. They were captured by the Jobe Indians and later made their way by land to St. Augustine. His journal of the trip describes the Ais as whale hunters and shipwreck salvagers with a diet that primarily came from the sea (Rights 1994:15–17). In 1715, the Spanish Treasure Fleet sailed for home with 12 ships carrying an estimated \$12 million in gold, silver, and other treasure. While sailing along the east coast of Florida, the fleet was hit by a fierce hurricane; only one ship survived. Shipwreck survivors set up camp approximately 2.5 miles south of Sebastian Inlet, opposite one of the wrecks. The Ais were used as divers, and at least one-third died during the salvage operation (Rights 1994:21–23).

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218). During the early eighteenth century, Indiantown was the site of a Seminole encampment as it was high and dry land with access to plenty of fish and game (Almy 1991:3).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

6.2 The Territorial and Statehood Period (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee. As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967: Rear foldout map). The Seminoles did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne's Landing (1832) and Fort Gibson (1833), which called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835.

During the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell's detachment had several skirmishes with the Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

The first settlers came to the County during the Second Seminole War, when Lt. Col. Benjamin Kendrick Pierce, brother to future President Franklin Pierce, and his troops constructed a fort south of the Indian River Inlet in 1838. The men named the fort after their commander. Gen. Jesup and Lt. Powell both brought troops to Fort Pierce. Two future Civil War generals,

William T. Sherman and Joseph E. Johnston, were stationed at Fort Pierce. The most important incident at the fort was Sherman's capture of Seminole Chief Coacoochee, also known as Wildcat. The fort remained in operation throughout the war, but was abandoned in 1842 at the war's end (Van Landingham 1976:6).

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family, or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or "crackers," from the southeastern United States (Gaby 1993).

Taking advantage of the lands offered by the Act, pioneers settled along the Indian River in what is currently known as St. Lucie County. Most settlers lived south of the Indian River Inlet, on the west side of the river, near the recently abandoned Fort Pierce. As in other Florida counties, some of the first settlers moved from southern states. These settlers included Col. Samuel H. Peck, a banker and physician from Savannah; Capt. Mills O. Burnham, the first settler to plant pineapples; and Ossian B. Hart, future governor of Florida. Several sailors, slaves, and carpenters lived among the planter families. In 1843, a fire destroyed Fort Pierce, but the other buildings along the river, forming a colony named Susanna, were unharmed. In 1844, Santa Lucia County was formed from Mosquito County, with boundaries of Cape Canaveral on the north, Lake Worth on the south, the Kissimmee River on the west, and the Atlantic Ocean on the east (Van Landingham 1976:8-9).

The Seminole Indians had not totally dispersed from Florida during the war. Many Native Americans escaped capture by hiding in swamps and quite a few Seminoles lived in the Fort Pierce area. The new settlers lived peacefully with the neighboring Seminoles until 1849 when Mr. Barker, a trading post operator, allegedly sold the Seminoles defective gunpowder. A band of Seminoles attacked Barker and his brother-in-law, Major Russell. Barker was killed and Russell was injured. A panic swept through the settler families and most of them left the next day for St. Augustine. In response to the settlers fleeing their homes, the War Department sent Lt. Ripley from St. Augustine to protect the remaining settlers. In 1850, Fort Capron was established as a permanent military post. Built near the Russell home on the site of present-day St. Lucie, it remained in operation until 1859, the end of the Third Seminole War. A military road connected Fort Brooke in Tampa to Fort Capron in St. Lucie and was the only road connecting the East and West coasts for many years. Indrio Road now roughly follows this military trail. Once a military presence was established, many families moved back to Susanna including Capt. Russell. The town became the county seat after St. Lucie County was renamed Brevard County in 1855 (Van Landingham 1976: 9-10).

Major James Paine settled on 40 acres after completing his tour of duty at Fort Capron. His land was along the Indian River about one mile south of the fort. His family joined him in 1857. Around 1872, Alexander Bell and his family homesteaded from Taylor Creek south,

near the Paines. The area became St. Lucie Village, and was the capital of Brevard County during the 1870s (St. Lucie Historical Society n.d.).

6.3 Civil War and Post War Period (1861–1897)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped, it is reported that in the decade between 1870 and 1879 over 165,000 head were shipped (Grismer 1949).

During the Civil War, the community of Susanna experienced a peaceful existence. The colony was far from the northern border of Florida where the war skirmishes took place. Their contact with war activities was through blockade-runners using the Indian River as a hiding place from Federal ships. In 1865, Confederate Secretary of War John C. Breckenridge sailed down the river to Cuba during his escape from Union troops (Van Landingham 1976:13).

The end of the Civil War brought a new period of development for present-day St. Lucie County. A post office was opened in the town of St. Lucie. Like other central Florida locations, the cattle industry became important in the area after the Civil War. The lower Kissimmee River Valley, with its sparse population and large open ranges was ideal for raising cattle, and many ranchers owned thousands of head. Basinger, on the edge of the Kissimmee River, was the center of the cattle industry; however, these cattlemen had herds ranging as far east as Fort Pierce. Cattle families like the Hendrys eventually moved to Fort Pierce in the late 1870s to make cattle a predominant industry in present-day St. Lucie County. By 1879, a two-story building near the fort housed a trading post. It remained a general merchandise store until the 1940s. An oyster cannery was established in the same area. In addition to oyster canning, commercial fishing was also profitable. Agriculture, which included citrus cultivation, was the predominant commercial venture (Van Landingham 1976:14–17). Beginning about 1870, as rail lines began to spread south, many settlers began to buy the land on which they had homesteaded for so many years in anticipation of the coming railroad (Hetherington 1980:86).

During the 1870s, Pennsylvania Senator Matthew Quay and his son, Richard, began visiting St. Lucie, and eventually built winter homes near the Paines in St. Lucie Village. Quay was one of a group of influential Pennsylvania politicians who founded the St. Lucie Club, where the Republican Executive Committee would gather before Presidential elections to choose the Republican nominee (Rights 1994:49–51).

In 1879, Capt. Thomas E. Richards homesteaded land in St. Lucie that he named Eden, as it looked like the Garden of Eden to him. He planted a large number of pineapple plants, about

three-fourths on Hutchinson Island and one-fourth on the sandy ridge of his homestead. The pineapples on the homestead were the only ones that survived. Soon, other homesteaders began growing pineapples, as well. By 1895, Jensen, just south of Eden, was named “Pineapple Capital of the World,” with one million boxes shipped yearly. Eventually, pineapples were grown from Vero Beach south to Stuart (Rights 1994:127–133). The first established post office in present-day St. Lucie County was in Eden in 1882 (Bradbury and Hallock 1962).

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at \$0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of \$1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land

and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts. The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value when surrounding wetlands and flatwoods were deeded to Disston.

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal and Transportation Company to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes, including Lake Worth (Buker 1975:117). Although the canal company dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:120).

An examination of the historic plat map for Township 36 South, Range 40 East and Township 36 South, Range 39 East from this time period revealed no military forts, roads, homesteads or farmsteads, or historic Native American villages within three miles of the project area. The review of the historic land ownership of the project area showed that the Florida Coast Line Canal and Transportation Company purchased Section 1 of Township 36 South, Range 39 East and Section 6 of Township 36 South, Range 40 East on September 24, 1890.

During the mid-1880s, population in present-day St. Lucie County increased as more families settled there. In addition to the St. Lucie post office, a post office opened in Fort Pierce in 1888. The town of Fort Pierce was establishing permanency with the construction of churches and a school. The pineapple industry became the leading industry at this time. In 1886, the House of Refuge at Indian River Inlet was built in Pepper Park to provide aid and care to shipwreck survivors and assist in the accounting and recovery of the ships' survivors. It later became part of the Life Saving Station, which later became a part of the Coast Guard (Rights 1994:85–87). In the late 1880s, steamboats began service on the Indian River. The most famous ship, the *St. Lucie*, was owned and operated by Henry Plant's Jacksonville, Tampa, and Key West Railroad. The steamboats only lasted a few years and were put out of service when Henry

M. Flagler extended the tracks of the FEC Railway, which arrived in Fort Pierce in 1894 (Van Landingham 1976:20, 23–25).

Scandinavians settled the community of Viking in the 1890s near the former Fort Capron. Jens Helseth, founder of the community, established an 80-acre pineapple plantation in Viking, and quickly turned it into an important center of pineapple agriculture. The town was later renamed Indrio, from the first three letters of Indian and the Spanish term for river, by Mrs. Edward Binney, wife of the inventor of Crayola Crayons. Ankona was founded on a sand ridge south of Fort Pierce, and was named for the Ankeny family. Ankona had the second post office in present-day St. Lucie County; it opened in 1886. In 1899, a post office opened in Tibbals, named after L. P. Tibbals, builder of the Buelah Plantation. The town's name was changed to Walton in the early 1900s, after Izaak Walton, a noted fisherman (Van Landingham 1976:28; St. Lucie County Historical Society n.d.; Bradbury and Hallock 1962).

White City was planned and promoted as a settlement for Danes with the help of Louis Pio, who ran the Florida Exhibit at the Chicago World's Fair in 1892. The name came from the White City section of the Fair, and the main street was named Midway in honor of the Fair. It has also been said that the town was named White City because no African-Americans were allowed (Federal Writers' Project 1939). A number of Scandinavians left the town after Col. Myers, who kept surplus cash from lot payments in his bank, left town hiding in a railroad baggage car with all the money. Many who stayed had their crops destroyed in the freeze of 1894–1895. The railroad and canal companies opened a commissary and gave each settler a monthly credit for the next two years. In 1896, the railroad groups offered to deed the land to the settlers if they improved their places to the amount of their indebtedness, working out the interest on the local roads. A bridge then was built across the St. Lucie River to the railroad station called Carson (Rights 1994:105).

6.4 Spanish-American War Period/Turn-of-the-Century (1898–1916)

At the turn-of-the-century, Florida's history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. "The Splendid Little War" was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990).

Much of the agricultural expansion along Florida's east coast during the first two decades of the twentieth century came as a result of an extensive swamp drainage program. A sustained program of land reclamation, one of Florida's so-called "Progressive Era" reform measures, added tillable fields to many communities along the southeast coast where wetlands and periodic flooding had prohibited development. Many Florida farmers and agricultural companies set up packinghouses and staked out extensive citrus groves and tomato farms on reclaimed land in South Florida. Other results of the early reclamation program included the settlement, incorporation and expansion of towns, creation of new county jurisdictions, and improved road systems (Historic Property Associates, Inc. 1997:8).

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics. Several of Broward's major issues included the Everglades drainage project, railroad regulation, and the construction of roads. During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619.

Rapid and widespread growth was the theme of this period in Florida history. Thousands of miles of railroad tracks were laid, including the FEC, Atlantic Coast Line, and Seaboard Air Line railroads. While agriculture, especially the citrus industry, had become the backbone of Florida's economy, manufacturing and industry began growing during the beginning of the century. Fertilizer production, boat building, and lumber and timber products were strong secondary industries (Weaver et al. 1996:3).

Due to easier access to the County, the population increased and many subdivisions were platted. Russell's subdivision, containing St. Lucie Village, was platted in 1896 and replatted in 1907. Part of this subdivision became Stuart's Subdivision in 1911, while another part became Koblegard's Subdivision the same year. Surveyor Franklin Sheen replatted White City in 1907. St. Lucie Gardens was platted by the Franklin Land Company in 1910 on the west side of the FEC Railway and stretched from Ankona to Eden (St. Lucie County n.d.).

Fort Pierce was incorporated as a city in 1901 with 53 qualified male voters. A new school was built to replace the Fort Pierce schoolhouse that burned in 1901. In 1905, St. Lucie became a county as it was divided from Brevard County and was bounded by the St. Lucie River to the south, the Sebastian River to the north, Osceola County to the west, and the Atlantic to the east. In 1910, cattle, pineapple and fish continued to be the main industries of the county. Families continued to raise cattle. The East Coast Cattle Company, owned by K. B. and Frank Raulerson, was a prominent cattle company. During the early twentieth century, Fort Pierce became the business and commercial center of the county. A courthouse was built there in 1909 and Fort Pierce remains the present county seat (Van Landingham 1976:36, 42, 49, 52, 55).

In the northern part of St. Lucie County, new land was made suitable for farming when the Fort Pierce Farms Drainage District was formed. Approximately 50 miles of canals were dug in the district to drain water into the Indian River rather than the St. Lucie River and surrounding wetlands (Rights 1994:164–167).

6.5 World War I and Aftermath Period (1916–1919)

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points.

In St. Lucie County, pineapples fell victim to nematodes, spider mites, colder weather, and a lack of fertilizer due to the war, and growers turned to citrus and truck crops (Rights 1994:135).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

6.6 Florida Boom Period (1920–1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. On a daily basis up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

The Boom period began to decline in August 1925, when the FEC Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4). St. Lucie County fared better because Fort Pierce Harbor, constructed in 1928 after the Fort Pierce Inlet District raised \$1.85 million, was the primary central Florida shipping point for a variety of products, most importantly citrus (St. Lucie County Board of City Commissioners 1944).

By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996). During this decade, a group of well-known industrialists touted plans to develop Indrio into "America's Most Beautiful Town." The development died when

the real estate market collapsed, and many buildings were left to rot or be torn down (Miley 1980:44–45)

6.7 Depression and New Deal Period (1930–1940)

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990). In St. Lucie County, these programs built a post office in Fort Pierce and a Coast Guard building on South Beach on Hutchinson Island (Rights 1994:163). By 1936, much of St. Lucie's highway system was in place. US 1 was the major north-south artery and was almost completely paved at this time. A1A, which runs parallel to US 1 from the county line south to Fort Pierce, paralleled the FEC Railway (Florida State Road Department 1940).

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Even the railroad industry felt the pressures of the 1930s, and had to reduce service and let go some personnel. In addition, the increasing use of the automobile lessened the demand for travel by rail. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable and more middle-class families were able to vacation in the "Sunshine State" (Miller 1990).

6.8 World War II and the Post-War Period (1940–1950)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

German U-boats plied the waters off Florida's Atlantic coast, attacking Allied ships. In May 1942, "three torpedoed ships could be seen flaming and burning" off St. Lucie's beaches. During the war, the Coast Guard Auxiliary Flotilla 8 was formed and used the House of Refuge at Indian River Inlet as a base for shore patrols. After spotting a submarine signal, the Auxiliary

found an abandoned receiving station on North Beach. The House of Refuge was torn down after the war because of its deteriorated shape. North and South beaches on Hutchinson Island were closed to civilians after the U.S. Naval Amphibious Training Base was established there in January 1943. Around 140,000 men came through St. Lucie County in the next three years. Landing craft crews were trained at the base, and Army and Navy amphibious groups learned “reconnaissance and plotting of proposed landing beaches, and removal of obstacles to support assault craft operations.” Underwater Demolition Teams set off practice explosions that broke windows and cracked a swimming pool in Fort Pierce (Rights 1994:85–87, 177–181).

Railroads once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990).

At the conclusion of World War II, Florida’s economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state’s economy. Additionally, former military personnel found the local climate amenable and remained in Florida permanently after the war. These new residents greatly increased the population in the 1940s (Miller 1990).

Figure 4 is a 1944 aerial photograph of the APE. This aerial shows Midway Road had been constructed; however, no real development had occurred adjacent to the roadway within the APE. Some agricultural fields are evident in the vicinity of Midway Road, primarily to the east of the APE. Additionally, gridded streets are present to the south of Midway Road, outside of the APE. The FEC Railroad – Lake Harbor Branch (8SL3014) within the APE was not constructed during this time period.



Figure 4: A 1944 Aerial Photograph of the Historic Resources APE

6.9 Modern Period (1950–Present)

By 1950, the start of the Korean War, the population of St. Lucie County had grown to 20,180. Three years later, a native of Fort Pierce, Dan McCarty, was elected governor of Florida. During the 1950s, the County experienced the opening of the first portion of the Sunshine State Parkway between Fort Pierce and North Miami, the establishment of Fort Pierce as a port of entry, and the opening of the St. Lucie County Public Library (St. Lucie County Historical Commission 2001:43–44).

In 1953, the publisher of Look magazine filed a plat for a retiree community he called River Park, located outside of the APE. The first residents moved in four years later. In 1958, the General Development Corporation bought River Park and an adjacent 40,000 acres in partnership with the Mackle Brothers of Miami.

A bridge was built across the St. Lucie River in 1959 by the General Development Corporation (GDC), allowing for direct automobile access across the North Fork of the St. Lucie River into Port St. Lucie (City of Port St. Lucie Planning Department 2014). The town of Port St. Lucie was incorporated in 1961. Part of the lost treasure from the Spanish Treasure Fleet of 1715 was found in 1963, leading to the area from Titusville to Jupiter being called the “Treasure Coast.” In 1968, the last FEC Railway passenger train stopped at Fort Pierce (St. Lucie County Historical Commission 2001:45).

In 1990, the beautification of downtown Fort Pierce began, particularly in the areas around the Port, Avenue D, Okeechobee Road, Delaware Avenue, and South Beach. The City undertook the revitalization projects with the assistance of Fort Pierce citizens through design charrettes and the creation of a master plan. Five homemade rafts used by Cuban refugees came ashore on the beaches of the County in 1994 and were exhibited in the St. Lucie County Historical Museum. By 1999, there were 71,820 households in St. Lucie County (St. Lucie County Historical Commission 2001:47–48).

