

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Florida State Road No. 1

other names/site number Old Brick Road, Red Brick Road, U.S. Highway 90, Old Spanish Trail  
8SR1313

2. Location

street & number East of Milton, FL, parallel to U.S. Highway 90 n/a  not for publication

city or town Milton  vicinity

state Florida code FL county Santa Rosa code 113 zip code 32583

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 5/17/94  
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Elson H. Beal  
Signature of the Keeper

Entered in the National Register 6/23/94  
Date of Action

RECEIVED 41

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| 0            | 0               | buildings  |
| 0            | 0               | sites      |
| 1            | 0               | structures |
| 0            | 0               | objects    |
| 1            | 0               | Total      |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: Road-related (vehicular)

Current Functions

(Enter categories from instructions)

Vacant/Not in use (5.4 mi.)

Transportation: Road-related (vehicular)

(.6 mi.)

7. Description

Architectural Classification

(Enter categories from instructions)

n/a

Materials

(Enter categories from instructions)

foundation n/a

walls n/a

roof n/a

other Brick

Concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

Transportation

Engineering

**Period of Significance**

1921-1944

**Significant Dates**

1921

1936-37

**Significant Person**

(Complete if Criterion B is marked above)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Florida State Road Dept./

Southern Clay Mfg. Co.

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

University of West Florida

Florida SR No. 1  
Name of Property

Santa Rosa Co., FL  
County and State

### 10. Geographical Data

**Acreege of Property** Approximately 17.5 acres

#### UTM References

(Place additional UTM references on a continuation sheet.)

|      |         |          |         |
|------|---------|----------|---------|
| 1    | 16      | 497230   | 3387940 |
| Zone | Easting | Northing |         |
| 2    | 16      | 497670   | 3388010 |

|      |         |          |         |
|------|---------|----------|---------|
| 3    | 16      | 497960   | 3387850 |
| Zone | Easting | Northing |         |
| 4    | 16      | 498480   | 3387860 |

See continuation sheet

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

### 11. Form Prepared By

name/title Dr. Brian R. Rucker/Historian & Barbara E. Mattick/Historic Sites Specialist

organization Bureau of Historic Preservation date April 1994

street & number R.A. Gray Bldg., 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

#### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO or FPO for any additional items)

#### Property Owner

(Complete this item at the request of SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 1 Florida State Road No. 1,  
Santa Rosa Co., FL

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**UTMs**

| Point | Zone | Easting | Northing |
|-------|------|---------|----------|
| 1     | 16   | 497230  | 3387940  |
| 2     | 16   | 497670  | 3388000  |
| 3     | 16   | 497960  | 3387850  |
| 4     | 16   | 498480  | 3387860  |
| 5     | 16   | 505710  | 3389750  |
| 6     | 16   | 506380  | 3389950  |

**VERBAL BOUNDARY DESCRIPTION**

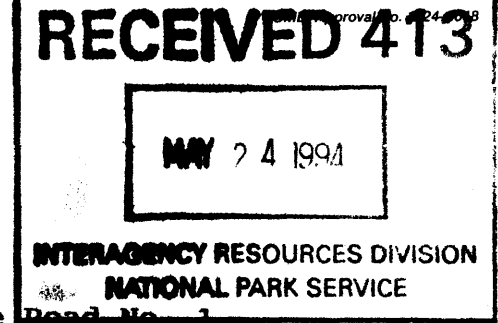
The brick portion of Florida State Road No. 1 is included in a boundary defined by UTM points 1-6 as provided in Section 10 and shown on the USGS quadrangle. It is six miles long and twenty-four feet wide.

**BOUNDARY JUSTIFICATION**

The boundary includes all of the original six miles of brick road and the original twenty-four foot width as defined by the original 9-foot brick portion, curbs, shoulders and grades (See Figures 1 & 2). The whole six mile length of the historic road is included in the boundary, though only the parts where the brick construction remains intact and accessible are considered contributing. The approximately .18 mile section (UTM 2-3, where the road crosses the CSX railroad tracks and is covered by the Highway 90 overpass and heavy foliage, see Figure 3) and the .45 miles of roadbed at the east end of the original road (UTM 5-6, where the bricks have been removed) are noncontributing.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet



Section number 7 Page 1

Florida State Road No. 1,  
Santa Rosa Co., FL

## SUMMARY

The section of Florida State Road No. 1 being nominated is a 6-mile long, 24-foot wide, brick highway. A 9-foot wide, brick portion, completed in 1921, was the first section of paved highway in West Florida, and also part of the planned "Old Spanish Trail" from Jacksonville, Florida, to the Pacific Ocean. Six-tenths of a mile of the original road is still in use as a county road; and although now abandoned, an additional 4.85 miles is still in good condition, and is known locally as the Old Brick Road or Red Brick Road. Of that, .15 miles is covered by an overpass that is part of present-day Highway 90.

