

**CULTURAL RESOURCE ASSESSMENT SURVEY  
FOR THE  
CROSSTOWN PARKWAY/I-95 INTERCHANGE  
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY,  
CITY OF PORT ST. LUCIE,  
ST. LUCIE COUNTY, FLORIDA**

**Prepared on behalf of:**

**City of Port St. Lucie**

**By:**

**Archaeological Consultants, Inc.  
8110 Blaikie Court, Suite A  
Sarasota, Florida 34240**

**In association with:**

**Keith and Schnars, P.A.  
385 Center Pointe Circle, Suite 1303  
Altamonte Springs, Florida 32701**

**October 2005  
Revised March 2006**

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Altamonte Springs, Florida 32701**

**Joan Deming – Project Manager  
Jodi B. Pracht - Project Archaeologist  
Aimee Ross – Architectural Historian  
Nelson Rodriguez– Archaeologist**

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## **EXECUTIVE SUMMARY**

A cultural resource assessment survey (CRAS) of the Crosstown Parkway/I-95 Interchange Ramps Project Development and Environment (PD&E) Study in the City of Port St. Lucie, St. Lucie County was performed by Archaeological Consultants, Inc. (ACI) in June 2005. The purpose of the CRAS was to locate and identify any archaeological sites and historic resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP).

### **Findings**

Background research and a review of the Florida Master Site File (FMSF) indicated that no archaeological sites or historic resources were recorded previously within or adjacent to the project APE. As a result of archaeological and historical/architectural field surveys, no new sites were discovered.

Therefore, the proposed project will have no effect on any significant cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is recommended.

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## 1.0 INTRODUCTION

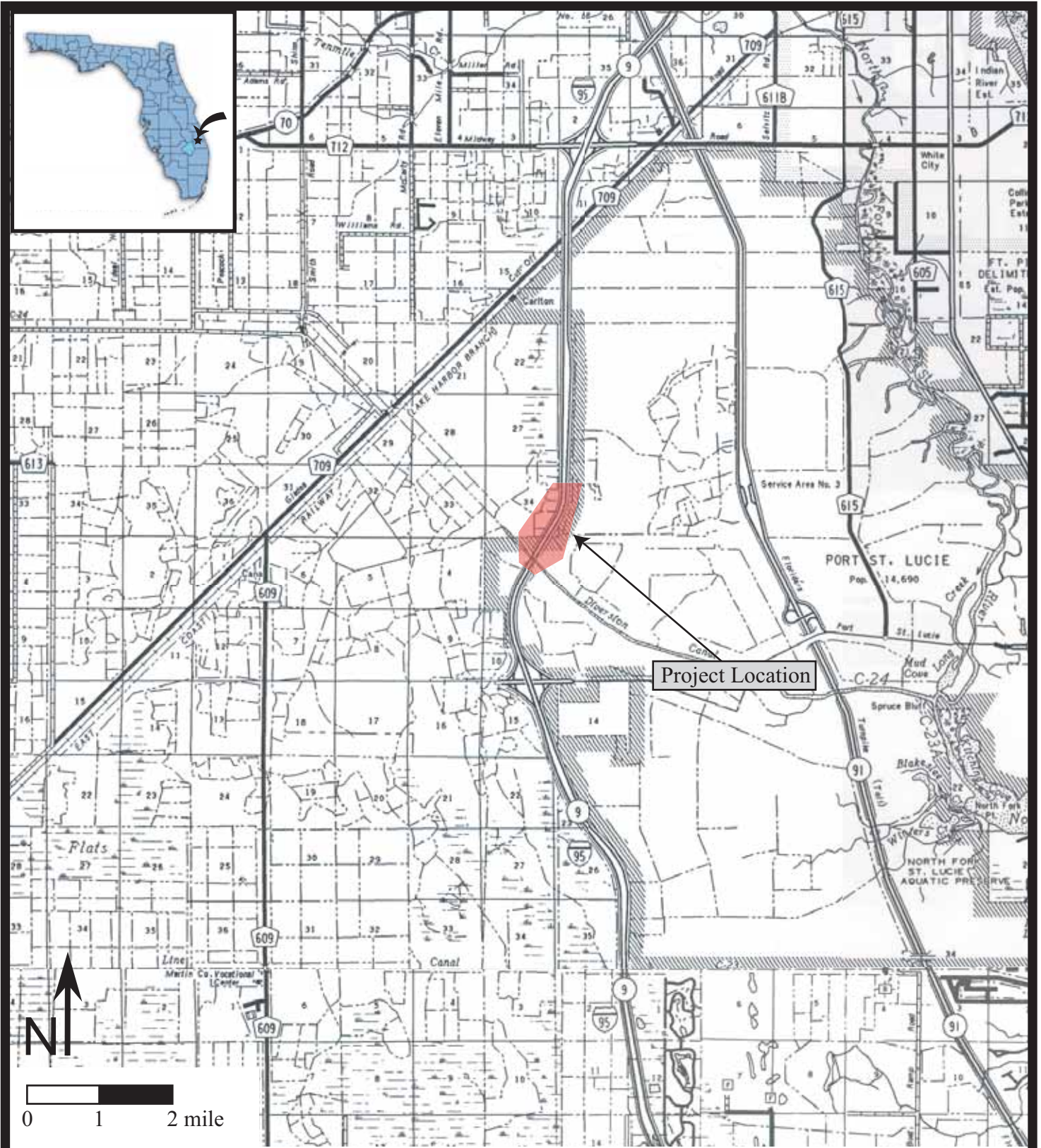
The City of Port St. Lucie (City) is conducting the Crosstown Parkway/I-95 Interchange Project Development and Environment (PD&E) Study to evaluate new interchange ramps at Crosstown Parkway and Interstate 95 (I-95). The proposed interchange is located between the existing interchanges at St. Lucie West and Gatlin Boulevards, north and south of the project, respectively (Figure 1.1). Crosstown Parkway was formerly known as the West Virginia Corridor, which also included Juliet Avenue near I-95. The study area is primarily located in the City; a portion of the northwest quadrant is located in St. Lucie County.

This Cultural Resource Assessment Survey (CRAS) is part of the PD&E Study. The purpose of the CRAS was to locate and identify any prehistoric and historic period archaeological sites and historic structures located within and adjacent to the preferred alternative, and to assess their significance in terms of the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological and historical/architectural surveys were conducted in June 2005. Field surveys were preceded by background research. Such work served to provide an informed set of expectations concerning the kinds of cultural resources which might be anticipated to occur within the project area of potential effects (APE), as well as a basis for evaluating any new sites discovered.

This survey complies with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, revised January 2001), and Chapter 267, *Florida Statutes*. All work was carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the Florida Department of Transportation's *Project Development and Environment Manual* (January 1999 revision) and the standards contained in "The Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources" manual (revised November 1990). This report meets the completeness and sufficiency requirements of Chapter 1A-46, *Florida Administrative Code*.

### 1.1 Project Need

The City's population has grown rapidly from 14,700 in 1980 to over 130,000 in 2005, with a projected increase to approximately 313,000 by 2030, including areas both east and west of I-95. According to the U.S. Census Bureau, **the City of Port St. Lucie is the nation's fastest growing city** among those with more than 100,000 people for the period from 2003 to 2004. As a result, the City currently issues over 650 single-family building permits a month, due primarily from the build-out of the 80,000 vested platted residential lots originally designed by General Development Corporation in the 1960s east of I-95.



**Figure 1.1.** Location of the Crosstown Parkway/I-95 Interchange PD&E Study Project, Township 36 South, Range 39 East, Sections 34 and 35, and Township 37 South, Range 39 East, Sections 2 and 3, St. Lucie County (State Mapping Office 1996).

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In addition to the build-out of these platted residential areas east of I-95, eight approved/proposed Developments of Regional Impact (DRI) west of I-95 are anticipated to be near completion by 2025. The combination of these DRIs and the mostly built-out St. Lucie West DRI will collectively add over 57,000 homes; schools for over 26,000 students; and over 26,000,000 square feet of non-residential development, including industrial, commercial, office, civic, and institutional land uses. As a result, the City has extended its boundaries further west and annexed areas extending westward to Range Line Road (CR 609) and north of Glades Cut-Off Road.

Crosstown Parkway is planned to extend from Range Line Road to Floresta Drive, and ultimately to U.S. 1 to provide improved east-west traffic movement through the City in this area. In June of 2005, the City passed a Bond Referendum that will allow them to immediately begin design and construction of improvements on the Crosstown Parkway (formerly known as the West Virginia Drive Corridor). Construction for the six-lane Crosstown Parkway from Village Parkway to Floresta Drive is underway and programmed to be completed by 2010; however, the City has accelerated the construction schedule with the completion date anticipated to be by 2008. For this Study, the construction of Crosstown Parkway from Village Parkway to Floresta Drive *will be considered existing*.

The following proposed roadway improvements are planned to provide the needed connectivity:

- a new six-lane Crosstown Parkway from I-95 to Village Parkway by 2010 and a new four-lane Crosstown Parkway from west of Village Parkway to Range Line Road by 2025;
- a new roadway network west of I-95, included in the Southwest Quadrant Annexation Agreement, by 2010 and 2025;
- a new six-lane bridge over I-95 by 2010;
- new interchange ramps by 2010;
- a new Crosstown Parkway bridge over Florida's Turnpike by 2008; and
- a new six-lane Crosstown Parkway from Floresta Drive to U.S. 1, including a new bridge across the North Fork of the St. Lucie River by 2012.