Figure 5 is a 1958 aerial photograph of the western portion of the APE and Figure 6 is a 1958 aerial photograph of the eastern portion of the APE. By 1958, the FEC Railroad – Lake Harbor Branch (8SL3014), CR 709/Glades Cut Off Road (8SL3149), and Florida’s Turnpike (8SL1789) had been constructed. The construction of gridded streets in the vicinity of the APE continued, though the general area remained relatively undeveloped. The northern portion of Selvitz Road had been constructed by 1958. In 1969 (Figures 7 and 8), the general area surrounding the APE appears much as it did in 1958.



Figure 5: A 1958 Aerial Photograph of the Western Portion of the Historic Resources APE



Figure 6: A 1958 Aerial Photograph of the Eastern Portion of the Historic Resources APE

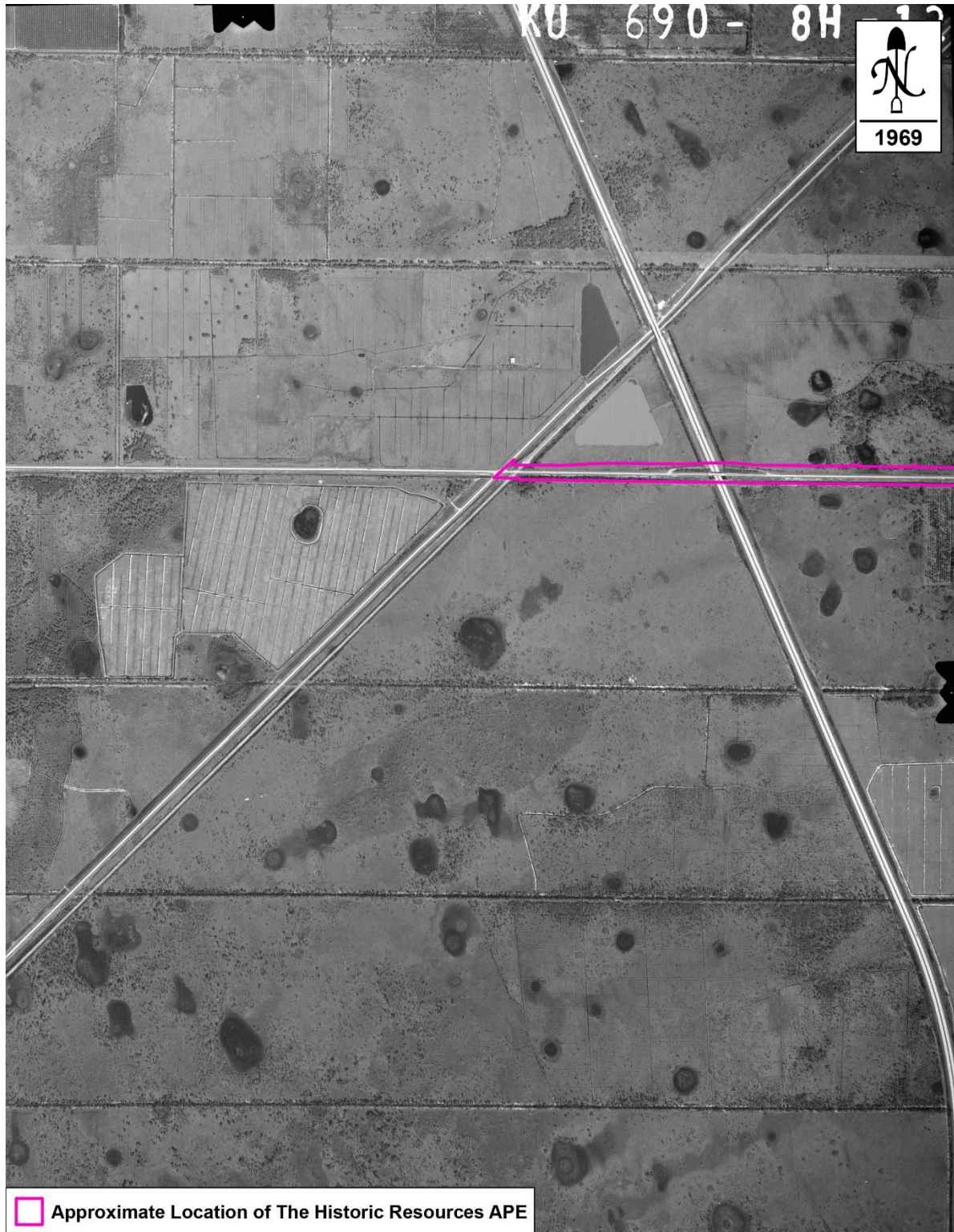


Figure 7: A 1969 Aerial Photograph of the Western Portion of the Historic Resources APE



Figure 8: A 1969 Aerial Photograph of the Eastern Portion of the Historic Resources APE

The modern aerial photograph (Figure 9) illustrates expansive industrial/commercial and residential growth in the vicinity of the APE. The general area has become increasingly suburban in nature.

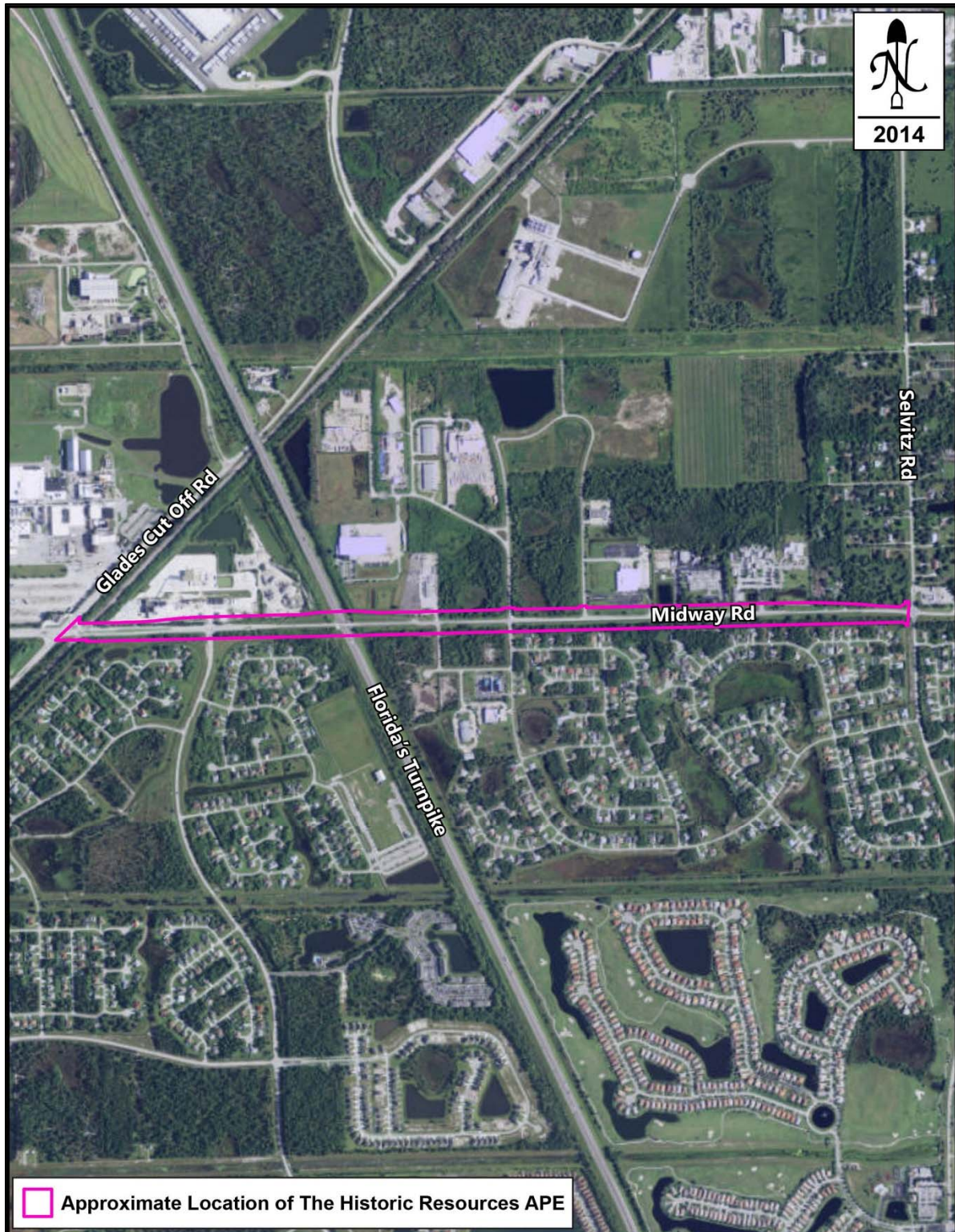


Figure 9: A Modern Aerial Photograph of the Historic Resources APE

7.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

An archaeological and historical literature and background information search pertinent to the project study area was conducted in order to determine the types, chronological placement, and location patterning of cultural resources adjacent to the project corridor. This included a search of county and local site inventories, unpublished cultural resource management (CRM) reports, St. Lucie County Property Appraiser records, local historic designation records, and other relevant historical research materials.

Background research methods also included a search of the FMSF to identify cultural resources that are listed, eligible, or considered eligible for listing in the National Register and resources with potential or confirmed human remains.

The FMSF serves as an archive and repository of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a particular point of time. Because the inventory of resources is not all-inclusive on a statewide basis, gaps in data may exist. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the FDHR/SHPO official position about the significance of a resource.

7.1 Previously Conducted Cultural Resource Surveys

The FMSF search identified three previous cultural resource surveys that have been conducted within or adjacent to the project APE. These surveys are listed in Table 2. There has not been a comprehensive CRAS of the project area. The *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a) covered the project corridor east of Florida's Turnpike. The SHPO found the report complete and sufficient and concurred with the results. However, as the project was conducted for St. Lucie County, the survey was not reviewed by FDOT or FHWA.

TABLE 2: SURVEYS CONDUCTED WITHIN OR ADJACENT TO THE PROJECT APE			
Survey No.	Report Title	Author(s)	Publication Date
4383	Phase I Cultural Resources Investigation of the Proposed 30 IN O.D. Mainline Loop South Portion in the Florida Gas Transmission Company Phase III Expansion Project [Draft Report]	Athens, William P., Jennifer Cohen, and Ralph Draughon, Jr.	1993
9684	St. Lucie County Historic Resources Survey	Janus Research	2003

TABLE 2: SURVEYS CONDUCTED WITHIN OR ADJACENT TO THE PROJECT APE			
Survey No.	Report Title	Author(s)	Publication Date
13491	Cultural Resources Assessment Survey of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County	Janus Research	2006

7.2 Previously Recorded Archaeological Resources

The FMSF search did not identify any previously recorded archaeological resources within one mile of the project APE.

7.3 Previously Recorded Historic Resources

A search of the FMSF revealed that a total of five previously recorded historic resources (8SL1657, 8SL1806, 8SL1809, 8SL3014, and 8SL3149) are located within the project APE. The five resources include four linear resources: Midway Road (8SL1657), Canal 103 (8SL1809), FEC Railroad – Lake Harbor Branch (8SL3014), and CR 709/Glades Cut Off Road (8SL3149). The remaining resource, 4362 Midway Road (8SL1806), is an example of a Masonry Vernacular style historic building. It should be noted that one previously recorded building, 4482 Midway Road (8SL1805), which would have been located within the APE, is noted as destroyed within the FMSF. Extant previously recorded resources are listed in Table 3 and the locations of the five previously recorded resources are illustrated on current aerial mapping contained in the *Results* section of this study.

The portion of Midway Road (8SL1657) and Canal 103 (8SL1809) to the east of Florida's Turnpike within the APE have been determined ineligible for listing in the National Register by SHPO as part of the 2006 *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a). Additionally, the building located at 4362 Midway Road (8SL1806) was also documented during the 2006 CRAS and determined National Register–ineligible by SHPO.

CR 709/Glades Cut Off Road (8SL3149) within the current APE has not been documented. A segment of the roadway outside of the APE was determined National Register–ineligible by SHPO in 2013. Other portions of the FEC Railroad – Lake Harbor Branch (8SL3014) have been previously determined eligible for listing in the National Register by the SHPO; however, the segment of the railroad within the APE has not been documented and evaluated by SHPO in terms of National Register eligibility. Two segments of this resource to the south of the project area, along Glades Cut Off Road, were determined eligible in 2009 and 2013.

TABLE 3: PREVIOUSLY RECORDED HISTORIC RESOURCES WITHIN HISTORIC RESOURCE APE					
FMSF#	Name/Address	Year Built	National Register Evaluation		
			Surveyor Evaluation Individual	Surveyor Evaluation District	SHPO Evaluation
8SL1657	Midway Road	c. 1890	National Register–ineligible	National Register–ineligible	Eastern portion within APE determined National Register–ineligible
8SL1806	4362 Midway Road	c. 1954	National Register–ineligible	National Register–ineligible	Determined National Register–ineligible
8SL1809	Canal 103	c. 1920	National Register–ineligible	National Register–ineligible	Eastern portion within APE determined National Register–ineligible
8SL3014	FEC Railroad – Lake Harbor Branch	Between 1944 and 1958	National Register–eligible	National Register–eligible	Portions outside APE determined National Register–eligible
8SL3149	CR 709/Glades Cut Off Road	c. 1958	National Register–ineligible	National Register–ineligible	Portions outside of APE determined National Register–ineligible

* As recorded in the FMSF; may require re-evaluation

It should be noted that Midway Road extends over Florida’s Turnpike via FDOT Bridge No. 940050 (Figure 10). Portions of Florida’s Turnpike have been documented in St. Lucie County and determined National Register–ineligible by SHPO in 2006 and 2013. This determination of ineligibility was due to the fact that the roadway has been altered by modern improvements which affected historic integrity, in addition to the lack of substantial or significant history

connecting this roadway to broader patterns of development in St. Lucie County (Janus Research 2012c). Florida's Turnpike was not documented as part of the current study.



Figure 10: Florida's Turnpike from Beneath FDOT Bridge No. 940050, facing Southeast

8.0 PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites within the project area. Four environmental factors are typically used to help predict site locations: soil type (soil drainage), distance to fresh (potable) water, distance to hardwood hammocks, and topography.

8.1 Precontact Archaeological Site Location Model

Fresh water is obviously an important resource, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Water would have been available in wetland ponds in the vicinity of the project area.

Hardwood hammocks (hydric, mesic, or xeric) provide a variety of resources that would have been exploited by the aboriginal inhabitants of this region. Often, areas of higher relative elevation correspond with better-drained soils or the presence of hardwood hammocks (xeric and mesic). No hammocks were identified within the archaeological APE during the review of historic plat maps or aerial photographs.

The characteristics of soils have been used successfully by several researchers in the formulation of predictive models for precontact site location. As mentioned previously soils within the project area are poorly drained and associated with areas of flatwoods interspersed with depressional areas and slough. The soil types present within the archaeological APE area described in Table 1.

The project corridor is relatively flat at 15 to 20 feet elevation.

Based on the background research, the project area has low archaeological site potential.

8.2 Historic Archaeological Site Location Model

In Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained upland knolls near transportation routes (i.e., historic trails and major rivers). GLO survey plat maps, surveyor's notes, and historic aerial photographs were used to identify potential historic period sites. The review of historic plat maps and surveyors' notes did not identify any military forts, roads, encampments, battlefields, homesteads, or historical Native American villages or trails within one mile of the project area. The project area has a low probability for historic archaeological sites.

9.0 METHODS

9.1 Archaeological Field Methods

The archaeological field survey included a surface inspection that consisted of a visual inspection of exposed ground to look for evidence of archaeological sites. Additionally, a careful surface inspection was undertaken in areas of minimal vegetation and/or upturned soil such as drainage ditches, recent clearings, and animal burrows.

A total of 14 shovel tests were excavated within the archaeological APE. Subsurface testing employed conventional shovel testing throughout the investigation. Shovel tests were circular and roughly 20 inches (50 centimeters) in diameter. They were excavated to a minimum depth of 39 inches (1 meter), unless excavation was inhibited by the presence of very compact hardpan or clay. All excavated soil was dry screened through ¼ inch (0.64 centimeter) hardware cloth suspended from portable wooden frames. The project area has low site potential and shovel tests were placed judgmentally within at least 10 percent of the project area.

Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, and soil descriptions were recorded for every shovel test excavated. The location of all tests were plotted on field aerial maps of the project APE (1 inch = 64 meters) and recorded with WAAS-enabled hand-held Global Positioning System (GPS) units (UTM-NAD83).

9.2 Historic Resources Field Methods

A historic resources survey was conducted in order to ensure that each resource built during or before 1967 within the project APE was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. All resources within the APE received a preliminary visual reconnaissance. Any resource with features indicative of 1967 or earlier construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS quadrangle map.

For each resource identified in the preliminary assessment, forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural styles were noted. The information contained on any form completed for this project was recorded onto a digital form at Janus Research. Photographs were taken with a high resolution digital camera. A log was kept to record the building's physical location and compass direction of each photograph. FMSF forms were prepared for all newly identified historic resources. Previously recorded historic linear resources received updated FMSF forms if the portions of these resources within the current APE had not been previously documented.