## DESCRIPTION

This road section was constructed of 8.5 x 3.5 x 3.5-inch monolithic vitrified bricks grouted together on a packed, sandy clay foundation (Photo 1 & 2). Four-inch wide, concrete curbing on each side held the bricks in place and made it 9 feet 8 inches wide with heavy clayed shoulders of 3 feet 2 inches, bringing the total width to 16 feet. A grade of 4 feet on each side made the roadway 24 feet in width (See Figure 1). Twelve concrete culverts provided drainage under the road bed in low areas (Photo 3).

The Brick Road started near the east bank of Marquis Bayou (UTM1), .3 miles east of the Blackwater River (Photo 4). A wooden bridge and a reinforced concrete road connected the Brick Road to the banks of the Blackwater, and to the new steel bridge to Milton that was constructed at the same time. The Brick Road continued eastward along the north side of Marquis Basin (Photo 5), north of and parallel to the L & N Railroad (now CSX RR), for .3 miles, where it crossed to the south side of the railroad tracks (UTM2, Photos 6 & 7). No bricks were laid in the railway's roadbed. The road continued adjacent to the tracks in an eastwardly direction for a total distance of 6 miles (to UTM6).

In 1927, due to new state requirements for wider roads, 4.5-foot concrete shoulders were added on each side of the curbing, giving the road a paved width of 18 feet 8 inches (Photo 6, Figure 2). These shoulders were constructed by the Preskett, Paterson, & Blackwell Company.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 2Florida State Road No. 1,  
Santa Rosa Co., FL

In 1936-1937, a major change took place when an overpass was constructed over the railroad tracks (Photo 8). At that time, 500 feet (.09 mile) of concrete was laid over the brick road just east of UTM 4. Veering southwest of the original road at UTM4 (Photo 9), this new concrete section was incorporated into a large "S" curve with the overpass in the center. The state turned the bypassed portion of the old Brick Road over to Santa Rosa County. The south end of the overpass ramp and heavy overgrowth (Photos 7 & 10) cover a .18 mile portion of the Brick Road. Some bricks are missing from this portion. Because of this break in the brick construction, the portion from UTM 2 to UTM 3 is considered non-contributing. A short road under the overpass was built to connect the thus interrupted portions of the Brick Road (Photo 11). The wooden bridge across Marquis Bayou has been gone for many years, which has greatly curtailed traffic on the brick road. The separated portions of the Brick Road (UTM1 to UTM2 and UTM3 to UTM4) remain in service as residential roads, however, and are still in good condition.

**ALTERATIONS**

In 1955, a new segment of Highway 90 was completed just south of the original, and the remainder of the Brick Road was abandoned (UTM4 to UTM6, Photo 12). Fortunately, it was left in its original condition, except for a few cuts made through it for roads to the north. The brick surface is in good condition, although some areas have been patched with thin asphalt or concrete (Photo 13). It is still used for biking and walking by the local public.

In 1977, Governor Reuben Askew granted authority for .45 miles of the bricks (UTM5 to UTM6) to be removed for installation as part of the Pensacola News Journal Plaza, where he dedicated a memorial to the "Old Spanish Trail," the first modern highway across North Florida. All that remains of this section are the curbs and concrete shoulders (Photo 14). Fortunately, this was done on the east end of the roadway, so no major disruption occurred in the middle section. This .45 mile segment of the original 6-mile brick road is non-contributing.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 1Florida State Road No. 1,  
Santa Rosa Co., FL**SUMMARY**

The portion of the old Florida State Road No. 1 being nominated is an approximately 6-mile stretch of brick road originally laid east of Milton in Santa Rosa County, Florida, between 1919 and 1921. This road is locally and regionally significant under **Criterion A** in the area of **Transportation** as the first modern highway constructed in the Florida panhandle, a crucial step taken by the citizens of West Florida to provide an improved transportation link to the rest of the state. It is also significant under **Criterion C** in the area of **Engineering** as one of the longest and best preserved examples of the use of early brick highway construction techniques in the state of Florida.