The existing I-95 interchanges located at St. Lucie West and Gatlin Boulevards, to the north and south, respectively, are inadequate to support the capacity demands of these developments. The System Interchange Justification Report (SIJR) prepared for this project recommended a tight diamond interchange at Crosstown Parkway and I-95 in order to help alleviate and improve existing and future traffic conditions within the City. Traffic modeling conducted as a part of the SIJR revealed traffic projections for the proposed interchange of 23,300 Annual Average Daily Traffic (AADT) for opening year 2010 and 40,900 AADT for the year 2030. As a result, this project, the Crosstown Parkway/I-95 Interchange PD&E Study, was initiated in order to study the potential environmental impacts of providing a new interchange on the surrounding area. The

project need is to determine whether or not there are environmental impacts associated with a new interchange on the surrounding area, examine ways to avoid or minimize potential impacts, and to determine the project costs associated with building the new interchange.

On June 1, 2005, the St. Lucie County Metropolitan Planning Organization voted to add this interchange to the needs list of the Long Range Transportation Plan (LRTP). On February 1, 2006, the MPO approved the 2030 LRTP Update that included the Crosstown Parkway/I-95 interchange.

## **1.2 Project Description**

The City is evaluating new interchange ramps at Crosstown Parkway and I-95 between the existing I-95 interchanges at St. Lucie West and Gatlin Boulevards, north and south of the project, respectively. Crosstown Parkway was formerly known as the West Virginia Corridor, which also included Juliet Avenue near I-95. The study area is primarily located in the City; a portion of the northwest quadrant is located in St. Lucie County. Currently, a mixture of new developments and farmland are located west of I-95 and residential development is located east of I-95. Eight approved/proposed Developments of Regional Impact (DRIs) are anticipated to add about 49,000 homes west of I-95 by 2025.

Numerous improvements are underway along Crosstown Parkway near the study area. Crosstown Parkway will be constructed as a six-lane divided roadway from Village Parkway to Floresta Drive, including bridges across I-95 and Florida's Turnpike by 2008. For this study, *these improvements to Crosstown Parkway will be considered existing*. Ultimately, Crosstown Parkway will be extended to include a four-lane roadway from Range Line Road (CR 609) to west of Village Parkway and a six-lane roadway from Floresta Drive to U.S. 1 by 2025, including a six-lane bridge over the North Fork of the St. Lucie River. This PD&E Study is being conducted to meet Federal Highway Administration guidelines for a new interchange. *Note that this project is limited to the interchange ramps only.*

The proposed interchange ramps will connect a six-lane Crosstown Parkway to I-95 forming a tight diamond interchange. The distance from the edge of the ramp travel lane to the ROW line is 94 feet. A drainage swale is located within this area and Type B fence is located at the limited access ROW line. The typical sections are identical for each of the four ramps. The elements that comprise this typical section include:

- 15-foot travel lane;
- Six-foot inside shoulder (two feet paved); and
- Six-foot outside shoulder (two feet paved).

The southbound bridge over the South Florida Water Management District (SFWMD) C-24 Canal will be widened from three to four lanes to accommodate the

interchange ramp from Crosstown Parkway to I-95. The limits of the northbound exit ramp begins north of the bridge, therefore, widening of the northbound canal bridge is not required.

### **1.3 Area of Potential Effects (APE)**

The APE for both the archaeological and historical/architectural surveys for the Becker Road/I-95 Interchange Ramps PD&E Study included the existing right-of-way as well as the land within approximately 300 feet of the four proposed interchange ramps.

## 2.0 ENVIRONMENTAL SETTING

Environmental factors such as geology, topography, relative elevation, soils, vegetation, and water resources are important in determining where prehistoric and historic period archaeological sites are likely to be located. These variables influenced what types of resources were available for utilization in a given area. This, in turn, influenced decisions regarding settlement location and land-use patterns. Because of the influence of the local environment upon the aboriginal inhabitants, a discussion of the effective environment is summarized below.

### 2.1 Physical Environment

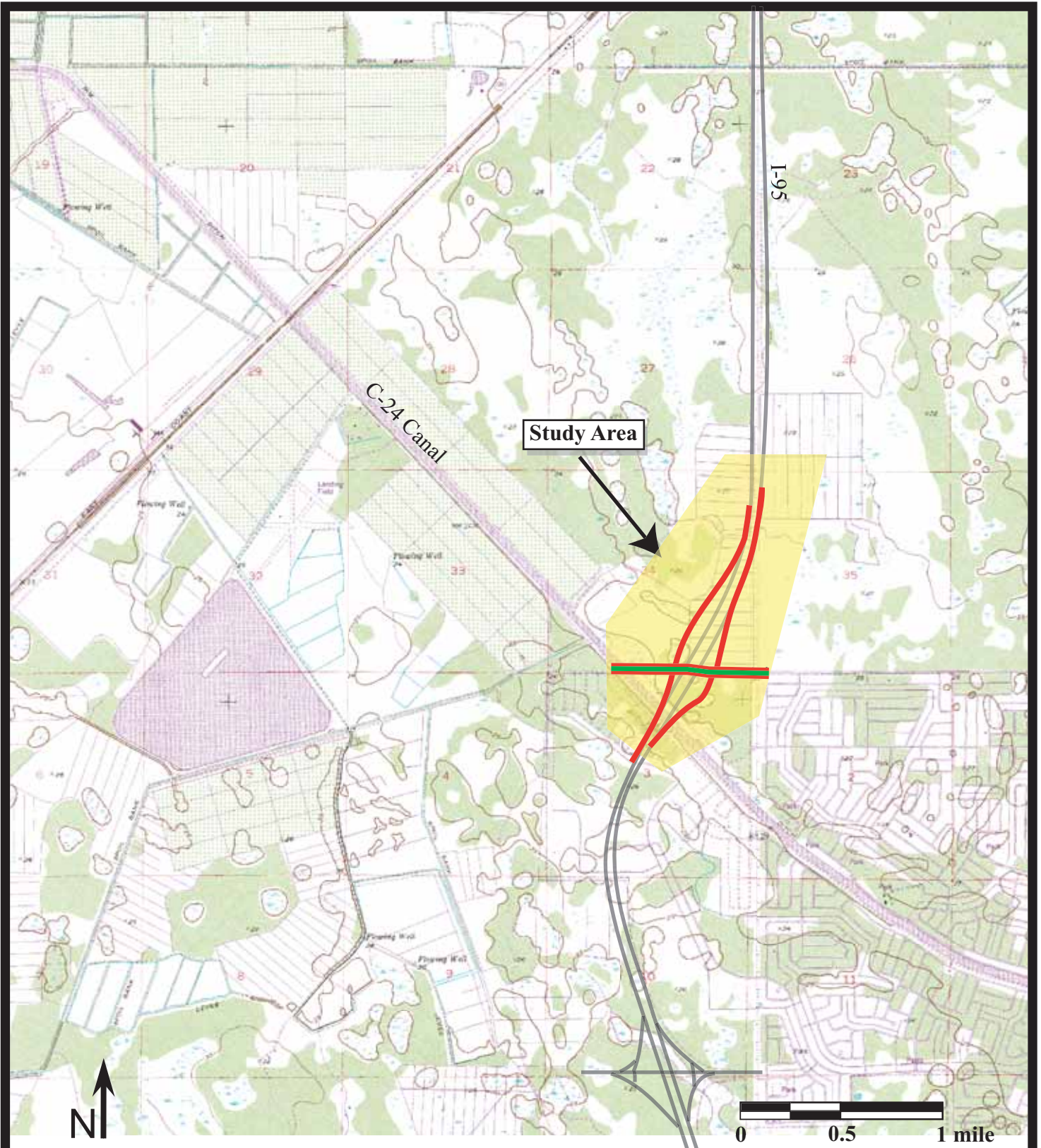
The Crosstown Parkway /I-95 Interchange project area is located Sections 34 and 35 of Township 36 South, Range 39 East, and Sections 2 and 3 of Township 37 South, Range 39 East in St. Lucie County (USGS Fort Pierce SW, Fla. 1953, PR 1983; Figure 2.1).

Physiographically, the project is located within the Eastern Valley region (White 1970). This flat, relict beach plain has elevations ranging from 4.5 m to 9 m (15 to 30 ft) above mean sea level and is characteristically pocketed with shallow lakes and marshes with poor natural drainage. Prior to the construction of canals, the region was drained by a slow flow through multiple sloughs to the St. Lucie and Loxahatchee Rivers and the Everglades (South Florida Water Management District 2004). The project area is within the 1255 km (780 mile) watershed of the St. Lucie River. Originally a freshwater ecosystem draining into the Indian River, the St. Lucie Estuary was formed in 1892 when a coastal inlet was excavated (South Florida Water Management District 1999).

Carr and Pepe (2000), in their development of an archaeological site location predictive model for St. Lucie County, defined several archaeological/geo-environmental regions. This project is located within the St. Lucie River Region:

*This region includes the North Fork of the St. Lucie River. It also includes its tributaries, such as Five Mile Creek, Ten Mile Creek, Winters Creek, Platt's Creek and Blakeslee Creek. Scrubby flatwoods border much of the North Fork (Carr and Pepe 2000:150).*

Soils of the project area are part of the Waveland-Lawnwood, Nettles-Ankona-Pepper and Pineda-Wabasso-Riviera soil associations (USDA 1980). The nearly level and poorly drained Waveland-Lawnwood and Nettles-Ankona-Pepper associations are characteristic of low ridges, knolls, and flatwoods (USDA 1980). The Pineda-Wabasso-Riviera soil association is typical of swamps, marshes, and areas subject to flooding (USDA 1980). Table 2.1 lists the soil types specific to the project area, their relief and drainage, and environmental characteristics.



**Figure 2.1.** Environmental Setting of the Crosstown Parkway/I-95 Interchange Preferred Alternative, Township 36 South, Range 39 East, Sections 34 and 35, and Township 37 South, Range 39 East, Sections 2 and 3, St. Lucie County (USGS Fort Pierce SW, Fla. 1953, PR 1983).

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**Table 2.1.** Soil Types, Relief and Drainage, and Environmental Associations (USDA 1980 and 1981).