The resource's individual significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Property tax records and historic aerial photography was consulted to assist in the research for known significant historical associations.

Concentrations of historic resources within the project APE were noted in terms of assessing the potential for historic districts. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register historic district eligibility.

9.3 Local Informants and Certified Local Government Coordination

In accordance with Chapter 1A-46, every attempt was made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. St. Lucie County is not listed on the February 4, 2016 list of Certified Local Governments (CLG) posed on the FDHR website (FDHR 2016).

On January 27, 2016, the St. Lucie Historical Society at the St. Lucie County Regional History Center was contacted via telephone for information on potential historic resources within the project APE. Ms. Nancy Bennett, a volunteer at the St. Lucie County Regional History Center, stated that the area surrounding the proposed project was once farmland where cattle grazed and tomato fields were planted. She also noted that the FEC Railroad – Lake Harbor Branch, recorded as part of the study, ultimately extends into Belle Glade, which is located to the southeast of Lake Okeechobee.

10.0 RESULTS

10.1 Archaeological Results

No previously or newly recorded sites were identified within the archaeological APE. A total of 14 shovel tests were excavated within the project area (Appendix B). No cultural material was recovered.

No shovel tests were excavated to the south of Midway Road. The project area south of the road consists of a canal and disturbed soils and spoil adjacent to the canal (Figure 11). Brazilian pepper and Australian pine trees are present within and adjacent to the canal. There was active construction within the APE at the eastern end of the project area.

Fourteen shovel tests were excavated in proposed ROW to the north of Midway Road. No shovel tests were excavated within existing ROW due to the presence of buried water, sewer, gas, and fiber optic utility lines (Figure 12). The majority of the parcels north of the road have been developed and no natural vegetation is present. The undeveloped parcels consist of pine trees with palmetto, wild grape, and grasses (Figure 13). Soils within the project area generally consist of gray and light gray sand overlying dense clay or hardpan which was encountered at approximately 60 to 80 centimeters below surface (Figure 14).



Figure 11: Project Area South of Midway Road with Canal and Spoil Berm, facing East



Figure 12: Project Area West of Selvitz Road with Buried Utilities, facing West



Figure 13: Proposed ROW East of NW Milner Drive, facing East



Figure 14: Shovel Test 1, facing West

10.2 Historic Resources Survey Results

The historic resources survey resulted in the identification of five previously recorded historic resources (8SL1657, 8SL1806, 8SL1809, 8SL3014, and 8SL3149) and one newly recorded historic bridge (8SL3282). Midway Road (8SL1657) and Canal 103 (8SL1809) within the APE to the east of Florida's Turnpike were determined National Register–ineligible by SHPO as part of the *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a). Midway Road (8SL1657) was determined ineligible for listing in the National Register at this time due to a lack of historic integrity. Canal 103 (8SL1809) was determined ineligible as it exhibits standard and unremarkable canal design. Midway Road (8SL1657) and Canal 103 (8SL1809) to the west of Florida's Turnpike in the APE are similar to those portions determined National Register–ineligible; therefore, they are considered ineligible.

The previously recorded building located at 4362 Midway Road (8SL1806) was also determined National Register–ineligible by SHPO as part of the aforementioned 2006 study. This determination was due to the common architecture exhibited and exterior modifications which affected historic integrity.

CR 709/Glades Cut Off Road (8SL3149) outside of the APE was determined National Register–ineligible by SHPO in 2013, as an example of a roadway which has been altered by modern improvements. The portion of this roadway within the APE is considered National

Register-ineligible due to alterations which compromise historic integrity, and a general lack of significant historical associations.

Portions of the FEC Railroad – Lake Harbor Branch (8SL3014) similar to the portion of the railroad within the APE have been determined National Register–eligible by SHPO. Therefore, the segment of the railroad within the APE is considered National Register–eligible under Criterion A in the areas of Community Planning and Development and Transportation for its historical significance related to the development of the east coast of Florida, specifically within St. Lucie County. The newly recorded FDOT Bridge No. 940050 (8SL3282) was constructed in 1957, and is an example of a commonly constructed post-World War II highway bridge and it does not possess significant historical or engineering associations. This bridge is considered ineligible for listing in the National Register.

The area surrounding the APE does not lend itself to the consideration of a National Register–eligible historic district. There are no areas of contiguous historic resources. The majority of construction adjacent to the current APE includes non-historic tract housing developments and non-historic commercial and industrial infill.

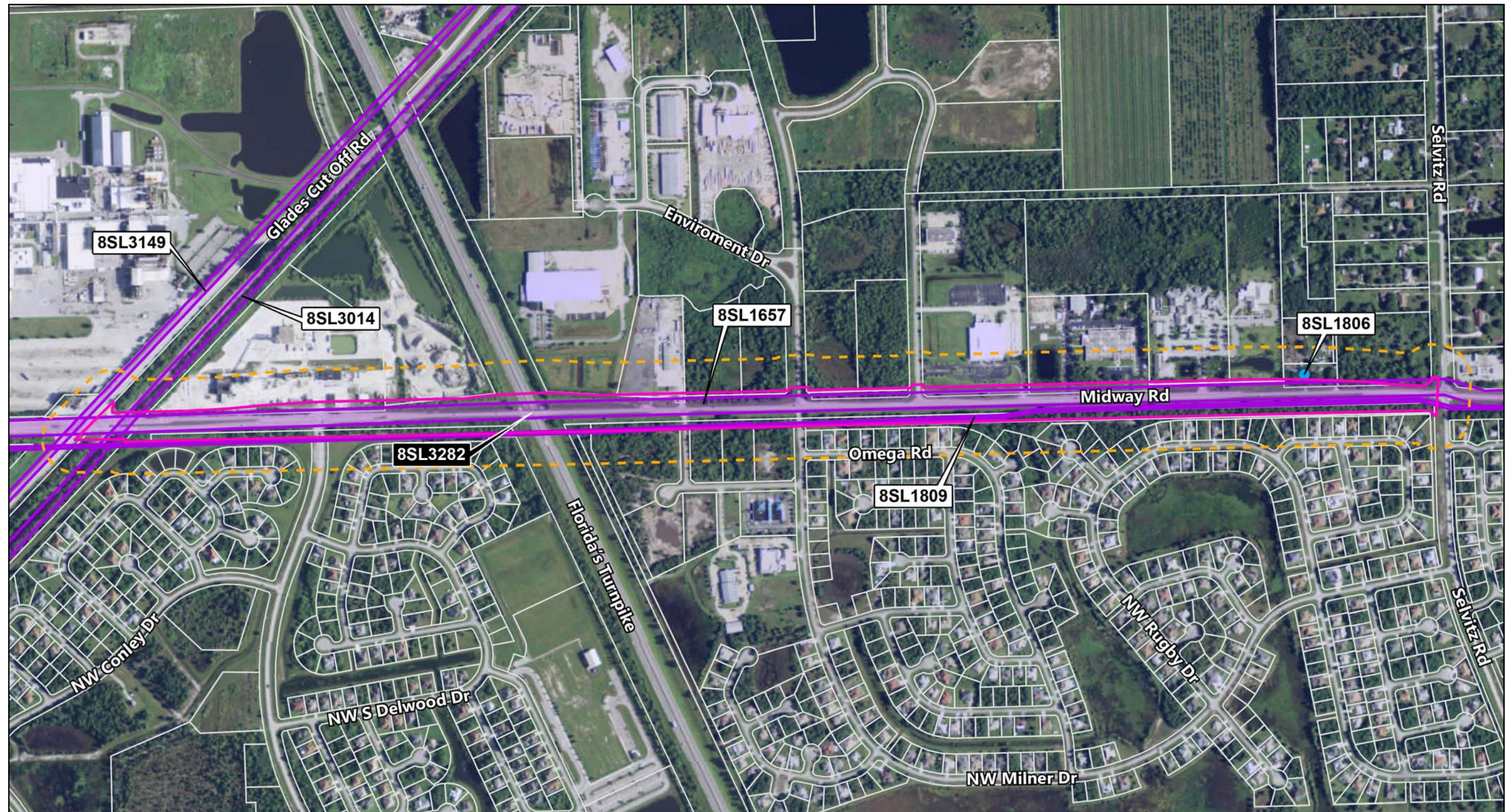
FMSF forms were updated for the undocumented portions of Midway Road (8SL1657), FEC Railroad – Lake Harbor Branch (8SL3014), Canal 103 (8SL1809), CR 709/Glades Cut Off Road (8SL3149) within the APE. A FMSF form was newly prepared for FDOT Bridge No. 940050 (8SL3282). All forms are included in Appendix A of the current study. The previous form for the building located at 4362 is included in Appendix A.

TABLE 4: IDENTIFIED HISTORIC RESOURCES WITHIN THE HISTORIC RESOURCE APE

Site #	Site Name	Date	Style	National Register Status
8SL1657	Midway Road	c. 1890	Historic road segment	Portions considered and determined National Register–ineligible within APE
8SL1806	4362 Midway Road	c. 1954	Masonry Vernacular	Determined National Register–ineligible
8SL1809	Canal 103	c. 1920	Historic canal segment	Portions considered and determined National Register–ineligible within APE
8SL3104	FEC Railroad – Lake Harbor Branch	Between 1944 and 1958	Historic railroad segment	Portion considered National Register–eligible within APE

TABLE 4: IDENTIFIED HISTORIC RESOURCES WITHIN THE HISTORIC RESOURCE APE

Site #	Site Name	Date	Style	National Register Status
8SL3149	CR 709/Glades Cut Off Road	c. 1958	Historic road segment	Portion considered National Register–ineligible within APE
8SL3282	FDOT Bridge No. 940050	c. 1957	Historic bridge	Considered National Register–ineligible



<p>Figure 15: Identified Historic Resources within the APE</p> <p><i>Midway Road/CR 712 PD&E from Glades Cut Off Road to Selviz Road (FP ID. 231440-3-22-01 ETDM No: 14177)</i></p>	<p> Project APE</p> <p> Historic Resources APE</p>	<p> Previously Recorded Linear Resources</p> <p> Previously Recorded Historic Structures</p>	<p> Previously Recorded Historic Resource</p> <p> Newly Recorded Historic Resource</p>	<p> Feet</p> <p> Meters</p> <p> N</p>
--	--	--	--	---------------------------------------

10.2.1 National Register–eligible Historic Resource



Figure 16: FEC Railroad – Lake Harbor Branch (8SL3014) Tracks at Intersection with Midway Road in APE, facing Southwest

8SL3014 FEC Railroad – Lake Harbor Branch

The FEC Railroad – Lake Harbor Branch within the APE extends for a distance of approximately 230 feet, runs parallel to CR 709/Glades Cut Off Road, and crosses the pavement of Midway Road, in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 PR 1983) USGS quadrangle map, in an unincorporated area of St. Lucie County, Florida (Figure 16). The railroad consists of one set of standard gauge tracks. These tracks extend northeast to southwest off of the pavement, where they sit atop a gravel ballast. This resource is sited in an area where subdivision and industrial infill is developing.

Railway magnate Henry M. Flagler’s East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth

of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however, a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time, the FEC was more profitable transporting fruit and cargo than passengers, and eventually the railway became solely a freight line (Janus Research 2012a).

The portion of the FEC Railroad within the APE is identified as the Lake Harbor Branch, which runs from Fort Pierce in St. Lucie County to Lake Harbor in Palm Beach County. The FEC Railroad branch was constructed between 1944 and 1958, according to aerial photographs from these time periods (please see Figures 4-6 in the *Historical Overview* section). Portions of the FEC Railroad – Lake Harbor Branch located outside of the APE were determined National Register–eligible in 2009 and 2013. The railroad within the APE is consistent with those portions determined eligible for listing in the National Register by SHPO. The intact portion of the railroad within the APE is part of many that comprise the overall FEC system. The FEC Railroad retains historical importance on the east coast of Florida, including St. Lucie County. The portion of the FEC Railroad – Lake Harbor Branch within the current APE is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Transportation.

10.2.2 National Register–ineligible Historic Resources



Figure 17: Midway Road (8SL1657) from East of Torino Parkway, facing Northwest

8SL1657 Midway Road

Within the APE, Midway Road is an asphalt paved vehicular roadway which extends east-west for approximately 1.5 miles between CR 709/Glades Cut Off Road and Selvitz Road, in Section 1, Township 36 South, Range 39 East and Section 6, Township 36 South, Range 40 East on the Fort Pierce SW (1953 PR 1983) and Ankona (1948 PR 1983) USGS quadrangle maps, in an unincorporated area of St. Lucie County, Florida (Figure 17). Within the APE, the roadway is a two-lane road, divided at the west by a grassy median, and features no shoulder. Modern signalization is located at Midway Road's intersection with CR 709/Glades Cut Off Road, NW East Torino Parkway, and Selvitz Road. Modern pavement markings are observed and non-historic signage lines the roadway. Development along Midway Road in the project area includes several commercial/industrial developments, such as a plant facility north of the roadway between CR 709/Glades Cut Off Road, and non-historic residential housing to the south of the roadway.

Historic 1958 aerial photographs (please see Figures 5 and 6) and a current aerial photograph (please see Figure 9) revealed that the appearance of Midway Road has been modified. Midway Road in the project area was once gravel and stone, but is now paved in asphalt. Midway Road, west of South 25th Street, was first constructed in the 1890s. It initially appears in the county records on a plat map titled "Town of White City Florida" (St. Lucie County Plats 1907; Janus Research 2006b). The roadway was historically the main east-west artery of White City and was considered the gateway to travelers heading west and south from Fort Pierce and White City. Early Midway Road was a dirt causeway, which was possibly paved at points with oyster shell, marl, limestone, or brick. By August 22, 1929, the road was paved from Dunn Road eastward, but was still sand and clay in the west (Janus Research 2006b).

Midway Road was appropriately named, as travelers heading to Jupiter, Okeechobee City, Basinger, and Fort Drum could find connections to those cities from it. Before the railroad connected Okeechobee to White City, all produce from Bluefield and other groves was brought in along Midway. Mule teams would haul the produce there in a day trip from Bluefield. It was even platted in 1924 with the name of "cross state highway" (Janus Research 2006b). The road was also widely used by Native Americans in the region (Janus Research 2006b).

The majority of Midway Road within the APE, between Florida's Turnpike at the west and Selvitz Road at the east, was recorded during the 2006 *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a) and determined National Register–ineligible by SHPO. This determination of ineligibility was due to the fact that the roadway did not retain original historic character. Within the project area, commercial/industrial and residential development along the road segment throughout the twentieth and twenty-first century has significantly altered the setting of the roadway. Improvements that have affected the integrity of the roadway include widening, asphalt paving, and modern signalization and signage. This study agrees with the determination of National Register–ineligibility for the previously documented portion of Midway Road within the APE between Florida's Turnpike and Selvitz Road. The study also considers the newly documented portion of Midway Road, between Florida's Turnpike and CR 709/Glades Cut Off Road, to be ineligible for listing in the National Register individually or as part of a historic district.



Figure 18: House located at 4362 W. Midway Road (8SL1806), facing Northwest

8SL1806 4362 W. Midway Road

Constructed circa-1954, this one-story Masonry Vernacular style residence is located on the north side of W. Midway Road between Florida's Turnpike and Selvitz Road, in Section 6 of Township 36 South, Range 40 East on the Ankona (1948 PR 1983) USGS quadrangle map, in an unincorporated area of St. Lucie County, Florida (Figure 18). This rectangular building has a concrete block structural system and rests on a poured concrete slab foundation. The side gabled roof is clad in composition shingles and the exterior walls are clad in stucco. There is an integral two-bay garage on the west side of the house. Fenestration includes metal single-hung sash windows with one-over-one light configurations. The main entrance door is set at the south façade. Exterior ornamentation consists of brick sills and metal awnings over the windows. The house is mostly obscured by vegetation. There are wood horse corrals on the property which include gabled roof portions with standing seam metal roofs. The main house is in good condition.

The house located at 4362 W. Midway Road exhibits a common design type found throughout South Florida. Additionally, the windows have been replaced and a porch enclosed. Due to the common nature of this resource and exterior modifications which affect integrity, it was determined National Register–ineligible by SHPO as part of the 2006 *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a).



Figure 19: Canal 103 (8SL1809) to the West of East Torino Parkway, facing Northwest



Figure 20: Canal 103 (8SL1809) from NW Corporate Way, facing West

8SL1809 **Canal 103**

Within the APE, Canal 103 is located at the south side of W. Midway Road, and runs east-west from east of CR 709/Glades Cut Off Road to Selvitz Road, in Section 1 of Township 36 South, Range 39 East and Section 6 of Township 36 South, Range 40 East on the Fort Pierce SW (1953 PR 1983) and Ankona (1948 PR 1983) USGS quadrangle maps, in an unincorporated area of St. Lucie County, Florida (Figures 19 and 20). The canal features earthen embankments and is mostly obscured by vegetation. It stretches for a distance of approximately 1.5 miles in length within the APE. The canal, constructed circa-1920, ultimately discharges into the North Fork of the St. Lucie River, outside of the current APE. The canal is approximately eight feet wide and 12 feet deep (Janus Research 2006a).