**HISTORIC CONTEXT**West Florida Transportation Before the 1920s

Long before the twentieth century, transportation had been a persistent problem for residents of West Florida. During the colonial period, a primitive network of trails linked Pensacola in the west to St. Augustine in the east. Spanish and British travelers, and General Andrew Jackson's American forces in 1818, faced a perilous route that traversed numerous rivers, creeks, swamps, and sandbeds (Boyd 1938:15-41; Carswell 1969; Hamilton 1901:422-25; Vignoles 1977:59-60; Young 1935:129-64). When Florida became a United States possession in 1821, Pensacola was still faced with an abominable transportation network to the east. The U.S. military constructed a primitive road from Pensacola to St. Augustine between 1824-1826, but this early federal road proved costly to maintain, and many sections of it eventually fell into disuse (Boyd 1935:72-106; Rucker 1990; Whitman 1938). In the mid to late 1800s, only a few erratic stagecoach lines connected West Florida with the rest of the state (Rucker 1990:511-15). By the early 1880s, the Pensacola and Atlantic Railroad linked Pensacola and Jacksonville, and this rail connection, which present-day U.S. Highway 90 roughly parallels, then provided the most common form of transportation across the Florida panhandle (Parks 1982a; 1986:75).

By the early part of the twentieth century, the double impact of the automobile and tourism was beginning to change forever the face of Florida. By 1920, there were eight million cars on U.S. roads, up from two million cars in 1915. With the



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 2Florida State Road No. 1,  
Santa Rosa Co., FL

end of World War I, and the advent of more affordable cars, like Henry Ford's Model T, Americans wanted to travel. Florida's tourism industry began to soar as the Florida Boom began in the 1920s, but her leaders realized that an effective road network was essential to continue to draw masses of car-owning Americans to their state (Bowen 1969:256, 266; Divine 1987:722-24; Marder 1990:11, 12, 15; Tebeau 1971:377, 379-80).

Santa Rosa County and State Road No. 1

Milton, the county seat of Santa Rosa County, had grown quickly during the 1910s. The progressive spirit of the times sent the local citizens into a flurry of building activity in an effort to bring their small West Florida frontier town into the modern twentieth century. Energetic citizens erected buildings and implemented plans for an improved transportation network (Scott 1971:66-70; Woolsey 1988:3-6). Milton, especially, was eager to see an east-west highway across Florida that would link the majority of the panhandle's county seats, and become part of what many promoters called "The Old Spanish Trail." The trail was to follow what was thought to be an old colonial system of trails that loosely stretched from St. Augustine to California. The project was romantic in nature and historically questionable in designation.

The seed for an "Old Spanish Trail Highway" was planted in Jacksonville at a 1913 meeting of the Florida State Press Association. A "West Florida Old Spanish Trail Organization" was then tentatively organized in November 1915 at a meeting of the West Florida Good Roads Association held in Marianna, Florida. The following month, the Inter-State Old Spanish Trail Association was organized in Mobile. The largest group at this meeting of about 137 delegates was from West Florida; and the greater part of this number hailed from Santa Rosa County (Milton Gazette [hereafter cited as MG] 1919, July 1921, September 1921; Florida Highways [hereafter cited as FH] 1927, 1929).

Santa Rosa County's eagerness to participate in this great national highway project occurred at a most opportune time. In 1915, Florida's first State Road Department was organized. The state, however, was not to fund the construction of new roads; this cost was to be borne by each county through the issuance of bonds (Marder 1990:9). The federal government enacted the first genuine federal highways appropriations act the following year, allowing federal aid to go to states for road construction.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 3Florida State Road No. 1,  
Santa Rosa Co., FL

Floridians understood the necessity of good roads; tourism, commerce, farm production, and even possible military needs were served by roads. They also realized the necessity of linking the eastern and western sections of the state together, and as early as 1916, Florida's first State Highway, a road from Jacksonville to Pensacola, was designated. By 1917, this route was called State Road No. 1 (Marder 1990:A-B, 9-10, 12).