SOIL TYPE	RELIEF AND DRAINAGE	ENVIRONMENTAL SETTING.
Lawnwood Sand	Nearly level, poorly drained	Flatwoods
Oldsmar sand	Nearly level, poorly drained	Depressions in flatwoods
Pepper sand	Nearly level, poorly drained	Flatwoods
Riviera sand, depressional	Nearly level, poorly drained	Depressional areas
Wabasso sand	Nearly level, poorly drained	Flatwoods
Wabasso Variant sand	Nearly level, poorly drained	Flatwoods
Waveland fine sand	Nearly level, poorly drained	Flatwoods
Waveland-Lawnwood complex	Depressions, poorly drained	Depressions in flatwoods
Winder sand, depressional	Nearly level, poorly drained	Depressions
Winder Variant sand	Nearly level, poorly drained	Low hammocks

The Crosstown Parkway /I-95 Interchange project area is divided by I-95. A rural residential area characterizes the project area to the east of the interstate, and the west side is currently being developed (Photo 2.1 and 2.2).



**Photo 2.1.** Looking East Along Juliet Road.



**Photo 2.2.** Looking West Toward Area Under Development, to the west of I-95.

## **2.2 Paleo-Environmental Considerations**

The prehistoric environment of St. Lucie County was different from that which is seen today. Sea levels were much lower, the climate was drier, and potable water was scarce. Dunbar (1981:95) notes that due to the arid conditions during the period 16,500 to 12,500 B.P., “the perched water aquifer and potable water supplies were absent.” Palynological studies conducted in Florida and Georgia suggest that between 12,000 and 5000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). The rise of sea levels severely reduced xeric habitats over the next several millennia.

By 5000 years ago, the mid-Holocene hypsithermal, a climatic event marking warmer than present temperatures, induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses, and sedges (Carbone 1983). Also by this time, a forest dominated by longleaf pine, along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). By about 3500 B.C., surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 1.5 m (4.9 ft) above present levels. After about 5000 years ago, modern floral, climatic, and environmental conditions were established (Watts 1975).

Faunal changes are more difficult to document due to the mixing of the species record and the lack of accessibility of sites containing faunal remains. Webb (1981, 1990) has compiled a list of 22 extinct mammal species that occupied the southeastern continent some 14,000 years ago. These include giant land tortoise, giant ground sloth, mastodon, mammoth, camel, bison, giant beaver, wolf, jaguar, and horse. The predominant species were large grazers, some of which were herd ungulates (Carbone 1983:10). Within Florida, the presence of long-nosed peccary, spectacled bear, southern llama, and giant armadillo indicate that this region possessed a rich and diverse environment (Carbone 1983). Many of these animals migrated from South America some two million years ago (MacFadden 1997).

### 3.0 PREHISTORIC REVIEW

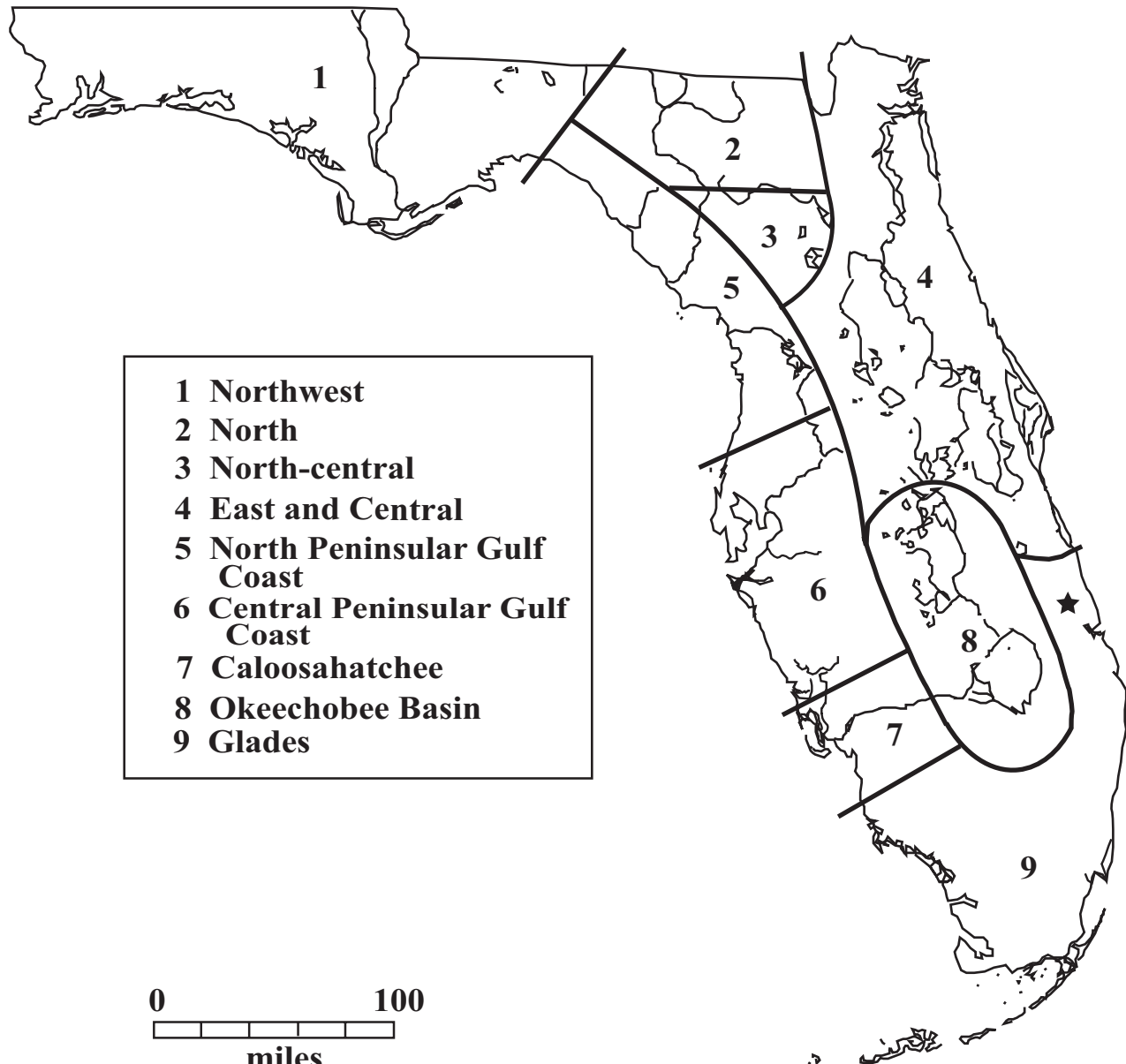
A discussion of the prehistory of a specific geographic region provides a general framework within which the local archaeological record can be examined. Archaeological sites are not individual entities, but are the remains of a once dynamic cultural system. As a result, they cannot be adequately examined or interpreted without reference to other sites and resources within the general area. Aboriginal populations have inhabited Florida for at least 14,000 years. The earliest cultural stages are fairly similar throughout the Southeast; cultural regionalism began to develop some 4000 years ago with the advent of fired clay pottery.

In general, archaeologists summarize the prehistory of a given area (i.e., an archaeological region) by delineating a sequence of archaeological cultures through time. Archaeological cultures are defined largely in geographical terms, but also reflect shared environmental and cultural factors. The project area is located within the Glades region (Figure 3.1) as defined by Milanich (1994). This large region, which begins along the west coast in the Ten Thousand Islands, includes the Florida Keys, and extends up the east coast to about Indian River County. This is an environmentally diverse region in which the many wetlands were key to the subsistence strategies of the aboriginal inhabitants, including the Everglades and Big Cypress Swamps, and the saltwater marshes and mangrove forests along the coasts. The northern boundary remains vague and not well-defined. As Milanich and Fairbanks note, "along the Atlantic Coast below Cape Canaveral, the Formative and post-Formative cultures of the St. Johns area blend into those of the Circum-Glades region at about Indian River County" (1980:28). Rouse (1951) referred to the transition zone as the "Indian River Area" and Goggin (1949) referred to it as the Melbourne Region. The spatial boundaries of the region are somewhat arbitrary, and it is after 500 B.C. that characteristic regional differences become more evident in the archaeological record.

The succession of cultural stages have been defined on the basis of unique sets of material culture traits such as characteristic stone tool forms and ceramics, as well as subsistence, settlement and burial patterns. These broad temporal units are further subdivided into culture horizons, phases or periods. Carr's (1995) synthesis of the archaeology of the area is used primarily in this overview of regional prehistory.

#### 3.1 Paleo-Indian Stage

The earliest known cultural manifestation is the Paleo-Indian period which begins with the first human arrivals in Florida some 14,000 years ago, and persists until about 6500 B.C. (Milanich and Fairbanks 1980:38). Until quite recently, archaeologists theorized that the Paleo-Indian populations were nomadic hunters who subsisted by hunting the now extinct Pleistocene mammals and gathering wild plants. Today, however, scientists know that these people engaged in a variety of settlement and



**Post- 500 B.C. regions of precolumbian Florida**

**Figure 3.1.** Florida Archaeological Regions (Milanich 1994:xix). The project area (★) is located in the Glades Region.

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subsistence strategies, including the well-known “big game hunting” strategy. A widely-accepted subsistence model, the Oasis model, suggests that watering holes (oases) were critical to game animals and humans who depended on them to secure drinking water in the arid Florida environment 10,000 to 14,000 years ago (Milanich 1994:40-41). Support for the model is found in the distribution of Paleo-Indian camps at former water holes and other perched water sources in the karstic, Tertiary limestone regions of Florida (Dunbar 1991; Milanich 1994). During this time the climate was cooler and drier. Sea levels were as much as 35 m (115 ft) below present levels, and the coastal regions extended miles beyond present day shorelines (Milliman and Emery 1969). Miller (1998) suggests that around 10,000 years ago, along the Atlantic Coast, the shoreline may have been 97 km (60 miles) to the east. It is probable that many sites dating to this time have been inundated (Clausen et al. 1979; Ruppé 1980; Scholl et al. 1969).