During the 2006 *CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006a), the St. Lucie Water Control District was contacted for information on the canal. At this time, according to Terrel Donahue, the only information the District had on Canal 103 was an engineering profile from 1919 (Janus Research 2006a). The canal appears on historic aerial photographs from 1944 and 1958. Canal 103 exhibits common construction techniques for a canal and is one of many thousands located in South Florida. Due to the common construction and lack of significance, the portion of the canal from east of Florida's Turnpike to Selvitz Road in the APE was determined National Register-ineligible by SHPO as part of the 2006 study (Janus Research 2006a). The undocumented portion of Canal 103 south of W. Midway Road, from CR 709/Glades Cut Off Road to west of Florida's Turnpike, is consistent with the portion determined National Register-ineligible, and thus is considered ineligible for listing in the National Register, individually or as part of a historic district, for the current study.



Figure 21: CR 709/Glades Cut Off Road (8SL3149) from Intersection with Midway Road within the APE, facing Northeast

8SL3149 CR 709/Glades Cut Off Road

Within the APE, CR 709/Glades Cut Off road is an asphalt paved vehicular roadway which extends northeast-southwest for approximately 450 feet in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 PR 1983) USGS quadrangle map, in an unincorporated area of St. Lucie County, Florida (Figure 21). The roadway intersects with W. Midway Road within the APE and includes modern pavement markings. Modern signalization is located at the intersection of CR 709/Glades Cut Off Road and W. Midway Road. Commercial/industrial infill and residential infill is adjacent.

CR 709/Glades Cut Off Road is visible on historic 1958 aerial photographs, and was originally known as SR 709, the Glades Cut-off between Port St. Lucie and Bluefield (Janus Research 2012b). There is no physical evidence that the roadway is historic within the small portion contained within the APE. CR 709/Glades Cut Off Road in the APE is surrounded by non-historic architecture and the roadway has sustained modern improvements and maintenance, inclusive of widening, modern painting, and modern signage/signalization. There is no substantial or significant history connecting this roadway to broader patterns of development in St. Lucie County. Finally, a similar portion of CR 709/Glades Cut Off Road, located approximately 1.8 miles southwest, was documented in 2012 (Janus Research 2012b) and determined National Register–ineligible by SHPO. The previously recorded portion of CR 709/Glades Cut Off Road is similar in that the roadway also exhibits modern alterations, and is located in an area where the setting of the roadway has been compromised through the addition of non-historic development in a once agricultural area. Therefore, the undocumented

portion of CR 709/Glades Cut Off Road within the current APE is also ineligible for listing in the National Register, individually or as part of a historic district.



Figure 22: FDOT Bridge No. 940050 (8SL3282) over Florida's Turnpike, facing Southwest

8SL3282 FDOT Bridge No. 940050

FDOT Bridge No. 940050 is a 1957 constructed bridge which carries Midway Road over Florida's Turnpike in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 PR 1983) USGS quadrangle map, in an unincorporated area of St. Lucie County, Florida (Figure 22). It is a two-lane vehicular steel girder bridge with a concrete deck. It features four spans, with no approach spans, and is approximately 170 feet in total length. The deck width is approximately 35 feet. The roadway width of FDOT Bridge No. 940050 is approximately 25 feet. There is concrete curbing at either side of the road and no sidewalks. Simple concrete barrier walls include a non-historic metal railing. The substructure consists of concrete piers and abutments.

FDOT Bridge No. 940050 is of steel girder bridge design. A *Context for Common Historic Bridge Types* was prepared in 2005 by Parsons Brinckerhoff and Engineering and Industrial Heritage for the National Cooperative Highway Research Program Transportation Research Council National Research Council. The purpose of the context was to provide an aid for assessing the technological and historic significance of bridge types within the United States, and provide a picture of the bridge types which are more common and those which are less common. The context covers bridges constructed in the United States through 1955, and

describes the history and significance of steel girder designed bridges. Although this bridge was constructed slightly after this time period, the context remains applicable.

The context states that fixed slab, beam, girder, and rigid bridge designs are the most common bridges of all types included in the study (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-80). During the post-World War II period's expansion of the highway system, state highway departments developed standardized slab, girder, T-beam, and stringer designs, and thousands of these types of bridges were constructed in every state (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-80). Thus, FDOT Bridge No. 940050 is of a common type with a low level of engineering significance.

A Program Comment was issued on November 2, 2012 by the Advisory Council on Historic Preservation (ACHP) and Federal Highway Administration (FHWA) regarding Section 106 review for post-1945 concrete and steel bridges (FHWA 2014). This Program Comment relieves federal agencies from the Section 106 requirement to evaluate common post-1945 bridges individually and consider the effects of undertakings on common bridges and culverts. FDOT Bridge No. 940050 falls into the category of a commonly engineered post-1945 bridge, and thus is exempt from individual Section 106 evaluation.

11.0 CONCLUSIONS

The objective of the *CRAS for the Midway Road/CR 712 PD&E Study from Glades Cut Off Road to Selvitz Road, St. Lucie County, Florida* was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

No newly or previously recorded archaeological sites were identified within the archaeological APE. A total of 14 shovel tests were excavated within the archaeological APE. No cultural material was recovered.

The historic resources survey resulted in the identification of four previously recorded historic linear resources: Midway Road (8SL1657), Canal 103 (8SL1809), FEC Railroad – Lake Harbor Branch (8SL3014), and CR 709/Glades Cut Off Road (8SL3149). Of these four linear resources, all are considered National Register–ineligible, with the exception of the FEC Railroad – Lake Harbor Branch (8SL3014). The railroad is considered National Register–eligible within the APE under National Register Criterion A in the areas of Community Planning and Development and Transportation. The previously recorded historic building located at 4362 Midway Road (8SL1806) was determined National Register–ineligible by SHPO in 2006. Newly identified FDOT Bridge No. 940050 (8SL3282) is considered National Register–ineligible.

11.1 Unanticipated Finds

Although unlikely, in the event that human remains are found during construction or maintenance activities, Chapter 872.05 of the *Florida Statutes* will apply and FDOT's *Standard Specifications for Road and Bridge Construction* require that all construction cease. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are 75 years of age or more.

11.2 Curation

Original forms (Appendix A) and photographs are curated at the FMSF, along with a copy of this report and survey log sheet (Appendix C). Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to FDOT storage facilities.

12.0 REFERENCES CITED

Almy, Marion

- 1991 A Historical Resources Survey of a Segment of SR-710 in Indiantown, Martin County, Florida. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Austin, Robert J.

- 1996 Ceramic Seriation, Radiocarbon Dates, and Subsistence Data from the Kissimmee River Valley: Archaeological Evidence for Belle Glade Occupation. *The Florida Anthropologist* 49: 65–87.
- 1997 The Economics of Lithic-Resource Use in South-Central Florida. Ph.D. dissertation, University of Florida, Gainesville. University Microfilms, Ann Arbor.

Bradbury, Alford G and E. Story Hallock

- 1962 *A Chronology of Florida Post Offices: Handbook No. 2*. The Florida Federation of Stamp Clubs. Vero Beach, Florida.

Brooks, H. K.

- 1984 Lake Okeechobee. In *Environments of South Florida: Present and Past II* (2d ed.), edited by P. J. Gleason, pp. 38–68. Miami Geological Society, Coral Gables, Florida.

Brown, Canter, Jr.

- 1991 Florida's Peace River Frontier. University of Central Florida Press, Orlando.

Buker, George S.

- 1975 *Swamp Sailors: Riverine Warfare in the Everglades 1835–1842*. The University Press of Florida, Gainesville.

Bullen, Ripley P.

- 1954 Further Notes on the Battery Point Site, Bayport, Hernando County, Florida. *The Florida Anthropologist* 7: 103-108.
- 1955 Stratigraphic Tests at Bluffton, Volusia County, Florida. *The Florida Anthropologists* 8:1–16.
- 1968 Beveled Stemmed Points from Tampa Bay. *The Florida Anthropologist* 21:90–98.
- 1972 The Orange Period of Peninsular Florida. In *Fiber-tempered Pottery in Southeastern United States and Northern Colombia: Its Origins, Context, and Significance*, edited by Ripley P. Bullen and James B. Stoltman, pp. 9–33. Florida Anthropological Society Publications 6. Gainesville.
- 1975 *A Guide to the Identification of the Florida Projectile Points*. Kendall Books, Gainesville.

Bullen, R. P., A. K. Bullen, and C. J. Clausen

- 1968 The Cato Site Near Sebastian Inlet, Florida. *The Florida Anthropologist* 21:14–16.

- Bullen, Ripley P., and Edward M. Dolan
1959 The Johnson Lake Site, Marion County, Florida. *The Florida Anthropologist* 12:77–99.
- Carbone, V. A.
1983 Late Quaternary Environments in Florida and the Southeast. *The Florida Anthropologist* 26(1-2):3–17.
- Carr, Robert S., and John G. Beriault
1984 Prehistoric Man in South Florida. In *Environments of South Florida: Present and Past*, edited by Patrick J. Gleason, pp. 1-14. 2d ed. Miami Geological Society, Coral Gables.
- Carr, Robert S., W. S. Steele, James Pepe and Linda Spears-Jester
1995 An Archaeological and Historical Assessment of Riverbend Park, Palm Beach County, Florida. *AHC Technical Report #106*, Miami.
- Clausen, Carl J., H. R. Brooks, and A. B. Wesolowsky
1975 *Florida Spring Confirmed as 10,000-Year-Old Early Man Site*. Florida Anthropological Society Publications 7. Gainesville, Florida.
- Daniel, I. Randolph, and Michael Wisenbaker
1987 *Harney Flats: A Florida Paleo-Indian Site*. Baywood Press, Farmingdale, New York.
- Davis, T. Fredrick
1938 The Disston Land Purchase. *The Florida Historical Quarterly* 17(3):200–210.
- Dickel David N.
1988 Test Excavations at the Singer Island Site (8PB214), MacArthur Beach State Park, Palm Beach County, Florida. Florida Bureau of Archaeological Research, Tallahassee.
- Douglass, Andrew E.
1881–1885 Florida Diaries. Typescript on File at P.K. Yonge Library of Florida History, Gainesville.
- Dunbar, James S., Michael K. Faught, and S. David Webb
1988 An Underwater Paleo-Indian Site in Northwestern Florida. *The Florida Anthropologist* 41:442–453.
- Dunbar, James, and Ben I. Waller.
1983 A Distribution Analysis of the Clovis/Suwannee Paleoindian Sites of Florida—A Geographic Approach. *The Florida Anthropologist* 36(1-2):18–30.

Ewel, Katherine C.

1990 Swamps. In *Ecosystems of Florida*, edited by Ronald L. Myers and John J. Ewel, pp. 281–323. University of Central Florida Press, Orlando.

Federal Highway Administration

2014 Program Comment for Common Post-1945 Concrete and Steel Bridges. Accessed online at http://environment.fhwa.dot.gov/histpres/program_comment.asp on October 30, 2015.

Federal Writers' Project of the Work Projects Administration for the State of Florida.

1939 *Florida: A Guide to the Southernmost State*. Oxford University Press, New York.

Florida Department of Environmental Protection (FDEP)

1845b Surveyor's Notes for Township 36 South, Range 40 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed September 29, 2014.

1853a Plat Map for Township 36 South, Range 39 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://tlhdslweb.dep.state.fl.us/>, accessed September 29, 2014.

1853b Plat Map for Township 36 South, Range 40 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://tlhdslweb.dep.state.fl.us/>, accessed September 29, 2014.

1853c Surveyor's Notes for Township 36 South, Range 39 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed September 29, 2014.

1853d Surveyor's Notes for Township 36 South, Range 40 East. Electronic document, http://labins.org/survey_data/landrecords/landrecords.cfm, accessed September 29,

n.d. Tract Book Records Land Document Search. Electronic document, <http://tlhdslweb.dep.state.fl.us/>, October 30, 2015.

Florida Department of Transportation (FDOT), Surveying and Mapping Office

2015 Aerial Photography Archive. Electronic documents, http://www.dot.state.fl.us/surveyingandmapping/aerial_get.shtm, accessed August 15, 2015.

Florida State Road Department

1940 General Highway and Transportation Map, St. Lucie County, Florida (1936).

Gaby, Donald C.

1993 *The Miami River and Its Tributaries*. The Historical Association of South Florida, Miami, Florida.

Gannon, Michael V.

1965 *The Cross in the Sand: The Early Catholic Church in Florida 1513–1870*. University of Florida Press, Gainesville.

Gleason, P. J., A. D. Cohen, P. Stone, W. G. Smith, H. K. Brooks, R. Goodrick, and W. Spackman, Jr.

1984 The Environmental Significance of Holocene Sediments from the Everglades and Saline Tidal Plain. In *Environments of South Florida: Present and Past II*, edited by P. J. Gleason, pp. 297-351. Miami Geological Society, Coral Gables, Florida.

Goggin, John M.

1947 A Preliminary Definition of Archaeological Areas and Periods in Florida. *American Antiquity* 13:114-127.

Goodyear, Albert C., and Lyman O. Warren

1972 Further Observations on the Submarine Oyster Shell Deposits of Tampa Bay. *The Florida Anthropologist* 25(2, part 1):52-66.

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

1980 Turtlecrawl Point: An Inundated Early Holocene Archaeological Site on the West Coast of Florida. In *Southeastern Geological Society Guidebook 22*, edited by Sam B. Upchurch, pp. 24-33. Tallahassee.

Griffin, John W.

1988 *The Archaeology of Everglades National Park: A Synthesis*. Contract CX 5000-5-0049. SEAC.

2002 *Archaeology of the Everglades*. University Press of Florida, Gainesville.

Grismer, Karl

1949 *The Story of Ft. Myers*. St. Petersburg Printing Co., St. Petersburg.

Harner, Charles E.

1973 *Florida's Promoters: The Men Who Made It Big*. Trend House, Tampa, Florida.

Hetherington, Alma

1980 *The River of the Long Water*. The Mickler House Publishers, Chuluota, Florida.

Historic Property Associates

1997 *Historic Architectural Survey of Martin County, Florida*. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Janus Research

- 2006a Cultural Resources Assessment Survey of W. Midway Road from East of the Turnpike Bridge to S. 25th Street St. Lucie County Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2006b Site file for Midway Road (8SL1657). On file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2012a Site file for the FEC Railroad–Lake Harbor Branch (8SL3014). On file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2012b Site file for Glades Cut Off Road (8SL3149). On file, Florida Department of State, Division of Historical Resources, Tallahassee.
- 2012c Site file for Florida’s Turnpike (8SL1789). On file, Florida Department of State, Division of Historical Resources, Tallahassee.

Kennedy, Wm. Jerald, L. Jester, J. Pepe, N. Sinks, C. Wernecke, D. Flaherty

- 1994 A Phase I Archaeological Survey of the Shunk, Loxahatchee River Corridor and Eastern Loxahatchee Slough Tracts, Palm Beach County, Florida and Phase II Archaeological Survey of the Shunk and Loxahatchee River Corridor Tracts, Palm Beach County, Florida. Department of Anthropology, Florida Atlantic University, Boca Raton.

Kennedy, Wm. Jerald, Scott Lewis, Natileene Cassel, Linda Jester, James Pepe, Ari J. Sassi

- 1991 *The SR 706/Indiantown Road Alignment, Palm Beach County, Florida: Archaeological Reconnaissance Survey and Guildan Right-of-Way & Causeway Excavation*. Florida Atlantic University, Boca Raton, Florida.

Kennedy, Wm. Jerald, Ryan Wheeler, Linda Jester, Jim Pepe, Nancy Sinks, and Clark Wernecke

- 1993 *Archaeological Survey and Excavations at the Jupiter Inlet I Site (8PB35)*, Dubois Park, Palm Beach County, Florida. Florida Atlantic University Department of Anthropology, Boca Raton.

Lane, E. M., S. Knapp and T. Scott

- 1980 Environmental Geology Series: Fort Pierce Sheet. *Florida Bureau of Geology Map Series* No. 80, Tallahassee, Florida.

Lee, Arthur R., John G. Beriault, Jean Belknap, Walter M. Buschelman, John W. Thompson, and Carl B. Johnson

- 1998 Heineken Hammock, 8CR231: A Late Archaic Corridor Site in Collier County. *The Florida Anthropologist* 51(4):223-239.

Lee, Arthur R., and John Beriault (with Walter Buschelman and Jean Belknap)

- 1993 A Small Site—Mulberry Midden, 8Cr697—Contributes to Knowledge of Transitional Period. *The Florida Anthropologist* 46:43–52.

Mahon, John K.

1967 *History of the Second Seminole War*. University of Florida Press, Gainesville, Florida.

Mann, R. W.

1983 *Rails 'Neath the Palms*. Darwin Publications, Burbank, California.

Masson, Marilyn A., Robert S. Carr, and Debra S. Goldman

1988 The Taylor's Head Site (8BD74): Sampling a Prehistoric Midden on an Everglades Tree Island. *The Florida Anthropologist* 41(3):336-350.

Milanich, Jerald T.