**STATEMENT OF SIGNIFICANCE**Construction and Use as a Highway, 1921-1955

Santa Rosa citizens saw this as an excellent opportunity to invest in their future. Realizing that bridging the Escambia River to the west was too costly a project, they concentrated instead on developing a transportation network to the east. The creation of Okaloosa County in 1915, with Crestview as the county seat, made road connections to the east that much more necessary. In December 1915, the Blackwater River's first bridge was erected at Milton, replacing a ferry system that had served the location for nearly 100 years. Unfortunately, a hurricane in September 1917 caused a lumber barge to wedge beneath the bridge, and the new structure toppled into the river (Rucker 1990:1:141-42, 206-07, 292, 297; Wells 1976:56-57). As the citizens of Santa Rosa County planned to erect a second bridge, they also began to contemplate a "high class surface" road that would lead from the eastern end of the new bridge to the Okaloosa County line (Marder 1990:13). Santa Rosa County sold \$80,000 of special road bonds (MG 1 July 1918, 7 February 1919).

By 1919, with an increased apportionment of federal aid, Florida's State Road Department announced to Santa Rosa County that money would soon be available for their proposed brick highway and new Blackwater River bridge. Bids for contractors and construction materials were announced. Unfortunately, funds fell short to extend the brick highway all the way to the Okaloosa County line, but enough money was available to build an approximately six-mile long highway, leaving some eight miles of unimproved road between the eastern terminus of the proposed brick road and the Okaloosa County line.

In August 1919, the road construction was awarded to a well established firm, the Southern Clay Manufacturing Company of Chattanooga, Tennessee (MG 7 Mar; 11, 25 July; 19 August 1919). They used primarily the skilled laborers they brought with them,

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 4

Florida State Road No. 1,  
Santa Rosa Co., FL

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but also employed some local labor. By November, the actual grading of the roadbed began, and a number of the curb forms were already made.

Santa Rosa County, which had a population of 13,670 in 1920, was indeed proud of its new highway being constructed. The construction crew of the Santa Rosa road used the latest techniques, as described by the superintendent:

after the grade is thrown up, it is then thoroughly wet down and then rolled solid and hard with a ten ton roller, after which the brick are laid edgewise and rolled, when the grouting is put on and the whole becomes a hard solid slab or mass, entirely impervious to water. The sides of the road will be protected from the water by curbing that will prevent water entering from beneath or running in from the sides or top. . . . if protected from the water as they protect it there is practically no limit to the time it will last, as the whole thing becomes a single compact mass that becomes harder as time goes on (MG 18 November 1919).

In early 1921, as work on the brick road was nearing completion, the Milton Gazette noted that "this is one of as fine a pieces of road as can be found in the State" (MG 15 February 1921), but urged that the road be connected eastward and extended to the west to join with the proposed bridge across Escambia River or Bay. A sand-clay road of "excellent quality" was begun to fill the gap between the end of the brick road and the Okaloosa County line. Added to this activity was the grading and paving of new brick streets in Milton, and the construction of the new and improved Blackwater River bridge (built by the Pensacola Shipbuilding Company).

In May 1921, the county's brick road was completed at a cost of \$21,425 per mile. Milton and Santa Rosa County were extremely proud of their link in the "Great Highway that [was] soon to bind the Golden Gulf Coast with the Sun kissed Coast of the Pacific" (MG 18 March 1919). Through their progressive desire to connect various sections of the country and bring the "Old Spanish Trail" through Santa Rosa County, the first stretch of six-mile highway west of Tallahassee was ready for traffic.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 5

Florida State Road No. 1,  
Santa Rosa Co., FL

On Labor Day, September 5, 1921, the new brick road and Blackwater River bridge were officially opened with a great celebration festival. Approximately 10,000 people from all over West Florida came to the day-long festivities, based at the western terminus of the brick road beside Marquis Basin. Barbecues, baseball games, special tournaments and races, parades, and orations took place. An automobile parade over a mile in length crossed the new bridge and traveled down the brick road. Speeches were made by members of the state highway commission, among others. The day's festivities ended at midnight with "dancing on the newly paved streets of [Milton]" (Pensacola Journal [hereafter cited as PJ] 2, 4-6 September 1921).