Sites of the Paleo-Indian period, most readily identified by distinctive, lanceolate-shaped stone projectile points, are not well known in this region. However, fossil beds in the Vero Beach and Melbourne area have produced human remains in context with Pleistocene fauna (Murphy 1990). Farther south on the east coast, discoveries at the Cutler Fossil Site, south of Miami and near Biscayne Bay, provide more data (Carr 1986). Here, a solution feature containing the bones of many fossil animals was found with two early projectile points. Carbon-14 dates indicate the site was inhabited some 9,700 years ago during the very late Paleo-Indian or Early Archaic Period.

### **3.2 Archaic Stage**

Following the Paleo-Indian period is the Archaic stage which has been divided into three periods: Early Archaic (7500-5000 B.C.), Middle Archaic (5000-3000 B.C.), and Late Archaic (3000-500 B.C.) (Milanich 1994). The beginning of the Archaic is denoted by interrelated environmental and cultural changes. The environmental changes associated with the end of the Pleistocene necessitated modification of the extant prehistoric settlement patterns and subsistence strategies. Whereas the Paleo-Indians depended more heavily upon the Pleistocene megafauna and the few watering holes, Archaic populations hunted smaller game and learned to exploit a broader range of resources such as shellfish. These adaptive changes resulted in an increased number and types of archeological sites. The effects of the changing environment are evidenced in site location variation. Though Early Archaic artifacts are often found in association with Paleo-Indian deposits, especially around water sources, other Early Archaic sites are located in areas devoid of Paleo-Indian components.

Early Archaic sites are recognized by the presence of Greenbriar and Bolen points as well as Kirk, Hardee Beveled, Hamilton, Arredondo, Sumter, and Thonotosassa varieties (Bullen 1975). Milanich (1994:64) notes that there are no well-documented Early Archaic coastal or riverine shell midden sites. This may be due to sea level rise as opposed to avoidance of these areas. Archaeological excavations at the Fort Florida Midden (8VO48), along the shore of the St. Johns River, revealed an Early Archaic component based upon the recovery of a Kirk Serrated and a Kirk Corner Notched point (Johnson and Basinet 2002). It is unclear, however, whether or not the Archaic

component included the freshwater shell midden or whether that material was associated solely with more recent components.

During the Middle Archaic wetter conditions prevailed. Sea levels continued to rise and pine forests and swamps emerged. The climate changed to one of more pronounced seasonality. Present-day vegetation patterns became established; hammocks of broad-leafed mesic trees, upland pine forests, and bayheads and cypress swamps became significant plant communities (Watts 1971). Settlement in southern Florida continued to be focused on the hydric sinkholes and other similar wetland features (Carr 1995). Subsistence was based on hunting, fishing, shellfish collecting, and plant gathering.

Throughout much of south Florida, continually rising sea levels and increased ground water produced mesic conditions. Several muck or wet burial sites of this period have been investigated. For example, a Middle Archaic muck pond burial was found at the Bay West Nursery in Collier County (Beriault et al. 1981). On the east coast, just north of the Glades region, two mortuary sites, the Gauthier Site and the Windover Site, have been recorded in Brevard County (Carr 1981; Doran 2002; Doran and Dickel 1988); to the south in Dade County at the Cheetum Site, located on what would have been the eastern edge of the still incompletely formed Everglades, Middle to Late Archaic period burials were found (Newman 1986). Village middens were located along the periphery of these mortuary ponds. In addition to these sites, small campsites, evidenced by lithic tools and debitage, are common though not well represented in southern Florida, most likely due to the lack of suitable lithic raw materials.

By about 2000 B.C., the first pottery was manufactured in Florida. This marked the beginning of the Ceramic (Late) Archaic, which is sometimes referred to as the Orange period in much of peninsular Florida. Carr (1995) indicates that there are two variations of the Late Archaic culture in this area. The Orange culture is a coastal manifestation known primarily from the St. Johns River Valley and Atlantic. In the Glades region, fiber-tempered ceramics are best represented at the coastal sites such as Useppa Island (Griffin 1989) and Key Marco (Cockrell 1970). Although a number of sites along the Atlantic coast have provided evidence of fiber-tempered and semi-fiber-tempered wares, including Markham Mound in Broward County (Mowers and Williams 1972), Griffin (1988:193) notes that "nowhere in South Florida have sites of this period yet been discovered which can approach the size, and apparently the population density, of those in the valley of the St. Johns River and the adjacent coastal lagoons."

### **3.3 Transitional**

The Transitional period follows the Late Archaic and dates from about 1000 to 750 B.C. In general, this time was characterized by increased regionalism, population growth, and socio-cultural complexity (Bullen 1959, 1970). The movement toward a sedentary life continued. Fiber-tempered pottery was slowly replaced by sand-tempered ceramics (Glades Ware) in the Glades area (Milanich and Fairbanks 1980). Griffin notes

that in south Florida during this time frame ". . . the emergence of the three ceramic areas, or ceramic trajectories . . ." developed (Griffin 1989:194). Several east coast sites can be dated to this period. Semi-fiber tempered ceramics were recovered from the coastal Mt. Elizabeth Site (8MT30) (Carr 1995).

### **3.4 Formative: East Okeechobee I – IV/ Malabar I and II**

The East Okeechobee I period (750 B.C. - A.D. 800) is characterized by the almost exclusive use of sand-tempered plain ceramics (Carr 1995). The lack of St. Johns Plain ceramics is hypothesized as being the result of a direct transition from the Glades Archaic (Carr 1995:28). As with the preceding Glades Archaic, sites tend to be located in the interior wetlands rather than on the coast. There appears to have been an expansion of the areas utilized to include the upper reaches of streams and rivers (Kennedy et al. 1994a, 1994b). Carr (1995:29) suggests that those sites represent short term seasonal encampments that are not repeatedly occupied. The East Okeechobee II period (A.D. 800 - 1000) is denoted by the more extensive occupation of the coastal areas and the appearance of St. Johns Plain ceramics (Carr 1995:29).

The Malabar I period is concurrent with the East Okeechobee I and II periods. Defined by Rouse (1951), the Malabar period was conceived to explain the culturally transitional make up of the central east coast. Located between the St. Johns cultural sequence to the north, and the Glades sequence to the south, the Malabar region exhibits varying traits of both cultures through time. Pottery of the Malabar I period is principally St. Johns Plain. As this ceramic type did not gain prominence within the study area until the latter half of the period, Pepe (2000) suggests that the Malabar chronology may not be appropriate for this region.

St. Johns Check Stamped ceramics mark the beginning of the East Okeechobee III period. Radio-carbon dates from the Jupiter Inlet I site indicate a beginning date of roughly A.D. 1000. There is a substantial increase in the use of St. Johns ceramics (Plain and Check-stamped) until this ware becomes the main type used. The Riviera complex in Palm Beach County is a settlement dating from this period (Wheeler 1992). This period ends with the arrival of Europeans to the New World around A.D. 1500.

The Okeechobee IV period is marked by the arrival of European goods into the aboriginal sites. The ceramic assemblages remained virtually the same, with a possible increase in the amount of St. Johns Check-stamped ceramics. Several different tribes were located along the southeast coast of Florida, including the Jaega, the Hobe, and the Ais (Milanich 1995). They are known almost entirely from the narrative of Jonathan Dickinson, a Quaker, who was shipwrecked in 1696 (Andrews and Andrews 1985). Agricultural pursuits were not undertaken. By 1700, the Hobe, Ais, and Jaega were in decline. The population of the south Florida Indians in the early sixteenth century was estimated at 20,000; however, by the eighteenth century, the number had declined to several hundred (Milanich and Fairbanks 1980).

The East Okeechobee III and IV periods are concurrent with the Malabar II period of Rouse (1951). These cultural chronologies have more similarities than those of the East Okeechobee I and II and the Malabar I periods. The greater concurrence may reflect the increased coastal orientation of the project area during this time. As with the East Okeechobee III period, Malabar II is marked by the introduction of check stamping of St. Johns chalky wares. The period ends with European contact.

Nomenclature notwithstanding, the general cultural trajectory of the study region is one of increased sedentism through time. The earliest pottery was fiber tempered, followed by Sand-tempered plain, and terminating with St. Johns at the end of the prehistoric period. Through the Formative, the orientation shifted from interior occupations to coastal occupations. The subsistence base reflects this change. Although limited horticulture may have been practiced (bottle gourds, for example), the intensive corn agriculture of more northerly populations is not evident. Villages form the principle sites with satellite, special-use camps reflecting hunting and gathering activities. The regional society described by Jonathan Dickinson is a chiefdom, a hierarchically-organized, kinship-based social structure.

## 4.0 HISTORICAL OVERVIEW

The following overview summarizes the historic development and land-use patterns in the general project area. It focuses on the salient events of local history, and addresses such issues as regional exploration, colonization, settlement, industry, and transportation. In addition to providing pertinent background information, the historical overview provides a basis for the analysis and evaluation (in terms of NRHP eligibility criteria) of historic period archaeological sites as well as historic structures and landscapes identified in the project study area.