1978 The Western Timucua: Patterns of Acculturation and Change. In *Tacachale: Essays on the Indians of Florida and Southeastern Georgia during the Historic Period*, pp. 59-88. The University Presses of Florida, Gainesville.

1994 *Archaeology of Precolumbian Florida*. University Presses of Florida, Gainesville, Florida.

Miley, Charles S.

1980 *Miley's Memos*. Indian River Community College Historical Data Center.

Miller, James J. (Compiler)

1990 State of Florida Draft Comprehensive Historic Preservation Plan. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

Mowers, Bert, and Wilma B. Williams

1972 The Peace Camp Site, Broward County, Florida. *The Florida Anthropologist* 25:1-20.

Murphy, Larry E., and Linda Scott Cummings

1990 *8SL17: Natural Site-Formation Processes of a Multiple Component Underwater Site in Florida*. Southwest Cultural Resources Center Professional Papers No. 39, National Park Service, Santa Fe, New Mexico.

Neill, Wilfred T.

1958 A Stratified Early Site at Silver Springs, Florida. *The Florida Anthropologist* 12:33-52.

Parks, Arva Moore

1982 *Archaeology and History of the Granada Site, Volume II, Where the River Found the Bay: Historical Study of the Granada Site, Miami, Florida*. Florida Department of State, Division of Archives, History and Records Management, Tallahassee.

Parsons Brinckerhoff and Engineering and Industrial Heritage

2005 *A Context For Common Historic Bridge Types*. On file, Janus Research, Tampa.

Pepe, James P.

- 1999 Jupiter Inlet I (8PB34): A Test Case in the use of Ceramic Frequencies and Discriminant Analysis in Determining Cultural Affinity. Unpublished M.A. Thesis in Anthropology, Florida Atlantic University.
- 2000 An Archaeological Survey of St. Lucie County, Florida. *AHC Technical Report #280*, Archaeological and Historical Conservancy, Miami.

Pepe, James, and Robert S. Carr

- 1996a An Archaeological Survey of the Medalist II Golf Survey, Martin County, Florida. *AHC Technical Report #164*, Archaeological and Historical Conservancy, Miami.
- 1996b A Phase II Archaeological Survey of the Jupiter Parcel, Palm Beach County, Florida. *AHC Technical Report #168*. Archaeological and Historical Conservancy, Miami.

Pepe, James P., and Alison Elgart

- 2006 Strombus Celt Caches in Southern Florida: A Functional Interpretation. Paper presented at the 58th Annual Meeting of the Florida Anthropological Society, Stuart.

Pepe, James, and Linda Jester

- 1995 An Archaeological Survey and Assessment of the Mt. Elizabeth Site, 8Mt30, Martin County, Florida. *AHC Technical Report #126*, Archaeological and Historical Conservancy, Miami.

Pepe, James, W.S. Steele, and Robert Carr

- 1998 An Archaeological Survey of the Upper Loxahatchee River, Martin and Palm Beach Counties, Florida. *AHC Technical Report #218*, Archaeological and Historical Conservancy, Miami.

Pepe, James, W. S. Steele, Anne McCudden, Dan Hughes, and Robert S. Carr

- 1998 Archaeological Monitoring of the Indiantown Road Widening Project, Palm Beach County, Florida. *AHC Technical Report # 176*, Archaeological and Historical Conservancy, Miami.

Purdy, Barbara Ann

- 1975 The Senator Edwards Chipped Stone Workshop Site (MR-122), Marion County, Florida: A Preliminary Report of Investigations. *The Florida Anthropologist* 28:178–189.
- 1981 *Florida's Prehistoric Stone Tool Technology*. University of Florida Press, Gainesville, Florida.

Purdy, Barbara A., and Laurie M. Beach

- 1980 The Chipped Stone Tool Industry of Florida's Preceramic Archaic. *Archaeology of Eastern North America* 8:105–124.

Rights, Lucille Riley

- 1994 *A Portrait of St. Lucie County, Florida*. The Donning Company/Publishers, Virginia Beach, Virginia.

Ruppe, Reynold J.

1980 The Archaeology of Drowned Terrestrial Sites: A Preliminary Report. *Florida Bureau of Historic Sites and Properties Bulletin* 6:35–45.

Russo, Michael, and Gregory Heide

2002 The Joseph Reed Shell Ring. *The Florida Anthropologist* 55(2):55–87.

Schwadron, Margo

2006 Everglades Tree Islands Prehistory: Archaeological Evidence for Regional Holocene Variability and Early Human Settlement. *Antiquity* 80(310). Electronic document, <http://antiquity.ac.uk/projgall/schwadron/index.html>.

Scott, Thomas M.

1978 Environmental Geology Series: Orlando Sheet. *Florida Bureau of Geology Map Series* No. 85, Tallahassee, Florida.

Sears, William H.

1982 *Fort Center: An Archaeological Site in the Lake Okeechobee Basin*. Ripley P. Bullen *Monographs in Anthropology and History* No. 4. University Presses of Florida, Gainesville.

St. Lucie County Board of City Commissioners

1944 *Data Supporting Application of Fort Pierce Inlet District, St. Lucie County*. Fort Pierce, Florida.

St. Lucie County Plats

1907 St. Lucie County Courthouse Annex, Port St. Lucie.

St. Lucie County Historical Commission

2001 *History Alive*, Vol. IV. Fort Pierce, Florida.

St. Lucie County Historical Society

n.d. St. Lucie County History. Found online at: <http://www.stluciehistoricalsociety.net/>

Tebeau, Charlton W.

1971 *A History of Florida*. University of Miami Press, Miami, Florida.

Tischendorf, A. P.

1954 Florida and the British Investor: 1880–1914. *Florida Historical Quarterly* 33(2):120–129.

True, David O.

1944 *Memoirs of Do. D'Escalante Fontaneda Respecting Florida, Written in Spain About the Year 1575, Translated With Notes by Buckingham Smith*. Glade House, Coral Gables, Florida.

United States Department of Agriculture (USDA)

1980 *Soil Survey of the St. Lucie County Area, Florida*. United States Department of Agriculture/Natural Resources Conservation Service.

University of Florida, George A. Smathers Libraries

2014 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials/map>, accessed September 29, 2014.

Upchurch, Sam B., Richard N. Strom, and Mark G. Nuckels

1982 Methods of Provenance Determination of Florida Cherts. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Van Landingham, Kyle S.

1976 *Pictorial History of Saint Lucie County 1565–1910*. Privately Published Booklet, on file, Janus Research, St. Petersburg, Florida.

Waller, Benjamin I., and James Dunbar

1977 Distribution of Paleo-Indian Projectiles in Florida. *The Florida Anthropologist* 30:79–80.

Watts, William A.

1969 A Pollen Diagram from Mud Lake, Marion County, North-central Florida. *Geological Society of America, Bulletin* 80:631–642.

1971 Post-Glacial and Interglacial Vegetation History of Southern Georgia and Central Florida. *Ecology* 52:676–689.

1975 A Late Quaternary Record of Vegetation from Lake Anne, South-Central Florida. *Geology* 3:344–346.

1980 Late Quaternary Vegetation History at White Pond on the Inner Coastal Plain of South Carolina. *Quaternary Research* 13:187–199.

1983 Vegetational History of the Eastern United States 25,000 to 10,000 Years Ago. In *Late Quaternary Environments of the United States*, edited by H. E. Wright, Jr., Vol. 1, pp. 294–310. University of Minnesota Press, Minneapolis, Minnesota.

Watts, William A., and Barbara C. S. Hansen

1988 Environments of Florida in the Late Wisconsin and Holocene. In *Wet Site Archaeology*, edited by B. A. Purdy, pp.307–323. The Telford Press, Caldwell, New Jersey.

Watts, W. A., and M. Stuiver

1980 Late Wisconsin Climate of Northern Florida and the Origin of Species Rich Deciduous Forest. *Science* 210:325–327.

Weaver, Paul L, III, Historic Property Associates, Inc., Pappas Associates, Inc.

1996 *Model Guidelines for Design Review*. Division of Historical Resources, Tallahassee.

Webb, S. David

1990 Historical Biogeography. In *Ecosystems of Florida*, edited by Ronald L. Myers and John J. Ewel, pg. 70-100. University of Central Florida Press, Orlando, Florida.

Wheeler, Ryan J.

1992a Decorated Bone Artifacts, Florida Archaeology, and the Greater Southeast. Paper presented at the 49th Southeastern Archaeological Conference, Little Rock, Arkansas

1992b The Riviera Complex: An East Okeechobee Archaeological Area Settlement. *The Florida Anthropologist* 45(1):5-17.

1993 Spatial and Temporal Distribution of Shell Tools from the East Okeechobee Area. Paper Presented at the 50th Southeastern Archaeological Conference, Raleigh, North Carolina.

2000 *Treasure of the Calusa: The Johnson/Willcox Collection from Mound Key, Florida*. Monographs in Florida Archaeology Number 1, Tallahassee.

Wheeler, Ryan J., Wm. Jerald Kennedy, and James P. Pepe

2002 The Archaeology of Coastal Palm Beach County. *The Florida Anthropologist* 55(3-4):119-156.]

White, William A.

1970 The Geomorphology of the Florida Peninsula. *Geological Bulletin* No. 51, Bureau of Geology, State of Florida Department of Natural Resources.

Widmer, Randolph J.

1988 The Evolution of the Calusa, A Non-Agricultural Chiefdom on the Southwest Florida Coast. University of Alabama Press, Tuscaloosa, Alabama.

Wright, Leitch J.

1986 *Creeks and Seminoles, Destruction and Regeneration of the Muscogulgee People*. University of Nebraska Press, Lincoln, Nebraska.

Appendix A:
Florida Master Site File Forms



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 SL01657
Field Date 10-27-2015
Form Date 11-16-2015
Recorder# 2

Original
Update

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Midway Rd Multiple Listing [DHR only]
Project Name Midway Rd from Glades Cut Off Rd to Selvitz Rd 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:
City/Town (within 3 miles) Fort Pierce In Current City Limits? yes no unknown
County or Counties (do not abbreviate) St. Lucie
Name of Public Tract (e.g., park)
1) Township 36S Range 39E Section 1 1/4 section: NW SW SE NE Irregular-name:
2) Township 36S Range 40E Section 6 1/4 section: NW SW SE NE
3) Township Range Section 1/4 section: NW SW SE NE
4) Township Range Section 1/4 section: NW SW SE NE
USGS 7.5' Map(s) 1) Name ANKONA USGS Date 1983
2) Name FORT PIERCE SW USGS Date 1983
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, Midway Road runs east/west for a distance of approximately 1.5 miles between Glades Cut Off Rd and Selvitz Rd.

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

HISTORY & DESCRIPTION

Construction Year: 1890 [X]approximately []year listed or earlier []year listed or later

Architect/Designer(last name first): Unknown Builder(last name first): Unknown

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

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

- 1. Post-Reconstruction 1880-1897 3.
2. Nineteenth C. American 1821-1899 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet

RESEARCH METHODS (check all that apply)

- [X]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)
[X]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[X]other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

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

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

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

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

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

DOCUMENTATION

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

1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

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

SITE NAME: Midway Road

A. NARRATIVE DESCRIPTION OF SITE

Within the area of potential effect (APE), Midway Road is an asphalt paved vehicular roadway which extends east-west for approximately 1.5 miles between County Road (CR) 709/Glades Cut Off Road and Selvitz Road, in Section 1, Township 36 South, Range 39 East and Section 6, Township 36 South, Range 40 East on the Fort Pierce SW (1953 PR 1983) and Ankona (1948 PR 1983) USGS quadrangle maps, in an unincorporated area of St. Lucie County, Florida. Within the APE, the roadway is a two-lane road, divided at the west by a grassy median, and features no shoulder. Modern signalization is located at Midway Road's intersection with CR 709/Glades Cut Off Road, NW East Torino Parkway, and Selvitz Road. Modern pavement markings are observed and non-historic signage lines the roadway. Development along Midway Road in the project area includes several commercial/industrial developments, such as a plant facility north of the roadway between CR 709/Glades Cut Off Road, and non-historic residential housing to the south of the roadway.

B. DISCUSSION OF SIGNIFICANCE

Historic 1958 aerial photographs and current aerial photograph revealed that the appearance of Midway Road has been modified. Midway Road in the project area was once gravel and stone, but is now paved in asphalt. Midway Road, west of South 25th Street, was first constructed in the 1890s. It initially appears in the county records on a plat map titled "Town of White City Florida" (St. Lucie County Plats 1907; Janus Research 2006a). The roadway was historically the main east-west artery of White City and was considered the gateway to travelers heading west and south from Fort Pierce and White City. Early Midway Road was a dirt causeway, which was possibly paved at points with oyster shell, marl, limestone, or brick. By August 22, 1929, the road was paved from Dunn Road eastward, but was still sand and clay in the west (Janus Research 2006a).

Midway Road was appropriately named, as travelers heading to Jupiter, Okeechobee City, Basinger, and Fort Drum could find connections to those cities from it. Before the railroad connected Okeechobee to White City, all produce from Bluefield and other groves was brought in along Midway. Mule teams would haul the produce there in a day trip from Bluefield. It was even platted in 1924 with the name of "cross state highway" (Janus Research 2006a). The road was also widely used by Native Americans in the region (Janus Research 2006a).

The majority of Midway Road within the APE, between Florida's Turnpike at the west and Selvitz Road at the east, was recorded during the 2006 *Cultural Resource Assessment Survey (CRAS) of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006b) and determined National Register-ineligible by the State Historic Preservation Officer (SHPO). This determination of ineligibility was due to the fact that the roadway did not retain original historic character. Within the project area, commercial/industrial and residential development along the road segment throughout the

SITE NAME: Midway Road

twentieth and twenty-first century has significantly altered the setting of the roadway. Improvements that have affected the integrity of the roadway include widening, asphalt paving, and modern signalization and signage. This study agrees with the determination of National Register–ineligibility for the previously documented portion of Midway Road within the APE between Florida’s Turnpike and Selvitz Road. The study also considers the newly documented portion of Midway Road, between Florida’s Turnpike and CR 709/Glades Cut Off Road, to be ineligible for listing in the National Register individually or as part of a historic district.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

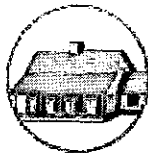
Janus Research

2006a Site file for Midway Road (8SL1657). On file, Florida Department of State, Division of Historical Resources, Tallahassee.

2006b Cultural Resources Assessment Survey of W. Midway Road from East of the Turnpike Bridge to S. 25th Street St. Lucie County Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

St. Lucie County Plats

1907 St. Lucie County Courthouse Annex, Port St. Lucie.



HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Consult Guide To Historical Structure Forms for detailed instructions

Site # 8SL1806Recorder # 2Recorder Date 8/18/2006Survey # 13491Site Name 4362 W Midway Road Other Names _____Project Name CRAS of W. Midway Road from East of the Turnpike Bridge to S. 25th StreetHistoric Contexts Modern National Register Category Building

LOCATION and IDENTIFICATION

Address 4362 W Midway RoadVicinity of North side of W. Midway Road between the Florida Turnpike and Selvitz RoadCity Fort Pierce G.V. County St. LucieOwnership Private-Individual Subdivision Model Land Co S/D 6-36-40 Block # _____ Lot # 14

MAPPING

USGS Map ANKONA Township 36S Range 40E Section 6Quarter _____ Qtr Qtr _____ Irregular Section UTM Zone 17Easting 562529 Northing 3028099 Land Grant UnknownLatitude _____ Longitude _____ Plat or Other Map Aerial Photographs

HISTORY

Architect/Bullder Unknown Construction Date 1954 Circa Alterations Date 1970s Type/Location Windows replaced; Front porch enclosed with awning windowsAdditions Date _____ Type/Location _____Moved Original Location _____Use Original Private residence Use Present Private residence

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Interior Plan Unknown Stories 1Structural System Concrete block Exterior Fabric StuccoFoundation Slab Foundation Materials Poured concrete Foundation Infill _____

No. of Porches _____ Locations/Features _____

Main Entrance (stylistic details): _____

Outbldgs. Number 2 Nature/Location (Describe below)N&W/open horse corrals with wood posts and 5-V crimp sheet metal roofRoof Type Gable Roofing Materials Composition shinglesSecondary Structures Comments _____ Location _____Chimneys Number _____ Orientation _____ Location _____ Material _____Wood Windows Type _____ Light # _____Metal Windows Type SHS Light # 1/1Exterior Ornament Brick sills; metal awnings over windowsCondition Fair Surroundings Residential; Commercial; Rural

Narrative (general, interior, landscape, context; 3 lines only)

There is an integral two-car garage on the west side of the house. The house is obscured by vegetation and old cars.Archaeological Remains Present FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # 8SL1806

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Individually Eligible for National Register? Yes No Likely, Need Information Insufficient Information Potential Contributor to Nat. Reg. District? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community planning & development

Summary of Significance

This Modern-era residential building exhibits a design type and building materials that were prevalent in the 1950s in Florida. In addition, the windows have been replaced and the porch has been enclosed. Based on its commonality and compromised integrity, this building does not possess architectural significance. In addition, limited research revealed no significant historical associations with important local persons or events. Therefore, this building is considered ineligible for listing in the NRHP, either individually or as part of a district.