Improvements continued to be made to the route through the 1920s. On a small section (less than one half mile) between the new bridge and Marquis Bayou, where the bricked part of the road began, was a low-lying piece of land where the laying of bricks was considered unfeasible. In 1925, the S. G. Collins Company graded and made improvements to this small link, and the segment was eventually paved with concrete (FH 1925:2:13; 1925:2:24; on site inspection 1993).

More importantly, steps were taken to upgrade the brick road, from a one-lane to two-lane highway. In 1926, the Preskett, Paterson & Blackwell Company contracted with the Florida State Road Department to add concrete shoulders to the brick road. By 1927, the project was completed, and the paved road then was eighteen feet eight inches wide (See Figure 2). In 1929, Florida State Road No. 1 became part of the federal highway system, and was officially renamed U.S. Highway 90.

In 1936-1937, the western end of the Santa Rosa County's brick highway was bypassed when a new highway overpass over the railroad track and a new road approach to the Blackwater River bridge was constructed. A small section of the brick road (.15 miles) was covered over by the construction of the overpass, and the bypassed section of the brick road (see site description and accompanying maps) became used for only residential traffic. This section is currently maintained by Santa Rosa County (Date plaques on overpass wall).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 6 Florida State Road No. 1,  
Santa Rosa Co., FL

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Abandonment and Memorilization, 1955-present

In the early 1950s, Santa Rosa County urged the State Road Department to rebuild and improve Highway 90 (FH March 1951:19:63, September 1951:6-7). In 1952, \$230,000 was allocated for improving that portion of the highway east of the railroad overpass (FH 1952:20). A new and improved roadway was constructed parallel to the old brick road, and by 1955, the old brick road was officially abandoned (Julian McCrary 1992 personal communication).

Though abandoned, the significance of this early highway was not forgotten by the citizens of Florida. In 1966, Florida officially designated the highway as the "Old Spanish Trail" (PJ 29 July 1977; Pensacola News 29 July 1977). In the 1970s, the Pensacola News-Journal launched an ambitious project to save at least a portion of West Florida's first modern highway. In 1977, the News-Journal was preparing a \$7.3 million redevelopment program for its Pensacola operation, including a "News-Journal Plaza" in downtown Pensacola. Editor J. Earle Bowden, long known as an active preservationist and historian of the area, was concerned that Santa Rosa County's old brick road would eventually be obliterated by modern road expansion or other dangers, and obtained permission from the state government to remove thousands of bricks from the eastern end of the abandoned highway to create a memorial sidewalk in the new plaza. Governor Reubin Askew, a Pensacolian, granted permission as chief executive. Thousands of bricks were then removed from the eastern terminus of the road (approximately .45 miles worth) and incorporated into an "Old Spanish Trail Memorial" sidewalk in downtown Pensacola (PJ 29, 30 July 1977; Pensacola News 29 July 1977).

In the official dedication of the plaza and memorial, Governor Askew paid tribute to Florida's earlier road builders and announced the opening of a new 22-mile stretch of Interstate 10 between Tallahassee and Pensacola. Askew recognized the importance of the earlier transportation link as well:

The name Old Spanish Trail is woven into Florida history. It was the dream of Florida's pioneers from the Spanish colonization period until the 20th century, when the state and West Florida leadership envisioned this historic trail from St. Augustine across North

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 7

Florida State Road No. 1,  
Santa Rosa Co., FL

Florida to my hometown of Pensacola as a major transportation route for the opening of the wilderness and the economic development of this region.

We, as state officials, recognized the importance of saving a portion of the first paved highway in West Florida when we gave the News-Journal permission to remove the original paving stones from the roadbed east of Milton.

It is my privilege to dedicate the memorial sidewalk to American Freedom and the pioneers of West Florida (PJ 30 July 1977).

The western end of the road, bypassed by the L & N overpass route in the 1930s, is still utilized by residents and maintained by Santa Rosa County. The remainder of the road to the east lies abandoned beside modern U.S. Highway 90, yet large sections of this portion are still rideable and are used and enjoyed by the populace.