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish crown in the 1500s, ushered in devastating European contact. After Ponce de Leon's landing near St. Augustine in 1513, Spanish explorations were confined to the West Coast of Florida (Narvaéz in 1528; deSoto in 1539) and European contact along the east coast was left to a few shipwrecked sailors from treasure ships which, by 1551, sailed through the Straits of Florida on their way to Spain. The need to protect the treasure galleons led Spain to destroy Fort Caroline on the St. Johns River near today's Jacksonville. After the Spanish Admiral, Pedro Menéndez de Avilés, had taken the French fort and a hurricane had destroyed the French fleet on the coast north of Cape Canaveral, the threat to Spain was greatly reduced and the few Huguenots who did not surrender withdrew to the vicinity of the wrecked fleet near Cape Canaveral. Native Americans, friendly to the Spanish, relayed this information to Menéndez, who captured all but one French captain and a few soldiers who decided to risk their fortunes with the Native Americans rather than the Spanish Catholics.

Shipwrecks were occurring as early as 1530 on the eastern shores of Florida around settlements of the Ais tribe, near the Indian River Inlet. Marooned by a shipwreck in 1545, Hernando d'Escanlante Fontenada lived amongst the Calusa tribes, until he was given over to Menéndez twenty years later. He documented his experiences and noted several ships grounded on the coast near the Ais, who would recover the gold and silver, and trade with the Calusa (Milanich 1995:39-42).

Menéndez proceeded southward, passing a number of villages from which the Native American inhabitants had fled. He left mirrors, knives, scissors, and bells as a sign of good will and received hospitality and food in return from the Ais who lived near the Indian River Inlet (Barcia 1723:91 in Rouse 1951). Menéndez remained four days arranging for 200 of his men, under Juan Velez de Medrano, to settle nearby. Then Menéndez continued on to Havana for supplies and to turn over the French prisoners. However, upon his departure, the Ais attacked the soldiers, and Velez moved the survivors to the southern end of the Indian River where the more friendly Guacata Native Americans, and a better supply of food, could be found. Velez relocated south of the Ais settlement, establishing the new settlement Santa Lucia, or St. Lucie, near the St. Lucie River (Barrientos 1902:96-97 in Rouse 1951; Lyon 1983:140; Menendez 1893:111 in Rouse 1951).

During Spain's first period of occupancy (1565-1763), it failed to establish permanent settlements in the project area. Located on the fringe of Spanish activity centered in St. Augustine, St. Lucie County was too far removed for Spain to exert political control (Milanich and Fairbanks 1980). From the 1570s into the 1700s, there are references to Spanish contact with the Ais and Hobe tribes (Rouse 1951:50-56; Milanich 1995:56). Other groups are also noted such as the Viscaynos, from whom Biscayne Bay probably received its name, and the Sanaluces, who probably resided near the Spanish fortified settlement of Santa Lucia (Milanich 1995:56). Contact with the Ais tribes however, reveals the most information. The most significant description of the Ais in the 17th century was recorded by Jonathan Dickinson who, with his family and other members of his party, was shipwrecked in September 1696 while en route from Port Royal, Jamaica to Philadelphia. The group walked from the coast of the Jaega and Hobe territories, thought to be located to the south of the Ais, northward to St. Augustine. Although the party spent only a brief time among the natives, Dickinson provided a vivid account of Ais appearance, dress, subsistence, ceremonies, and other customs (Andrews and Andrews 1985).

By the early 1700s, the native populations were largely decimated - ravaged by conquest and disease; the typical effects of European contact. European exploration and settlement was not as rampant during this period. Temporary fish camps near the coast were their primary settlements (Carr et al. 1998:16). The area which now constitutes the State of Florida was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783 when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period of ownership (1783-1821).

Prior to the American colonial settlement of Florida, portions of the Creek Nation and remnants of other Indian groups from Alabama, Georgia, and South Carolina moved into Florida and began to repopulate the vacuum created by the dissemination of the aboriginal inhabitants. The Seminoles, as these migrating groups of Indians became known, formed, at various times, loose confederacies for mutual protection against the new American Nation to the north (Tebeau 1971:72). One such attack in 1703 extended as far south as the Ais territory in the headwaters of the St. Johns River (Fairbanks 1871:179 in Rouse 1951:58). Adair (1930:489 in Rouse 1951:58) records a band of Creek Indians on a raid into south Florida who traveled up the St. Johns River to its headwaters and portaged through Ais territory to the Indian River, north of the project area.

The influx of settlers and interference with native traditions began causing troubles for both groups. In order to pacify these hostilities and assimilate Americans from the north into Florida, the Spanish colonial government began providing large land grants. The large grants were awarded to those who would establish large plantations, in hopes that this would stabilize the hostile environment and stimulate economic growth. James Hutchinson received the first Spanish land grant within present-day Martin County in 1807, which consisted of 2,000 acres along the Indian River. By 1817, two additional land grants were awarded. One of these, a 16,000 acre grant, became known as the

Hanson Grant. The property owners, John M. Hanson, Samuel Miles, John I. Hedrick, and Bernardo Sequi, acquired the land in order to build a sawmill at the mouth of the St. Lucie River. The grant included the future settlements of Stuart, Salerno, Sewall's Point, and St. Lucie Farms (Carr et al.1998:19). The other grant was awarded in 1815 to Don Eusebio Maria Gomez of St. Augustine (Historical Records Survey 1941; Carr et al. 1998:19). Fryman and colleagues report that Gomez was awarded this grant in 1815 in return for his military service and for transporting military supplies from Havana to St. Augustine (Fryman et al. 1980:24; Carr et al. 1998:19). Supposedly, he established a plantation for growing sugarcane, coconuts and some citrus (Hutchinson 1987:24). He sold this grant in the 1820s (Fryman et al. 1980), though apparently his son, Emanuel, remained in the area until at least 1844 (Hutchinson 1987:25). According to the grant application, English settlements were present near the grant area, though no additional information was available on them (Historical Records Survey 1941:187).

The bloody conflict between the Americans and the Seminoles over Florida first came to a head in 1818, and was subsequently known as the First Seminole War. As a result of the war and the Adams-Onis Treaty of 1819, Florida became a United States Territory in 1821. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia Counties. At that time, St. Johns County encompassed all of Florida lying east of the Suwannee River (including present-day St. Lucie County), and Escambia County included the land lying to the west. In an 1825 census, some 317 persons were reported living in south Florida (Hutchinson 1987:26).

Even though the First Seminole War was fought in north Florida, the Treaty of Moultrie Creek in 1823, at the end of the War, was to affect the settlement of all of south Florida. The Seminoles relinquished their claim to the whole peninsula in return for occupancy of approximately four million acres of reservation south of Ocala and north of Charlotte Harbor (Mahon 1967:46-50). The treaty never satisfied the Indians or the Anglo-American settlers. The inadequacy of the reservation and the desperate situation of the Seminoles living there, plus the mounting demand of the settlers for their removal, soon produced another conflict.

By 1835, the Second Seminole War was underway. The region was sparsely occupied with mostly sugar plantations along the rivers near the coast. By January 1836, Seminoles had ransacked or torched sixteen of these plantations on the northern Mosquito Lagoon (Eriksen 1994:36). Commanding General Thomas Jesup launched a plan to surround the Seminoles within the Everglades. From northern Mosquito County he ordered four main columns to form a staggered front to begin marching south (Eriksen 1994:36). The largest and bloodiest battle of the war occurred to the south near the present town of Okeechobee. The Battle of Lake Okeechobee, as it was known, took place on December 26, 1837. Following this event, the U.S. military established a strong presence in the region. During this campaign, a bluff over the Indian River was selected as an excellent fort location. Named after First Artillery commander Benjamin Kendrick Pierce, Fort Pierce remained active until the end of the Second Seminole War (Rights 1994:33).

The Second Seminole War lasted until 1842 when the federal government decided to end the conflict by withdrawing troops from Florida. Some of the battle-weary Seminoles were persuaded to migrate west where the federal government had set aside land for Native American inhabitation. However, those who wished to remain were allowed to do so, but were pushed further south into the Everglades and Big Cypress Swamp. This area became the last stronghold for the Seminoles (Mahon 1967:321).

In 1842 Mosquito County, which included present-day St. Lucie County, was formed from portions of St. Johns County. Encouraged by the passage of the Armed Occupation Act in this same year, designed to promote settlement and protect the Florida frontier, Anglo-American pioneers and their families moved south through Florida. The Act made available 200,000 acres outside the already developed regions south of Gainesville to the Peace River, barring coastal lands and those within a two mile radius of a fort. The Armed Occupation Act stipulated that any family or single man over 18 years of age able to bear arms could earn title to 160 acres by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years. During the nine month period the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961:48; Dunn 1989:24-25). In this part of the state, four settlement areas were occupied - Indian River colony (extending from the St. Lucie River north to the Sebastian River), Jupiter, Lake Worth, and Biscayne Bay areas. The Indian River colony was the largest (Hutchinson 1987:34-38). The settlers began searching for a cash crop that would grow well in the semitropical climate. Homestead settler, Captain Thomas E. Richards experimented with pineapple. Within the decade, two million plants were growing in the region. The pineapple industry supported the local economy until after World War I when parasite infestation and several cold winters made citrus a more appealing venture (St. Lucie Historical Society 2004).

In 1845, the Union admitted the State of Florida with Tallahassee as the state capitol. Santa Lucia County, which included present-day St. Lucie County, was formed from portions of Mosquito County. It was during this time that the U. S. Government began land surveys in the project area. The exterior lines of Township 36 South, Range 39 East were surveyed by A.H. Jones (State of Florida 1845), C.F. Hopkins (State of Florida 1853a), and M.A. Williams (State of Florida 1853b). The interior (Section) lines of Township 36 South, Range 39 East were surveyed by C.F. Hopkins (State of Florida 1853a) who described the northern portion of the current project area as “third rate pine” (State of Florida 1853a: 178). Both the exterior and interior (Section) lines of Township 37 South, Range 39 East were surveyed in 1853 by M.A. Williams (State of Florida 1853b). Williams described the southern portion of the project area as third rate pine and ponds (State of Florida 1853b:151). The resulting *Plats* depict no manmade features including roads, trail, forts, or villages within the project area (State of Florida 1853c and 1854).