DHR USE ONLY		OFFICIAL EVALUATIONS	DHR USE ONLY	
NR DATE / /	KEEPER-NR ELIGIBILITY <input type="checkbox"/> yes <input type="checkbox"/> no		Date	/ /
DELIST DATE / /	SHPO-NR ELIGIBILITY: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input type="checkbox"/> potentially elig. <input type="checkbox"/> insufficient info		Date	11/13/06
	LOCAL DESIGNATION: Local office		Date	/ /
National Register Criteria for Evaluation <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (See National Register Bulletin 15, p. 2)				

DOCUMENTATION

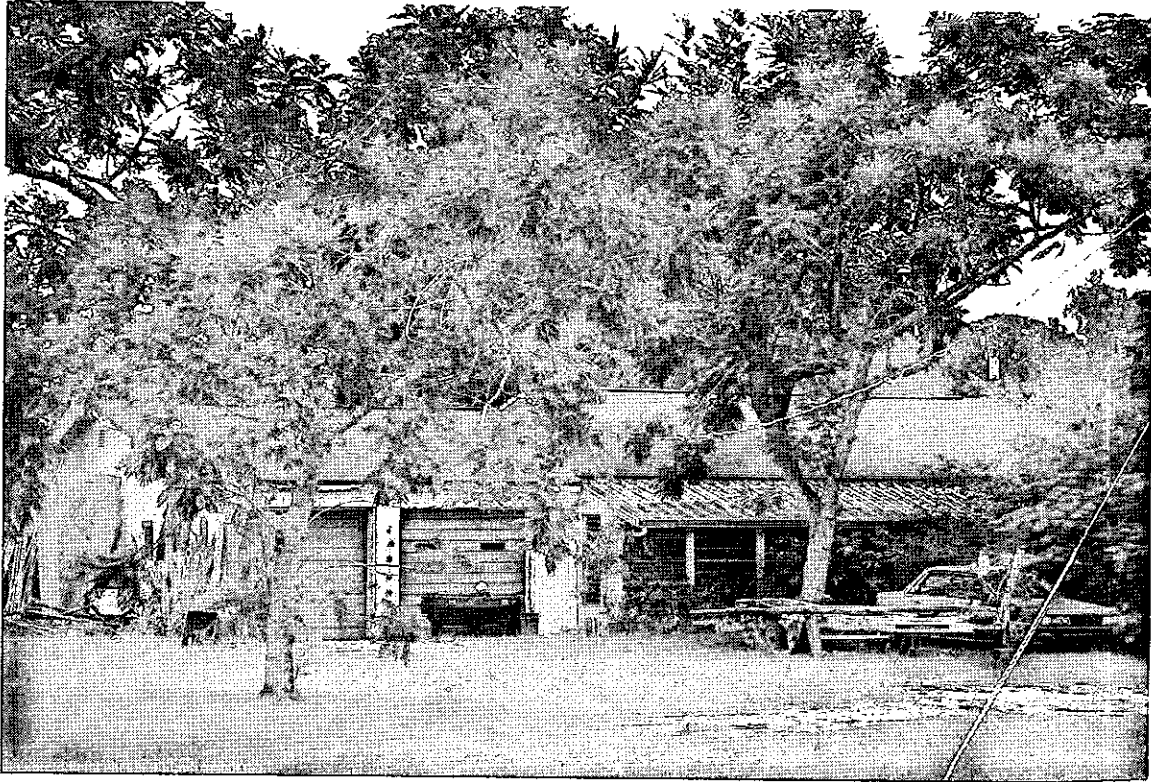
Research Methods Florida Site File for past architectural surveys; Florida Site File search; Tax records; Pedestrian; WindshieldBibliographic References Historic Resources of St. Lucie County (Janus Research 2002)Location of Negatives Janus Research Negative Numbers Roll 2686-1, #4, Facing NE

RECORDER INFORMATION

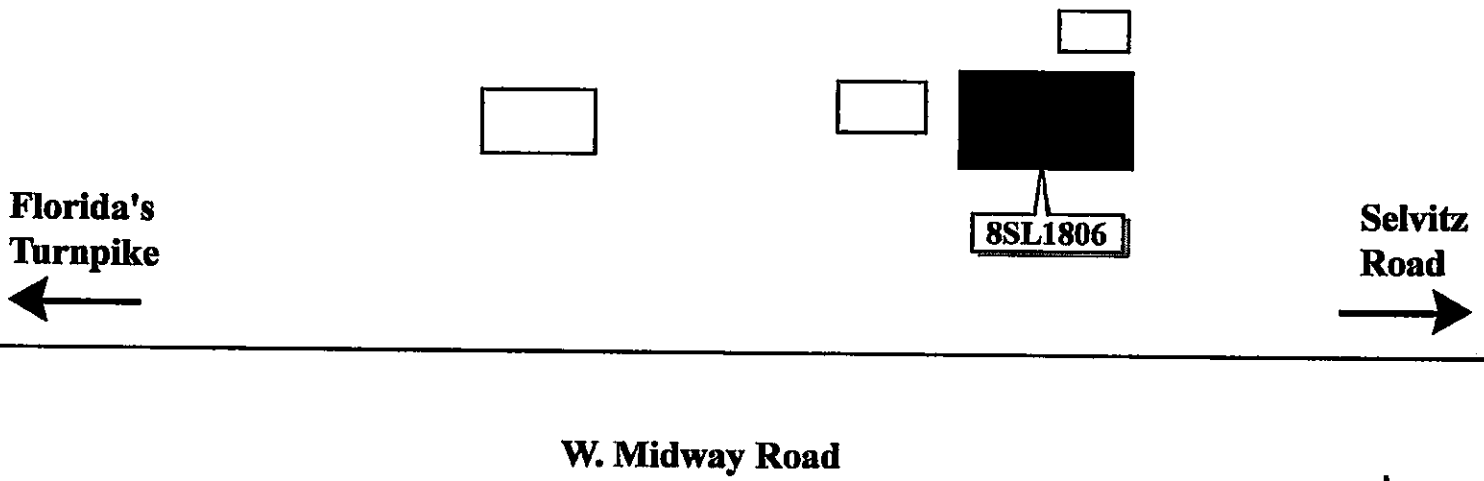
Recorder Name Susan DanielRecorder Affiliation JANUS RESEARCH, 1300 N. Westshore Blvd., Suite 100, Florida 33607 Telephone 813-636-8200

- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

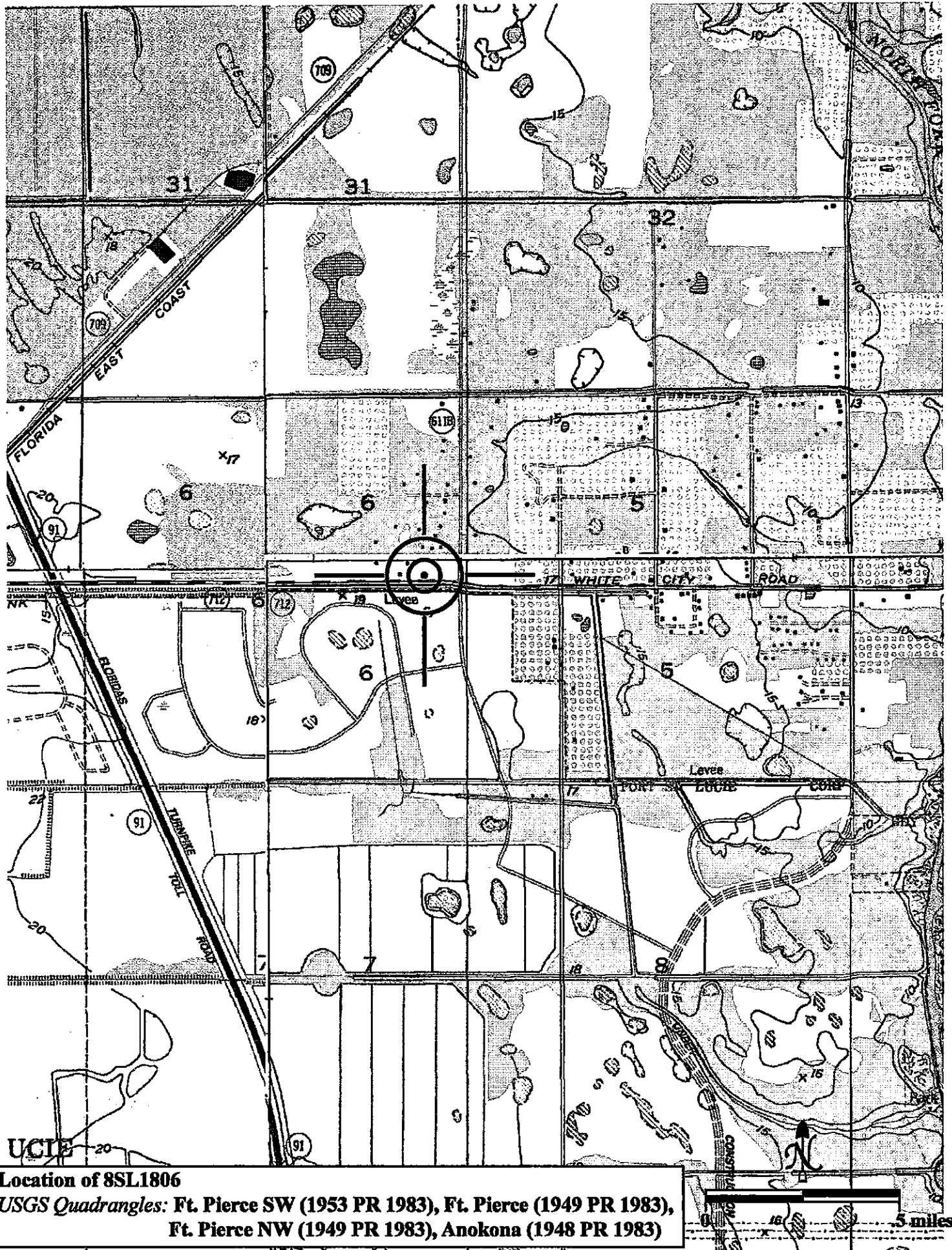
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8SL1806
USGS Quadrangles: Ft. Pierce SW (1953 PR 1983), Ft. Pierce (1949 PR 1983),
Ft. Pierce NW (1949 PR 1983), Anokona (1948 PR 1983)



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 SL01809
 Field Date 10-27-2015
 Form Date 11-24-2015
 Recorder# 4

Original
 Update

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Canal 103 Multiple Listing [DHR only] _____
 Project Name Midway Rd from Glades Cut Off Rd to Selvitz Rd 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: _____
 City/Town (within 3 miles) Fort Pierce In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) St. Lucie
 Name of Public Tract (e.g., park) _____
 1) Township 36S Range 40E Section 6 ¼ section: NW SW SE NE Irregular-name: _____
 2) Township 36S Range 39E Section 1 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 ANKONA USGS Date 1983
 2) Name FORT PIERCE NW USGS Date 1983
 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, Canal 103 extends for a distance of approximately 1.5 miles adjacent to Midway Road between Glades Cut Off Rd and Selvitz Rd

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

HISTORY & DESCRIPTION

Construction Year: 1920 [X]approximately []year listed or earlier []year listed or later

Architect/Designer(last name first): Unknown Builder(last name first): Unknown

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

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 2. WW I & Aftermath 1917-1920 3. 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet

RESEARCH METHODS (check all that apply)

- [X]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)
[X]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[X]other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

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

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

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

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

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

DOCUMENTATION

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

1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

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

SITE NAME: Canal 103

A. NARRATIVE DESCRIPTION OF SITE

Within the area of potential effect (APE), Canal 103 is located at the south side of W. Midway Road, and runs east-west from east of County Road (CR) 709/Glades Cut Off Road to Selvitz Road, in Section 1 of Township 36 South, Range 39 East and Section 6 of Township 36 South, Range 40 East on the Fort Pierce SW (1953 Photorevised [PR] 1983) and Ankona (1948 PR 1983) United States Geological Survey (USGS) quadrangle maps, in an unincorporated area of St. Lucie County, Florida. The canal features earthen embankments and is mostly obscured by vegetation. It stretches for a distance of approximately 1.5 miles in length within the APE. The canal, constructed circa-1920, ultimately discharges into the North Fork of the St. Lucie River, outside of the current APE. The canal is approximately eight feet wide and 12 feet deep (Janus Research 2006).

B. DISCUSSION OF SIGNIFICANCE

During the 2006 *Cultural Resource Assessment Survey (CRAS) of W. Midway Road from East of the Turnpike Bridge to S. 25th Street, St. Lucie County* (Janus Research 2006), the St. Lucie Water Control District was contacted for information on the canal. At this time, according to Terrel Donahue, the only information the District had on Canal 103 was an engineering profile from 1919 (Janus Research 2006). The canal appears on historic aerial photographs from 1944 and 1958. Canal 103 exhibits common construction techniques for a canal and is one of many thousands located in South Florida. Due to the common construction and lack of significance, the portion of the canal from east of Florida's Turnpike to Selvitz Road in the APE was determined National Register of Historic Places (National Register)-ineligible by the State Historic Preservation Officer (SHPO) as part of the 2006 study (Janus Research 2006). The undocumented portion of Canal 103 south of W. Midway Road, from CR 709/Glades Cut Off Road to west of Florida's Turnpike, is consistent with the portion determined National Register-ineligible, and thus is considered ineligible for listing in the National Register, individually or as part of a historic district, for the current study.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

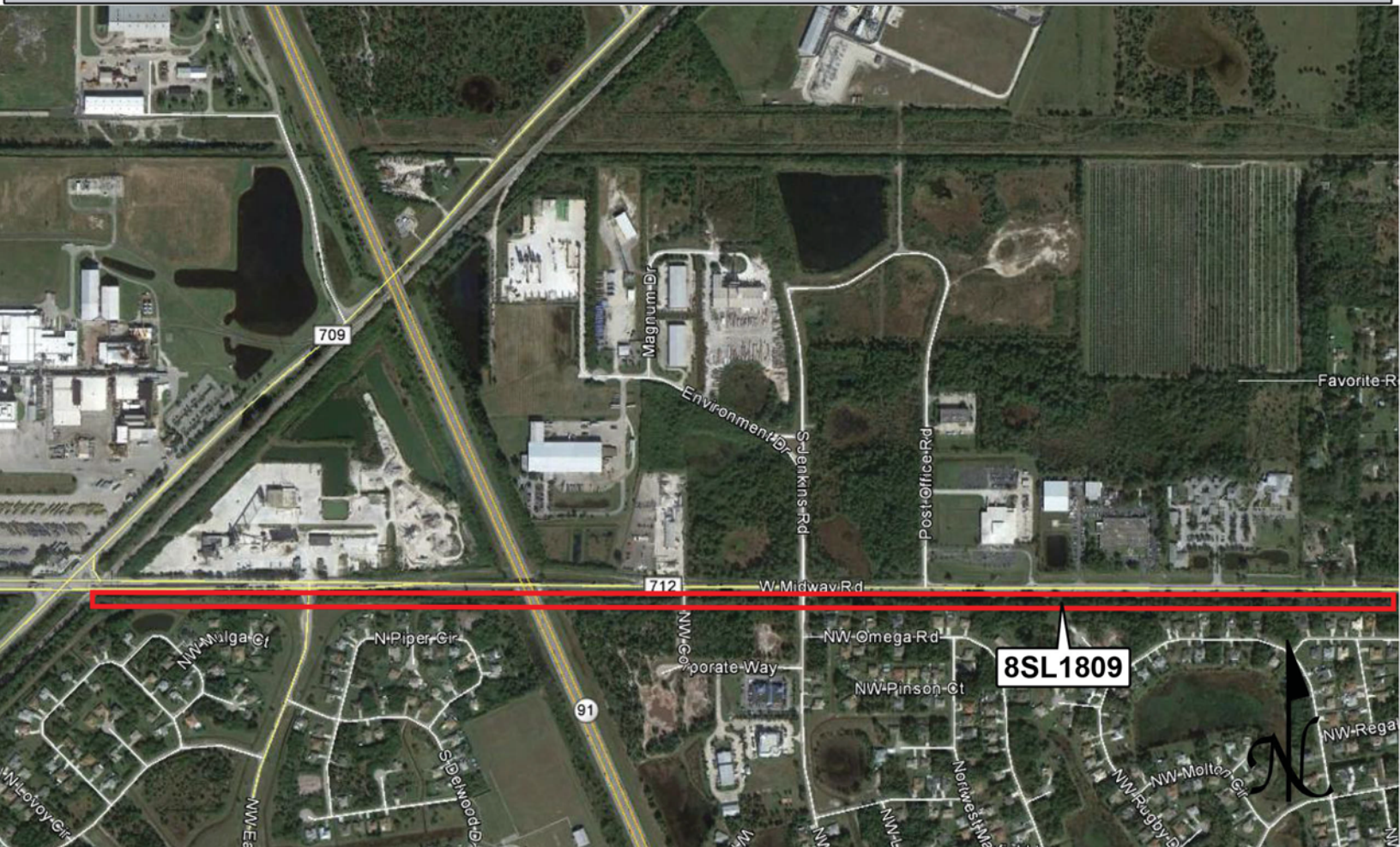
Janus Research

2006 Cultural Resources Assessment Survey of W. Midway Road from East of the Turnpike Bridge to S. 25th Street St. Lucie County Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

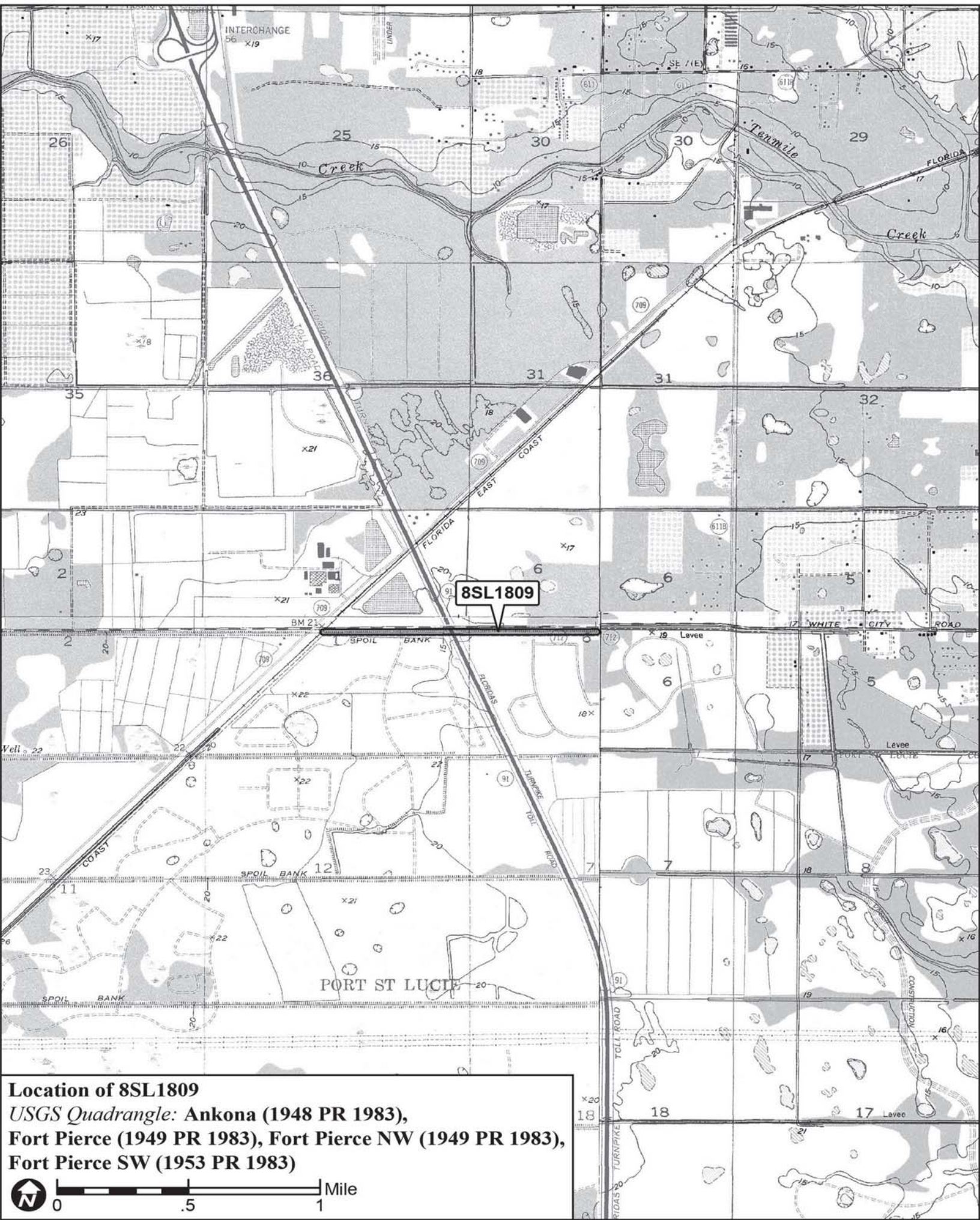
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



8SL1809

Location of 8SL1809
*USGS Quadrangle: Ankona (1948 PR 1983),
Fort Pierce (1949 PR 1983), Fort Pierce NW (1949 PR 1983),
Fort Pierce SW (1953 PR 1983)*





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 SL03014
Field Date 10-27-2015
Form Date 11-16-2015
Recorder# 1

Original
Update

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name FEC Railroad-Lake Harbor Branch
Project Name Midway Rd from Glades Cut Off Rd to Selvitz Rd
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

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

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

HISTORY & DESCRIPTION

Construction Year: 1944 [] approximately [] year listed or earlier [x] year listed or later

Architect/Designer(last name first): Unknown Builder(last name first): Unknown

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

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

- 1. American-20th Century 3.
2. 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet

RESEARCH METHODS (check all that apply)

- [x]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)
[x]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[x]other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

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

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

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

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

- 1. Community planning & development 3. 5.
2. Transportation 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 Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

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

SITE NAME: FEC Railroad-Lake Harbor Branch

A. NARRATIVE DESCRIPTION OF SITE

The Florida East Coast (FEC) Railroad – Lake Harbor Branch within the area of potential effect (APE) extends for a distance of approximately 230 feet, runs parallel to CR 709/Glades Cut Off Road, and crosses the pavement of Midway Road, in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 Photorevised [PR] 1983) United States Geological Survey (USGS) quadrangle map, in an unincorporated area of St. Lucie County, Florida. The railroad consists of one set of standard gauge tracks. These tracks extend northeast to southwest off of the pavement, where they sit atop a gravel ballast. This resource is sited in an area where subdivision and industrial infill is developing.

B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. In 1935, however, a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time, the FEC was more profitable transporting fruit and cargo than passengers, and eventually the railway became solely a freight line (Janus Research 2012).

The portion of the FEC Railroad within the APE is identified as the Lake Harbor Branch, which runs from Fort Pierce in St. Lucie County to Lake Harbor in Palm Beach County. The FEC Railroad branch was constructed between 1944 and 1958, according to aerial photographs from these time periods. Portions of the FEC Railroad – Lake Harbor Branch located outside of the APE were determined National Register-eligible in 2009 and 2013. The railroad within the APE is consistent with those portions determined eligible for listing in the National Register by the State Historic Preservation Officer (SHPO). The intact portion of the railroad within the APE is part of many that comprise the overall FEC system. The FEC Railroad retains historical importance on the east coast of Florida, including St. Lucie County. The portion of the FEC Railroad – Lake Harbor Branch within

SITE NAME: FEC Railroad-Lake Harbor Branch

the current APE is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Transportation.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Janus Research

2012 Site file for the FEC Railroad-Lake Harbor Branch (8SL3014). On file, Florida Department of State, Division of Historical Resources, Tallahassee.

PHOTOGRAPH



SKETCH MAP





RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 SL03149
Field Date 10-27-2015
Form Date 11-16-2015
Recorder# 4

Original
Update

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name CR 709/Glades Cut Off Rd
Project Name Midway Rd from Glades Cut Off Rd to Selvitz Rd
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

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

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

HISTORY & DESCRIPTION

Construction Year: 1958 [X]approximately []year listed or earlier []year listed or later

Architect/Designer(last name first): Unknown Builder(last name first): Unknown

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

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

- 1. Modern (Post 1950) 3.
2. Twentieth C American 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet

RESEARCH METHODS (check all that apply)

- [X]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)
[X]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[X]other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

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

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

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

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

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

DOCUMENTATION

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

1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s

2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

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

SITE NAME: CR 709/Glades Cut Off Road

A. NARRATIVE DESCRIPTION OF SITE

Within the area of potential effect (APE), County Road (CR) 709/Glades Cut Off road is an asphalt paved vehicular roadway which extends northeast-southwest for approximately 450 feet in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 Photorevised [PR] 1983) United States Geological Survey (USGS) quadrangle map, in an unincorporated area of St. Lucie County, Florida. The roadway intersects with W. Midway Road within the APE and includes modern pavement markings. Modern signalization is located at the intersection of CR 709/Glades Cut Off Road and W. Midway Road. Commercial/industrial infill and residential infill is adjacent.

B. DISCUSSION OF SIGNIFICANCE

CR 709/Glades Cut Off Road is visible on historic 1958 aerial photographs, and was originally known as State Road (SR) 709, the Glades Cut-off between Port St. Lucie and Bluefield (Janus Research 2012). There is no physical evidence that the roadway is historic within the small portion contained within the APE. CR 709/Glades Cut Off Road in the APE is surrounded by non-historic architecture and the roadway has sustained modern improvements and maintenance, inclusive of widening, modern painting, and modern signage/signalization. There is no substantial or significant history connecting this roadway to broader patterns of development in St. Lucie County. Finally, a similar portion of CR 709/Glades Cut Off Road, located approximately 1.8 miles southwest, was documented in 2012 (Janus Research 2012) and determined National Register–ineligible by the State Historic Preservation Officer (SHPO). The previously recorded portion of CR 709/Glades Cut Off Road is similar in that the roadway also exhibits modern alterations, and is located in an area where the setting of the roadway has been compromised through the addition of non-historic development in a once agricultural area. Therefore, the portion of CR 709/Glades Cut Off Road within the current APE is also ineligible for listing in the National Register, individually or as part of a historic district.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

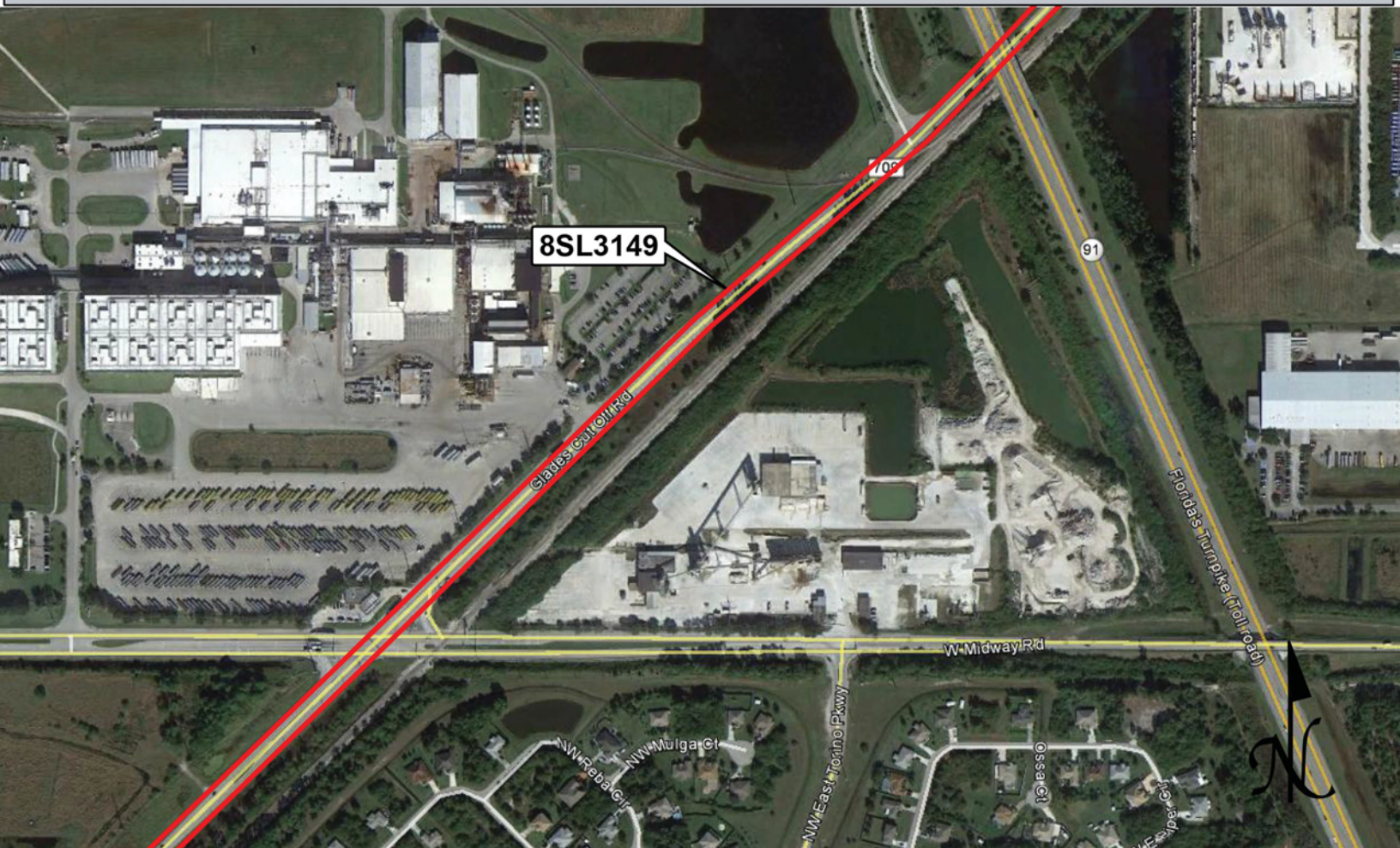
Janus Research

2012 Site file for Glades Cut Off Road (8SL3149). On file, Florida Department of State, Division of Historical Resources, Tallahassee.

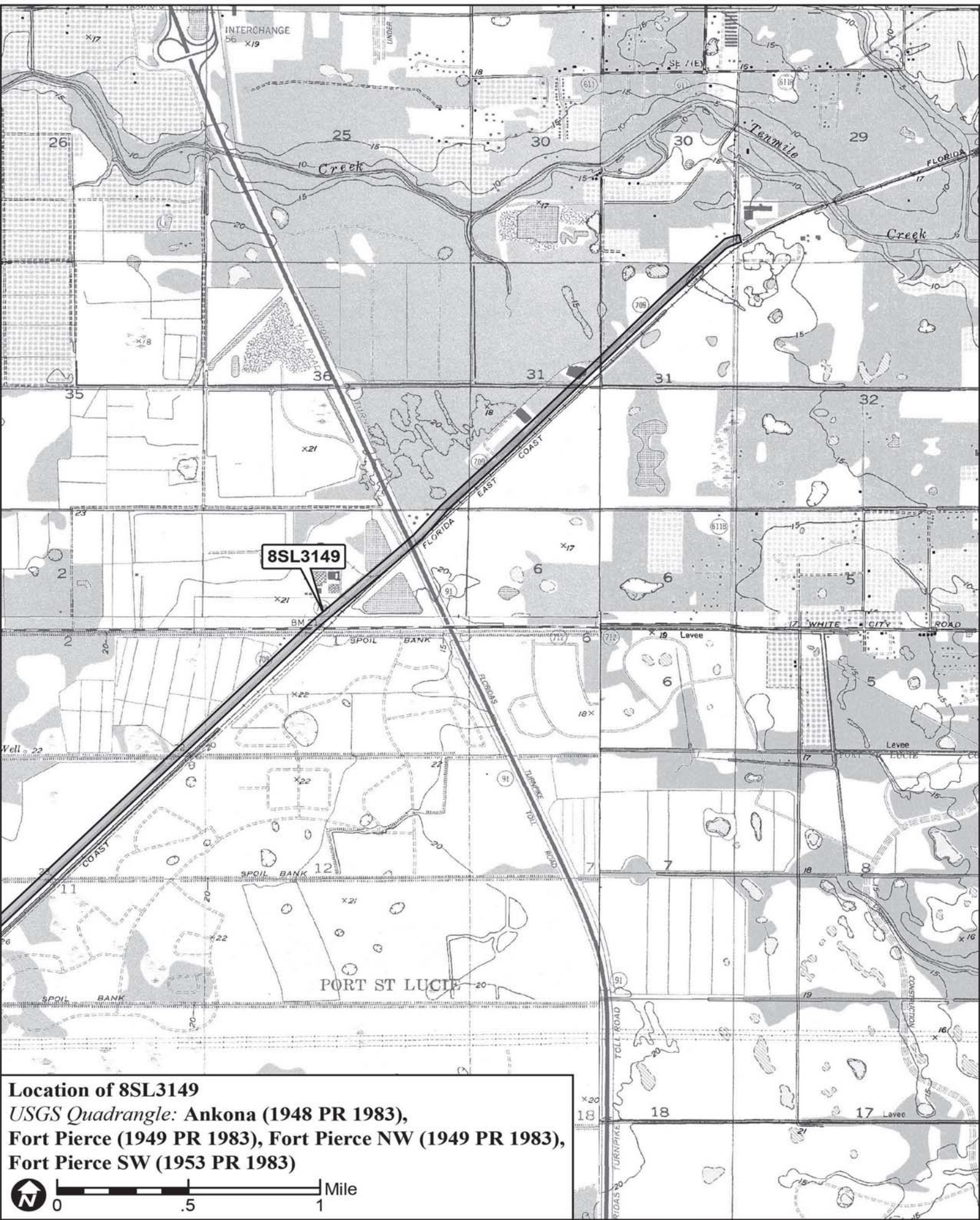
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



8SL3149

Location of 8SL3149
*USGS Quadrangle: Ankona (1948 PR 1983),
Fort Pierce (1949 PR 1983), Fort Pierce NW (1949 PR 1983),
Fort Pierce SW (1953 PR 1983)*



Original
 Update



HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

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

Site # SL03282
Field Date 10-27-2015
Form Date 11-24-2015
Recorder # 7
FDOT Bridge # 940050

Bridge Name(s) FDOT Bridge No. 940050 Multiple Listing (DHR only) _____
Project Name Midway Road from Glades Cut Off Rd to Selvitz Rd Survey # (DHR only) _____
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed Midway Rd over Florida's Turnpike
USGS 7.5 Map Name FORT PIERCE SW USGS Date 1983 Plat or Other Map _____
City/TOWN (within 3 miles) Fort Pierce In City Limits? yes no unknown County St. Lucie
Township 36S Range 39E Section 1 1/4 section: NW SW SE NE Irregular-name: _____
Township _____ Range _____ Section _____ 1/4 section: NW SW SE NE
Landgrant _____ Tax Parcel # _____
UTM Coordinates: Zone 16 17 Easting 560916 Northing 3028068
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1957 approximately year listed or earlier year listed or later
Still in use? yes no restricted use (describe) _____
Prior Fords, Ferries, or Bridges at this Location None

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Carries Midway Road from 1957 to current day over Florida's Turnpike
Ownership history State of Florida

Designers/Engineers Unknown
Builders/Contractors Unknown
Text of Plaque or Inscription Bridge number stenciled on

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

DESCRIPTION

GENERAL
Overall Bridge Design 1. Girder--Floorbeam 2. _____
Overall Condition excellent good fair deteriorated ruinous
Style and Decorative Details see continuation sheet
Tender Station Description None
Alterations: Dates and Descriptions N/A

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

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Number 4 Total Length(ft) 170

Main Spans: Number Length(ft) Width(ft) 35 Roadway width(ft) 25

Main Span Design Girder--Floorbeam

Main Span Materials 1. 2.