In December of 1855, the Third Seminole War, or Billy Bowlegs War, began as the result of pressure placed on Native Americans remaining in Florida to move west (Covington 1982). The War started in present-day Collier County when Seminole Chief Holatter-Micco, Billy Bowlegs, and 30 warriors attacked an army camp killing four

soldiers and wounding four others. The attack was in retaliation for damage done by several artillerymen to property belonging to Billy Bowlegs. This hostile action renewed state and federal interest in the final elimination of the Seminoles from Florida. As a result, several regional military posts were established (Tebeau 1966).

Military action was not decisive during the war; therefore, in 1858 the U.S. Government resorted to monetary persuasion to induce the remaining Seminoles to migrate west. Chief Billy Bowlegs accepted \$5,000 for himself, and \$2,500 for his lost cattle; each warrior received \$500, and \$100 was given to each woman and child. On May 4, 1858, the ship *Grey Cloud* set sail from Fort Myers with 38 Seminole warriors and 85 Seminole women and children. Stopping at Egmont Key, 41 captives and a Seminole woman guide were added to the group. This made a total of 165 Seminoles migrating west. On May 8, 1858, the Third Seminole War was declared officially over (Covington 1982:78-80).

In 1861, Florida followed South Carolina's lead and seceded from the Union in a prelude to the American Civil War. Florida had much at stake in this war as evidenced in a report released from Tallahassee in June of 1861. It listed the value of land in Florida's 35 counties as \$35,127,721 and the value of the slaves in the state at \$29,024,513 (Dunn 1989:59). Blockade running became the primary industry on the east coast of Florida, especially in the inlets along the Indian River, which were outside the main transportation routes. Even though the coast of Florida experienced a naval blockade during the war, the interior of the state saw very little military action. One of the major contributions of the state to the war effort was in the supplying of beef to the Confederate Government. The war lasted until 1865, when General Robert E. Lee surrendered to General U.S. Grant at Appomattox Courthouse in Virginia.

Immediately following the war, the South underwent a period of "Reconstruction" to prepare the Confederate States for readmission to the Union. The program was administered by the U.S. Congress, and on July 25, 1868, Florida officially returned to the Union (Tebeau 1971:251). Expeditions to the region began occurring at this time, and the area soon became known for its fishing, hunting, and camping. During this Reconstruction period, Florida's financial crisis, born of pre-war railroad bonded indebtedness, led Governor William Bloxham to search for a buyer for an immense amount of state lands. Bloxham's task was to raise adequate capital in one sale to free from litigation the remainder of state lands for desperately needed revenue. In 1881, Hamilton Disston, a Philadelphia investor and friend of Governor Bloxham, purchased four million acres from the State of Florida in order to clear the state's debt. This transaction, which became known as the Disston Purchase, enabled the distribution of large land subsidies to railroad companies, inducing them to begin extensive construction programs for new lines throughout the state. Hamilton Disston and the railroad companies in turn sold smaller parcels of land to developers and private investors.

Henry M. Flagler, a partner with John D. Rockefeller in Standard Oil, visited Florida in 1878, and decided to build a hotel in St. Augustine and a railroad to reach it from Jacksonville. Eventually, this developed into a string of hotels and a railroad which

stretched the length of the east coast of Florida. One of the flag stops along the way was “Alicia”, the future site of Salerno. Flagler named this stop after his second wife (Hutchinson 1987:187). At that time, the village consisted mostly of fishermen. By the turn of the century, there were stations at Stuart (at that time known as Potsdam), Jensen, Rio (where the water tower was located [St. Lucie]), Salerno, Fruita, Gomez, and Hobe Sound (Hutchinson 1987:198).

Although the State of Florida initially was very generous with the sale of public lands to Flagler, when the federal government learned of the “sweetheart deals”, the transactions were terminated. Undaunted, Flagler simply acquired the land necessary for his railroad from third party corporations (Brown and Hudson 1993). One such company was the Jacksonville, Tampa, and Key West Railway which purchased the property in the general vicinity between 1886 and 1889 (State of Florida n.d.:33 and 34).

At its creation in 1905, St. Lucie County stretched from Sebastian River on the north to St. Lucie River on the south, with Osceola County on the west (Van Landingham 1988:42). Ft. Pierce, incorporated in 1901, served as county seat. By 1910 the county population had grown to 4,075, but most of the county’s development was confined to the Atlantic Coast and Indian River area (Rights 1994:77). Despite the split with Okeechobee County in 1917, the population increased to 7,886 in 1920 (Rights 1994:79). Steamboats traveled along the river bringing supplies, ferrying residents, and transporting pineapples. The Cobb Dock in Ft. Pierce was a regular stop for the steamboats. Mr. Peter Cobb also owned the Ft. Pierce general store, where you could find “everything to eat, wear, and use.” (St. Lucie Historical Society 2004).

Fishing for sport developed along the Indian River Inlet. From Fort Capron south to St. Lucie, Fort Pierce and Eden, the area gained a reputation as a prime fishing location throughout the United States and parts of Europe. American and foreign travelers wrote about the great fishing, oystering, and duck hunting along the Indian River Inlet (Rights 1994:111). As the railroad advanced along the east coast the need for steamboats, which had been so prominent, ceased. Trains provided easy transportation to northern markets for farmers’ crops, barrels of fish, carloads of cattle, and other kinds of freight, and mail. In addition, they brought investors, tourists, workers, land speculators, and home buyers into Florida. In January 1894, the Jacksonville, St. Augustine and Indian River Railway Company’s track, reached Ft. Pierce. “On January 29, 1894 regular train service began on the newly constructed line from New Smyrna to Ft. Pierce,” and on September 13, 1895, the name was changed to the Florida East Coast (FEC) Railway (Rights 1994:91).

The turn of the century prompted optimism and excitement over growth and development. With increased financial resources and machinery, extensive reaches of the county’s lands were now available for development. In most cases the land required intensive drainage for agricultural development and settlement. Drainage led to an improved road system and an increasing population as additional significant features of the era. Fort Pierce Farms, one of these drainage projects, was responsible for draining much of the wetlands in northern St. Lucie County. Approximately 50 miles of canals were built in the Ft. Pierce Farms Drainage District. With the canals, the water then

drained into the Indian River instead of the St. Lucie River and surrounding lowlands. This virtually eliminated flooding and created rich farming acreage (Rights 1994:164-67). The Florida Land Boom of the 1920s originated at the turn of the century with developers draining and selling land to those looking to move to Florida. Tract book entries indicate that all the land within the interchange study area was originally deeded to the Florida Coast Line Canal & Transportation Company on December 1, 1906 (State of Florida n.d.:31-32).

Several incidents prompted the Land Boom of the 1920s, including the mild winters, growing number of tourists, the larger use of the automobile, completion of roads, prosperity of the 1920s, and the promise by the state legislature never to pass state income or inheritance taxes. The Dixie Highway (now U.S. 1) network of roads, completed at this time, connected south Florida to the rest of the nation. In addition, pineapple plantations and citrus groves were transformed into subdivisions with Spanish-influenced architecture (Hutchinson 1987:215).

By 1926-27, the bottom fell out of the Florida real estate market. Massive freight car congestion from hundreds of loaded cars sitting in railroad yards caused the Florida East Coast Railway to embargo all but perishable goods in August of 1925. The embargo spread to other railroads throughout the state and, as a result, most construction halted. By October, rumors were rampant in northern newspapers. To counteract the reports, T. Coleman du Pont, chairman of the Mizner Development Corporation, held a public meeting to try to convince the public that the increase in property values represented real worth. However, the next week du Pont and several other board members resigned in a public letter to the *New York Times*. Du Pont brought stability to the Corporation, which was undertaking the development of Boca Raton. After the public letter, confidence in the Florida real estate market quickly diminished, investors could not sell lots, and the Great Depression hit Florida earlier than the rest of the nation (Curl 1986:84-84).

To make the situation even worse, two hurricanes hit the area in 1926 and 1928. Soon after the collapse of the Florida Land Boom, the October 1929 stock market crash and the onset of the Great Depression left residents with damaged houses and little money or business to rebuild. Residents survived on the fish and fruits, which were plentiful in the area. By the mid-1930s, federal programs, implemented by the Roosevelt administration, started employing large numbers of construction workers, helping to revive the economy of the state. The programs were instrumental in the construction of parks, bridges, and public buildings. A bridge over the St. Lucie River was constructed in 1933, resulting in hundreds of worker applications for only a few jobs (Hutchinson 1987:216).

At this time, commercial fishing became economically important. The arrival of the railroad and the availability of ice made the shipment of fish possible. The shark industry became important in the 1940s. All parts of the shark were used for some purpose, ranging from vitamin capsules to hog feed. Also during this time, flower production became important economically. According to Hutchinson (1987:286),

chrysanthemums and pompons were forced to bloom all year through the use of artificial light and shade.

The growth of tourism in the late 1930s and early 1940s prompted the recovery of the state from the Depression. Although the Depression virtually destroyed the hotel business, motels continued to thrive because vacationers continued to travel by automobile. After the war, car ownership increased, making the American public more mobile. Many who had served at Florida's military bases during the war also returned with their families to live. Florida's population increased from 873,891 to 2,771,305 from 1940 to 1950 (Dunn 1989).

Largely, the post-World War II development of St. Lucie County is similar to that of the rest of America: increasing numbers of automobiles and asphalt, an interstate highway system, suburban sprawl, and strip development along major state highways. The City of Port St. Lucie was incorporated in 1961 by the General Development Corporation. From a population of only 330 residents in 1970, Port St. Lucie grew to more than 55,000 in 20 years. The United States Census reported the 2000 population of St. Lucie County to be 192,695 (United States Census Bureau 2000).