Approach Spans: Number 0 Length(ft) Width(ft) Roadway width(ft)

Approach Span Design

Approach Span Materials 1. 2.

Deck Materials 1. Concrete 2.

SUBSTRUCTURE

Abutment Materials 1. Concrete 2.

Abutment Description Concrete abutments

Pier Materials 1. Concrete 2.

Pier Description

RESEARCH METHODS (check all that apply)

- FDOT database search, Fla. Archives / photo collection, newspaper files, informal archaeological inspection, HABS/HAER record search, property appraiser / tax records, city directory, formal archaeological survey, FMSF record search (sites/surveys), library research, Public Lands Survey (DEP), cultural resource survey, Other methods (specify) Historic aerial and aerial photographs

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

OPINION OF RESOURCE SIGNIFICANCE

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

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

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

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

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

DOCUMENTATION

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

- 1) Document type Field notes Maintaining organization Janus Research File or accession #'s
2) Document type Field maps Maintaining organization Janus Research File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com

Required Attachments
1 USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED
2 PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: FDOT Bridge No. 940050

A. NARRATIVE DESCRIPTION OF SITE

Florida Department of Transportation (FDOT) Bridge No. 940050 is a 1957 constructed bridge which carries Midway Road over Florida's Turnpike in Section 1 of Township 36 South, Range 39 East on the Fort Pierce SW (1953 Photorevised [PR] 1983) United States Geological Survey (USGS) quadrangle map, in an unincorporated area of St. Lucie County, Florida. It is a two-lane vehicular steel girder bridge with a concrete deck. It features four spans, with no approach spans, and is approximately 170 feet in total length. The deck width is approximately 35 feet. The roadway width of FDOT Bridge No. 940050 is approximately 25 feet. There is concrete curbing at either side of the road and no sidewalks. Simple concrete barrier walls include a non-historic metal railing. The substructure consists of concrete piers and abutments.

B. DISCUSSION OF SIGNIFICANCE

FDOT Bridge No. 940050 is of steel girder bridge design. A *Context for Common Historic Bridge Types* was prepared in 2005 by Parsons Brinckerhoff and Engineering and Industrial Heritage for the National Cooperative Highway Research Program Transportation Research Council National Research Council. The purpose of the context was to provide an aid for assessing the technological and historic significance of bridge types within the United States, and provide a picture of the bridge types which are more common and those which are less common. The context covers bridges constructed in the United States through 1955, and describes the history and significance of steel girder designed bridges. Although this bridge was constructed slightly after this time period, the context remains applicable.

The context states that fixed slab, beam, girder, and rigid bridge designs are the most common bridges of all types included in the study (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-80). During the post-World War II period's expansion of the highway system, state highway departments developed standardized slab, girder, T-beam, and stringer designs, and thousands of these types of bridges were constructed in every state (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-80). Thus, FDOT Bridge No. 940050 is of a common type with a low level of engineering significance.

A Program Comment was issued on November 2, 2012 by the Advisory Council on Historic Preservation (ACHP) and Federal Highway Administration (FHWA) regarding Section 106 review for post-1945 concrete and steel bridges (FHWA 2014). This Program Comment relieves federal agencies from the Section 106 requirement to evaluate common post-1945 bridges individually and consider the effects of undertakings on common bridges and culverts. FDOT Bridge No. 940050 falls into the category of a commonly engineered post-1945 bridge, and thus is exempt from individual Section 106 evaluation.

SITE NAME: FDOT Bridge No. 940050

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Federal Highway Administration

2014 Program Comment for Common Post-1945 Concrete and Steel Bridges. Accessed online at http://environment.fhwa.dot.gov/histpres/program_comment.asp on October 30, 2015.

Parsons Brinckerhoff and Engineering and Industrial Heritage

2005 *A Context For Common Historic Bridge Types*. On file, Janus Research, Tampa.

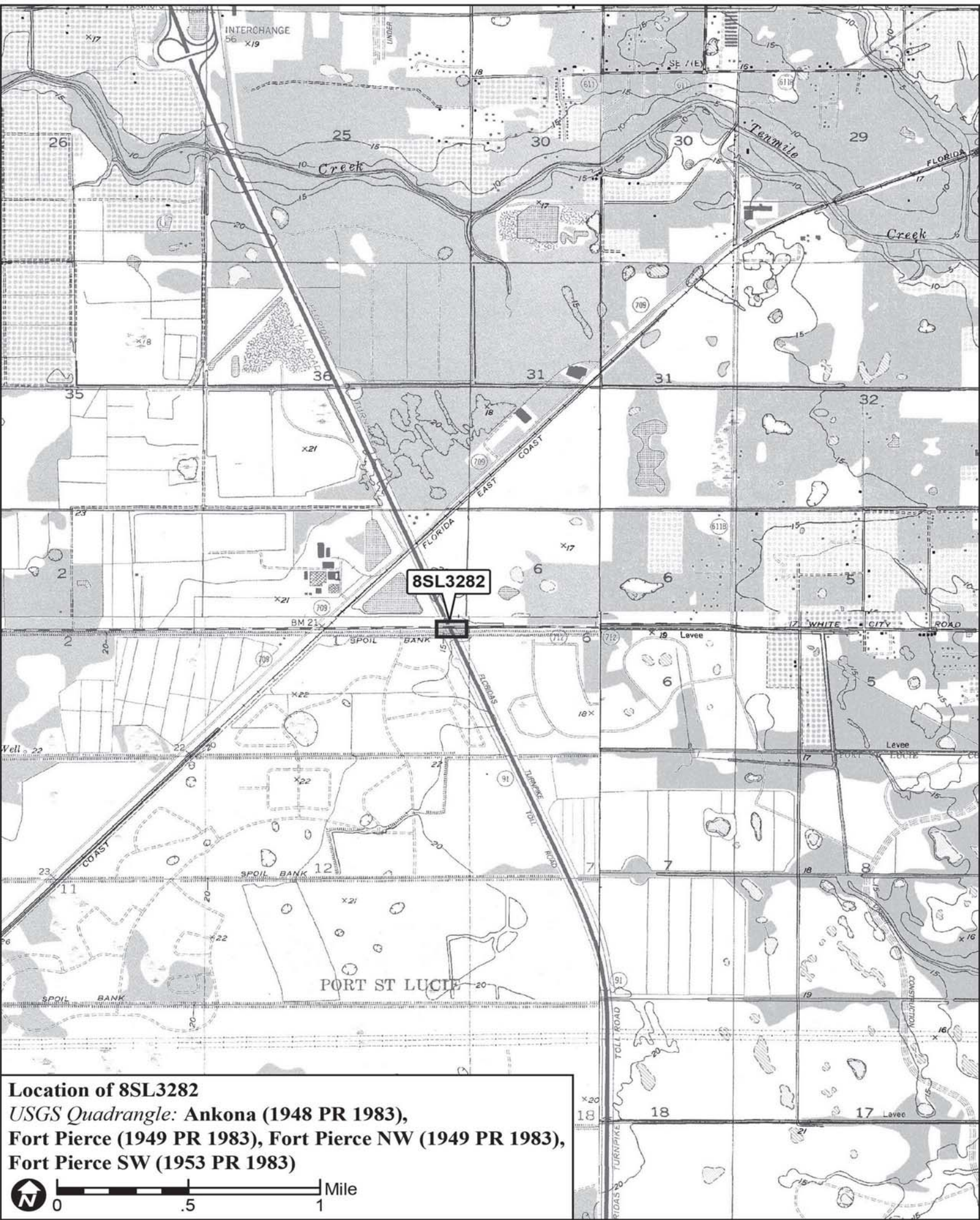
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



8SL3282

Location of 8SL3282
*USGS Quadrangle: Ankona (1948 PR 1983),
Fort Pierce (1949 PR 1983), Fort Pierce NW (1949 PR 1983),
Fort Pierce SW (1953 PR 1983)*



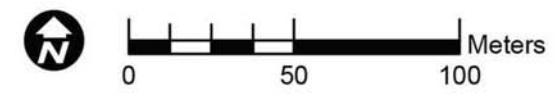
Appendix B:
Shovel Test Maps



Midway Road/CR 712 from
Glades Cutoff Road to Selvitz Road
(231440-3)

Shovel Test Map

- Archaeological APE
- Positive Shovel Test
- Negative Shovel Test



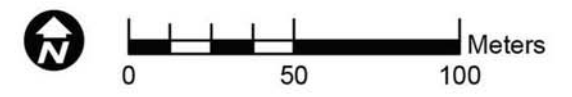
Map
1



Midway Road/CR 712 from
Glades Cutoff Road to Selvitz Road
(231440-3)

Shovel Test Map

- Archaeological APE
- Positive Shovel Test
- Negative Shovel Test



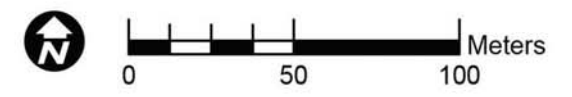
Map
2



Midway Road/CR 712 from
Glades Cutoff Road to Selvitz Road
(231440-3)

Shovel Test Map

- Archaeological APE
- Positive Shovel Test
- Negative Shovel Test



Map
3

Appendix C:
Survey Log Sheet

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS Midway Road from Glades Cut Off to Selvitz Rd

Report Title (exactly as on title page) Cultural Resource Assessment Survey for the Midway Road/County Road 712 Project Development and Environment Study from Glades Cut Off Road (CR 709) to Selvitz Road (CR 611), St. Lucie County, Florida (Financial Project ID: 231440-3-22-01, ETDM No. 14177)

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

Publication Date (year) 2016 Total Number of Pages in Report (count text, figures, tables, not site forms) 79

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
Janus Research, 1107 N. Ward Street, Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Pepe, James P., and Streelman, Amy

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. CR 712 3. Glades Cut Off Road 5. _____ 7. _____
2. Midway Road 4. Selvitz Road 6. _____ 8. _____

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

Name _____ Organization Florida Dept of Transportation - District 4

Address/Phone/E-mail 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309-3421

Recorder of Log Sheet Janus Research Date Log Sheet Completed 2-15-2016

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

Mapping

Counties (List each one in which field survey was done; attach additional sheet if necessary)

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

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

1. Name FORT PIERCE SW Year 1983 4. Name _____ Year _____
2. Name ANKONA Year 1983 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 10-26-2015 End 10-29-2015 Total Area Surveyed (fill in one) _____ hectares 40.6 acres

Number of Distinct Tracts or Areas Surveyed 1

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

Research and Field Methods

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

Scope/Intensity/Procedures 14 shovel tests placed judgmentally in low probability project area. Shovel tests were 50 cm in diameter and dug to 1 m. Surveyed historic resources within APE and evaluated in terms of National Register significance.

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

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

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

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

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

Check here if NO historical/architectural methods were used.
building permits demolition permits neighbor interview subdivision maps
commercial permits exposed ground inspected occupant interview tax records
interior documentation local property records occupation permits unknown
other (describe): pedestrian survey

Survey Results (cultural resources recorded)

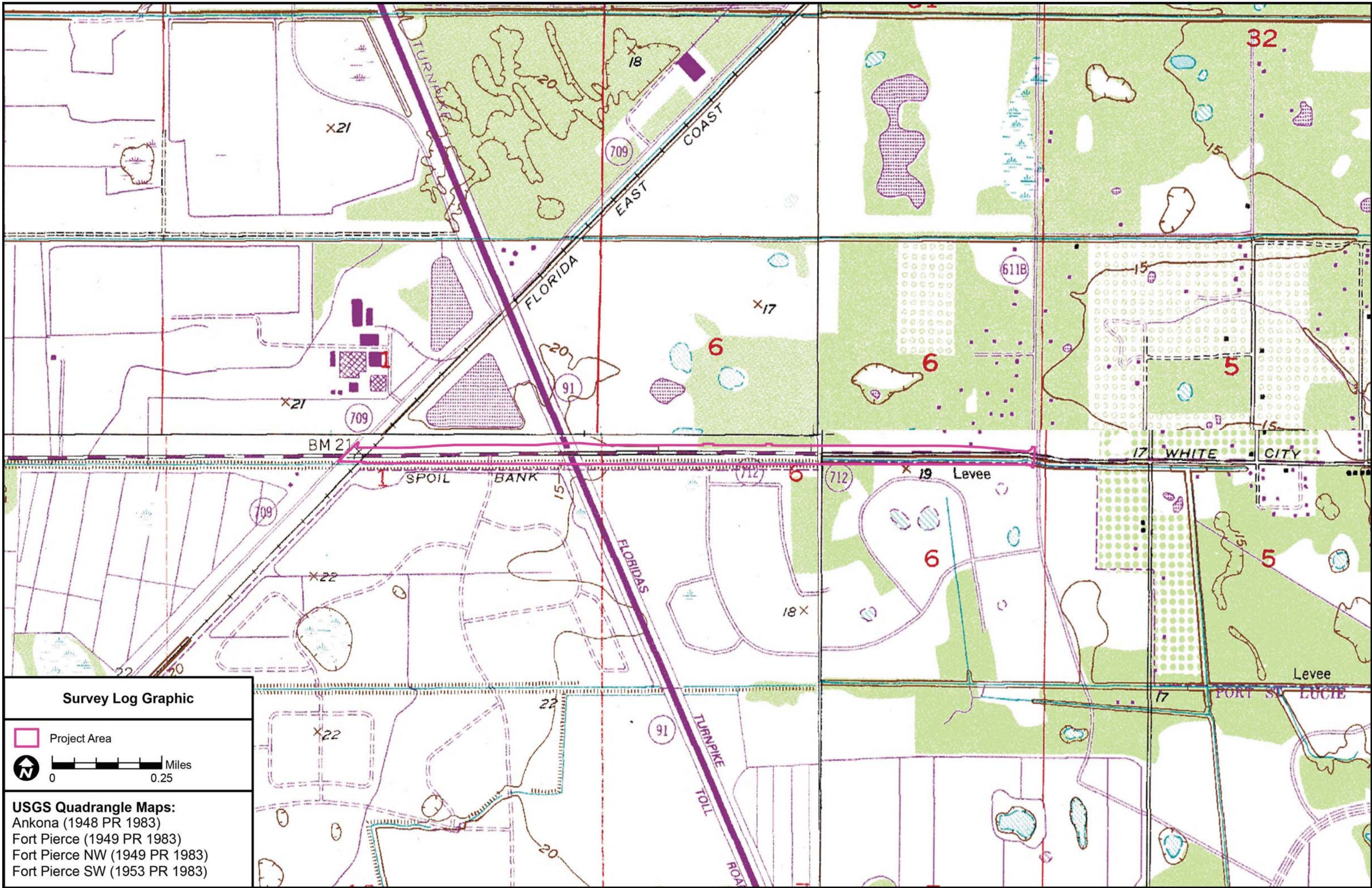
Site Significance Evaluated? Yes No
Count of Previously Recorded Sites 5 Count of Newly Recorded Sites 1
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) SL1657, SL1809, SL3014, SL3149

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) SL3282

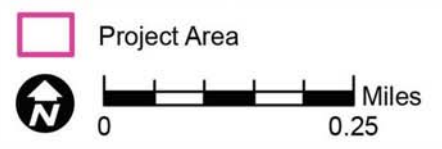
Site Forms Used: Site File Paper Form Site File Electronic Recording Form

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

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



Survey Log Graphic



USGS Quadrangle Maps:
 Ankona (1948 PR 1983)
 Fort Pierce (1949 PR 1983)
 Fort Pierce NW (1949 PR 1983)
 Fort Pierce SW (1953 PR 1983)