## 5.0 RESEARCH CONSIDERATIONS AND METHODS

### 5.1 Background Research and Literature Review

A comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project area and vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the FMSF, cultural resource survey reports, published books and articles, unpublished manuscripts, and maps. No informant interviews were conducted during this survey. FMSF digital data used in this report were obtained in February 2005 and updated in September 2005.

#### 5.1.1 Archaeological Considerations

For archaeological survey projects of this kind, specific research designs are formulated prior to initiating fieldwork in order to delineate project goals and strategies. Of primary importance is an attempt to understand, on the basis of prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project area, but also provides a valuable regional perspective and, thus, a basis for evaluating any new sites discovered.

A review of the FMSF data indicated that no previously recorded prehistoric or historic period archaeological sites are located within the archaeological APE or within a 3 km (2 mile) radius of the general interchange area. Five professional surveys conducted previously within this two mile zone yielded negative results. Three previous surveys (Austin 1985; Charles 1979; Worth 1987) include portions of land within the interchange study area. These previous investigations include a 1979 Phase I reconnaissance survey of Interstate 95 (Charles 1979), 1985 survey of the proposed St. Lucie West development site (Austin 1985), and 1987 survey of "The Reserve" (Worth 1987). The remaining two surveys, including Westchester DRI (Dickinson 2002a) and the Duda Tract (Dickinson 2002b), are located to the southwest outside of the interchange study area.

On the basis of these and other data from survey and excavations in the region, informed expectations concerning the types of prehistoric sites and the probability for their occurrence within the project area were generated. In general, the results of previous cultural resource assessment surveys conducted in St. Lucie County have shown that environments of relatively low relief and poor drainage have a low potential for the occurrence of prehistoric sites. Sites, if found, are usually located on areas of higher elevation relative to the surrounding terrain, near a source of fresh water. As a result, the Crosstown Parkway /I-95 Interchange project location was considered to have a low potential for prehistoric period site location. Review of 19<sup>th</sup> century federal surveyor's *Plats* and field notes (State of Florida 1845, 1853a-c, 1854) suggests the archaeological

APE also has a low potential for historic period archaeological sites including homesteads, roads and trails, forts and other military sites, and Indian fields and camps. A visual reconnaissance survey of the project area conducted in March 2005, supported this evaluation (ACI 2005).

### **5.1.2 Historical/Architectural Considerations**

A review of the FMSF revealed that no historic resources have been recorded previously within the historical APE. An inspection of the USGS Ft. Pierce SW, Fla. (1953, PR 1983) did not indicate the presence of any buildings 50 years of age or older within the historical APE.

## **5.2 Field Methodology**

Archaeological field methods consisted of a visual reconnaissance survey of the project area. Following ground surface inspection, subsurface shovel testing was carried out to test for the presence of buried cultural deposits. Subsurface testing was conducted systematically at 100 m (328 ft) intervals, as well as judgmentally. Shovel tests were circular, and measured approximately 0.5 m (20 in) in diameter by at least 1 m (3.3 ft) in depth, unless impeded by an impenetrable substrate or water. All soil removed from the test pits was screened through 6.4 mm (0.25 in) mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on the aerial photographs and, following the recording of relevant data such as stratigraphic profile, all test pits were refilled.

The historical/architectural field methods consisted of a visual reconnaissance of the historical APE and focused on the identification of any historic structures believed to be 50 years of age or older. If found, an in-depth study of each identified historic resource would be undertaken. Photographs and information required for the completion of FMSF forms would be gathered. Each resource would be evaluated for its NRHP eligibility in addition to its possible contribution to a historic district.

## **5.3 Laboratory Methods/Curation**

If found, all cultural materials were to be initially cleaned and sorted by artifact class. Lithic debitage would be subjected to a limited technological analysis focusing on the stages of stone tool production. Recovered flakes and non-flake production debris (i.e., cores, blanks, preforms) would be measured, and examined for raw material type and absence or presence of thermal alteration. Flakes would be classified into four types (primary decortication, secondary decortication, non-decortication, and shatter) on the basis of the amount of dorsal surface cortex (White 1963). Discovered ceramics would be classified by standard typology (Griffin 1988).

All project-related records (site maps, field forms, etc.) are being curated at Archaeological Consultants, Inc., unless the client requests otherwise.

#### **5.4 Unexpected Discoveries**

If human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872.05 *Florida Statutes* (Florida's Unmarked Burial Law) would be followed. However, it was not anticipated that such sites would be found during this survey.

## 6.0 SURVEY RESULTS AND CONCLUSIONS

### 6.1 Archaeological Survey Results

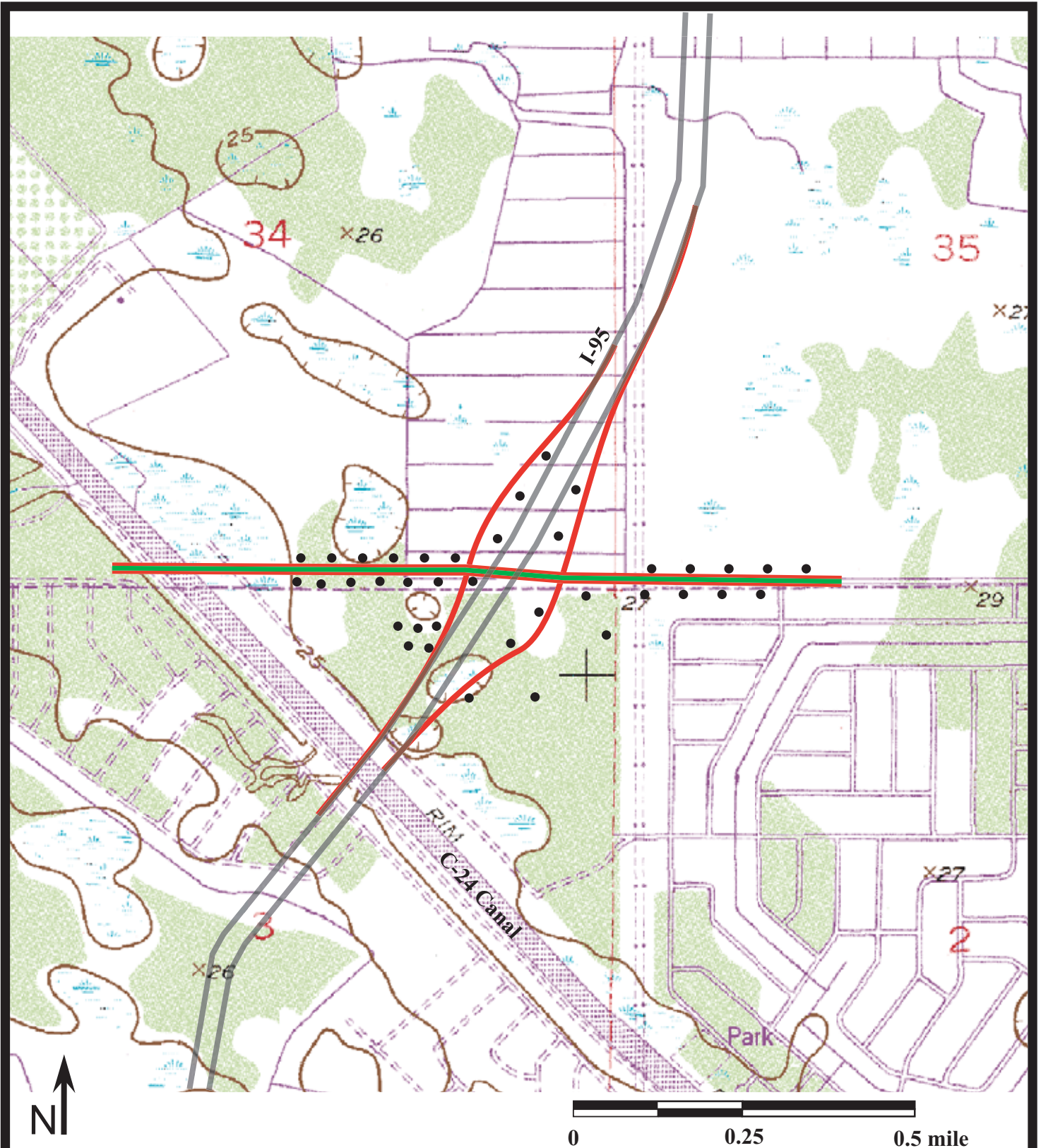
Archaeological field survey entailed surface reconnaissance as well as systematic and judgmental subsurface testing within the Crosstown Parkway/I-95 Interchange project APE. A total of 38 shovel test were excavated within the archaeological APE, mostly at 100 m (328 ft) intervals (Figure 6.1). As a result of this effort, no new archaeological sites were discovered. The average soil profile consisted of 0-30 cm of dark gray sand, 30-100 light gray sand with water infill below 70 cm below the surface.

### 6.2 Historical/Architectural Survey Results

Based on the results of background research and field survey, no historic structures were identified within or adjacent to the project APE. The Diversion Canal (C-24 Canal) (Photo 6.1), located within the interchange project area, was built between 1959 and 1961 by the U.S. Army Corps of Engineers as part of the Central and South Florida Flood Control Project (DEP 2000). Thus, the C-24 Canal is not historic.



**Photo 6.1.** Looking East at the C-24 Canal from Beneath I-95.



**Figure 6.1.** Location of Shovel Tests Within the Crosstown Parkway/I-95 Interchange Project Area, Township 36 South, Range 39 East, Sections 34 and 35, and Township 37 South, Range 39 East, Sections 2 and 3, St. Lucie County (USGS Fort Pierce SW, Fla. 1953, PR 1983). Shovel tests are not to scale.

CULTURAL RESOURCE ASSESSMENT SURVEY  
CROSTOWN PARKWAY/I-95  
INTERCHANGE  
PD&E STUDY,  
ST. LUCIE COUNTY,  
FLORIDA

### **6.3 Conclusions**

The construction of the Crosstown Parkway /I-95 Interchange Project will have no effect on any cultural resources, including archaeological sites and historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is recommended.

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**APPENDIX: Survey Log Sheet**

FMSF USE ONLY  
FMSF Survey # \_\_\_\_\_

Form Date 10-25-05

# Survey Log Sheet

Florida Master Site File  
Version 2.0 9/97

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

Recorder of Log Sheet Joan Deming

## Identification and Bibliographic Information

Survey Project (Name and project phase) Crosstown Parkway/I-95 Interchange PD&E Study, St. Lucie County, Phase I

Is this a continuation of a previous project?  No  Yes Previous survey#(s) \_\_\_\_\_

Report Title (exactly as on title page) Cultural Resource Assessment Survey for the Crosstown Parkway/I-95 Interchange Project Development and Environment (PD&E) Study, City of Port St. Lucie, St. Lucie County, Florida

Report Author(s) (as on title page-individual or corporate) Archaeological Consultants, Inc.  
Archaeological Consultants, Inc.

Publication Date (month/year) 10/05 Total Number of Pages in Report (Count text, figures, tables, not site forms) 39

Publication Information (if relevant, series and no. in series, publisher, and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*. See *Guide to the Survey Log Sheet*.) Archaeological Consultants, Inc.  
P.O. Box 5103, Sarasota, FL 34277-5103

Supervisor(s) of Fieldwork (whether or not the same as author[s]) \_\_\_\_\_

Affiliation of Fieldworkers (organization, city) Archaeological Consultants, Inc.

Key Words/Phrases (Don't use the county, or common words like *archaeology, structure, survey, architecture*. Put the most important first. Limit each word or phrase to 25 characters.) Crosstown Parkway, Interstate 95

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

Name Keith and Schnars, P.A.

Address/Phone 385 Center Pointe Circle, Ste 1303, Altamonte Springs. FL 32701

## Mapping

Counties (List each one in which field survey was done-do not abbreviate) St. Lucie

USGS 1:24,000 Map(s): Names/Dates: Fort Pierce SW, Fla. 1953, PR 1983

Remarks (Use supplementary sheet[s] if needed) \_\_\_\_\_

## Description of Survey Area

Dates for Fieldwork: Start 6/13/05 End 10/14/05 Total Area Surveyed (fill in one) \_\_\_\_\_ hectares \_\_\_\_\_ acres

Number of Distinct Tracts or Areas Surveyed \_\_\_\_\_

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

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

## Survey Log Sheet of the Florida Master Site File

### Research and Field Methods

**Preliminary Methods** (Check as many as apply to the project as a whole. If needed write others at bottom).

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

**Archaeological Methods** (Describe the proportion of properties at which method was used by writing in the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%, S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

Check here if NO archaeological methods were used.

- |                                      |  |                                       |
|--------------------------------------|--|---------------------------------------|
| ___ surface collection, controlled   | ___ other screen shovel test (size: _____) | ___ block excavation (at least 2x2 m) |
| ___ surface collection, uncontrolled | ___ water screen (finest size: _____)      | ___ soil resistivity                  |
| <b>A</b> shovel test-1/4" screen     | ___ posthole tests                         | ___ magnetometer                      |
| ___ shovel test-1/8" screen          | ___ auger (size: _____)                    | ___ side scan sonar                   |
| ___ shovel test-1/16" screen         | ___ coring                                 | ___ unknown                           |
| ___ shovel test-unscreened           | ___ test excavation (at least 1x2 m)       |                                       |
| ___ other (describe): _____          |  |                                       |

**Historical/Architectural Methods** (Describe the proportion of properties at which method was used by writing in the corresponding letter.

Blanks are interpreted as "None.")

F(-ew: 0-20%, S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

Check here if NO historical/architectural methods were used.

- |                             |                                   |                        |                      |
|-----------------------------|-----------------------------------|------------------------|----------------------|
| ___ building permits        | ___ demolition permits            | ___ neighbor interview | ___ subdivision maps |
| ___ commercial permits      | <b>A</b> exposed ground inspected | ___ occupant interview | ___ tax records      |
| ___ interior documentation  | ___ local property records        | ___ occupation permits | ___ unknown          |
| ___ other (describe): _____ |                                   |                        |                      |

**Scope/Intensity/Procedures** Background research; historical/architectural visual reconnaissance; 38 shovel tests, mostly at 100 m intervals, .5 m by 1 m deep; 1/4 inch mesh screen; CRAS Report prepared.

### Survey Results (cultural resources recorded)

Site Significance Evaluated?  Yes  No If Yes, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites 0 Newly Recorded Sites 0

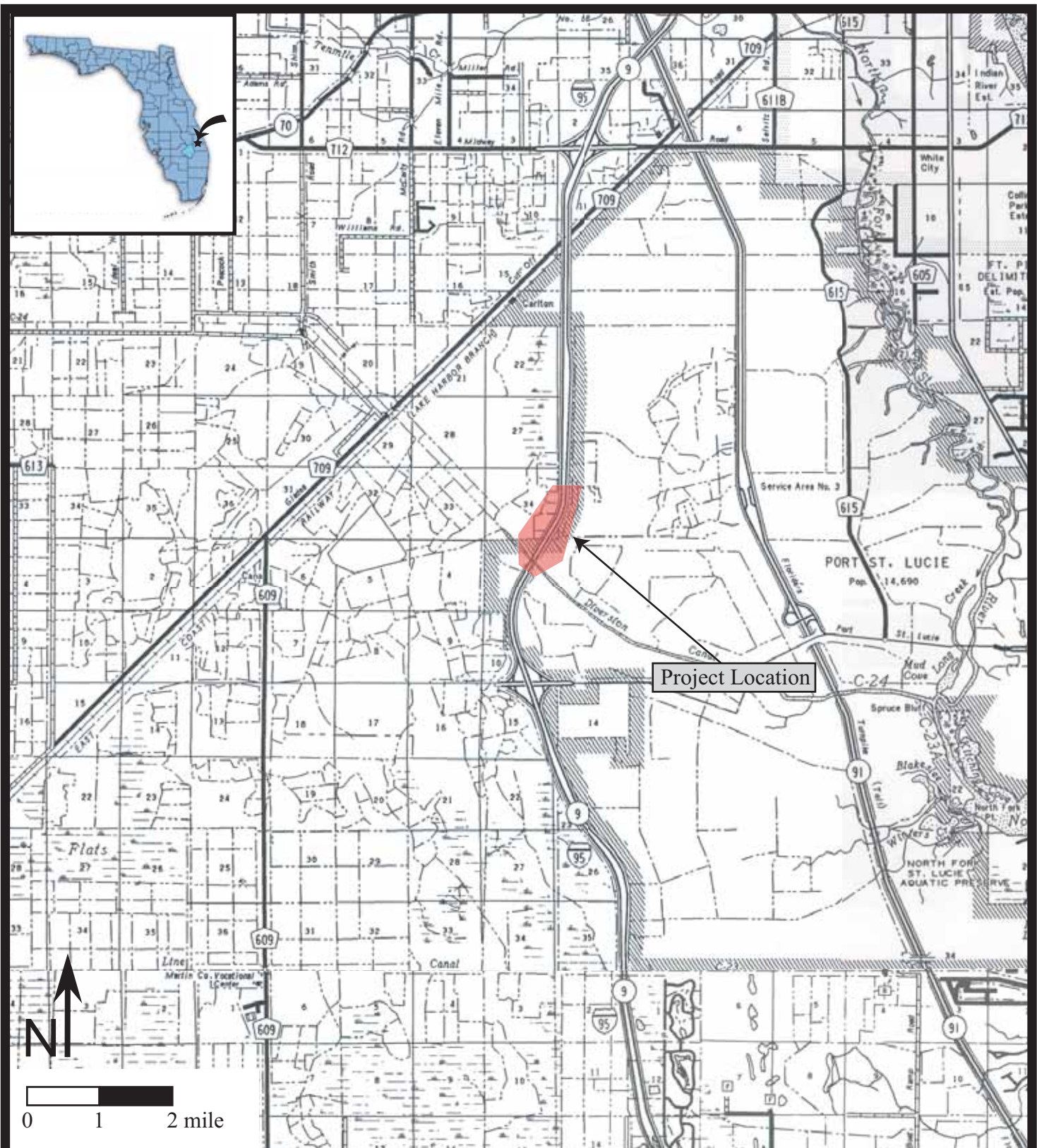
Previously Recorded Site #'s (List site #'s without "8." Attach supplementary pages if necessary) \_\_\_\_\_

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, ie, researched the FMSF records). List site #'s without "8." Attach supplementary pages if necessary. \_\_\_\_\_

Site Form Used:  SmartForm  FMSF Paper Form  Approved Custom Form: Attach copies of written approval from FMSF Supervisor and Supervisor-signed form.

<b>DO NOT USE *****SITE FILE USE ONLY *****DO NOT USE</b>			
<b>BAR Related</b>		<b>BHP Related</b>	
<input type="checkbox"/> 872	<input type="checkbox"/> 1A32	<input type="checkbox"/> State Historic Preservation Grant	
<input type="checkbox"/> CARL	<input type="checkbox"/> UW	<input type="checkbox"/> Compliance Review CRAT # _____	

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



Crosstown Parkway/I-95 Interchange PD&E Study Project,  
 Township 36 South, Range 39 East, Sections 34 and 35, and  
 Township 37 South, Range 39 East, Sections 2 and 3, St. Lucie  
 County (State Mapping Office 1996).

CULTURAL RESOURCE ASSESSMENT SURVEY  
 CROSSTOWN PARKWAY/I-95  
 INTERCHANGE  
 PD&E STUDY,  
 ST. LUCIE COUNTY,  
 FLORIDA