Although nearly a half mile of brick at the east end of the road has been removed, the historic 6-mile roadbed of West Florida's first paved highway remains in place. The entire 6 miles of the road are, therefore, included in the boundaries, though the last .45 miles, where the brick has been removed, is considered non-contributing, as is the overgrown area on each side of the overpass (See Section 7).

**ENGINEERING CONTEXT**

Brick paving was not new in the twentieth century, and many cities had used brick streets since the mid-1800s (Marder 1990:2). The construction of brick highways, however, was relatively recent. The first brick highway in the United States was constructed in Ohio in 1893. In 1912, before the expanded use of brick, most of Florida's highways were sand-clay roads. These were made out of a combination of sand and clay which was laid over a graded right-of-way and distributed and compacted by a road scraper (Marder 1990:3). The three other most commonly used materials in Florida, in the order of their prevalence, were marl and crushed stone, pine straw, and shell (Statistics on Public Roads Collected by the State Geological Survey, 1912). The basic problem was to provide an all weather, hard surface road bed. This need was particularly acute in Florida because of the state's deep clay or fine sand soils. Florida's first brick highway was constructed in 1911-1912 as a part of the route

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 8 Florida State Road No. 1,  
Santa Rosa Co., FL

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between Jacksonville and Tampa. Polk County was the first Florida county to extensively invest in nine foot wide brick roads, c1915.

The brick used for paving was vitrified; that is, fired in a kiln to a point where the clay and sand actually melted and fused together throughout the brick itself. The brick was laid on a subsurface or base. This was sometimes merely graded and compacted earth, but more often a concrete or brick base was used. After the base was laid and properly sloped, the finish bricks were laid on top, usually in a bed of mastic, such as asphalt. Upon completing the wearing surface, the interstices between bricks were filled with a cement grout. Often, the bricks were manufactured with small raised dots or lugs to keep them spaced properly from one another when being put down. The brick itself was generally about 3" x 4" x 9" and weighed about 9 1/2 pounds, requiring forty-five to the square yard of pavement (Marder 1990:5).

The use of brick in roadways during the late nineteenth century had arisen for many reasons, one of which was cleanliness. Accustomed to dirt or sand streets which became quagmires in wet weather and were constantly fouled by draft animals, the public saw brick as a great improvement for paving. The advantages of vitrified brick paving were numerous: ease of traction, good foothold for horses, not disagreeably noisy, yielded but little dust and mud, adapted to all grades, easily repaired, easily cleaned, but slightly absorbent, pleasing to the eye, expeditiously laid, and durable under moderate traffic (Marder 1990:3). But mainly, brick roads gained popularity because they were relatively easy and economical to construct.

The expanding automobile technology of the 1920s, however, caused the demise of brick highways in Florida. Many of the earlier brick roads had been designed originally as 9 foot, one-lane highways. As tourism and travel increased, Florida found itself in desperate need of more efficient, two-lane thoroughfares. Cheap and local construction materials, like concrete or limerock, were also cutting into the cost-effectiveness of brick road construction. From 1921 on, few new brick highways were constructed in Florida. For example, in 1926, Escambia County used concrete for all of its new road paving because all of the raw materials were available within the county. Throughout the state, brick highways were gradually

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 9

Florida State Road No. 1,  
Santa Rosa Co., FL

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paved over with concrete or asphalt to widen them for two-way traffic, or abandoned (Marder 1990:14).

### ENGINEERING SIGNIFICANCE

In 1926, Florida boasted 337 miles of rural brick highways, the third largest number in the nation (Ohio was first with 1,412 miles and Pennsylvania second with 358.7 miles). Florida also had 389.5 miles of county and local brick roads in 1926, the second largest amount of any state (Marder 1990:14).

Besides old State Road 1 near Milton, only seven of these early brick highways of Florida are known to still exist. Florida's first brick highway, built in 1912 from Jacksonville to present-day State Road 211 in Clay County, however, was macadamized in 1931. There is an eleven-mile stretch of brick road in Flagler County, begun in 1918. It has been used by logging trucks, however, and is in poor condition. The Loughman-Kissimmee road, originally eleven miles long, is also in poor condition, with much of it sinking. Brick roads in Palm Bay and Ocoee, though in fairly good condition, are only one quarter to one half a mile long. Most of a brick road in Deland has been taken up, leaving discontinuous portions, and much of it has recently been asphalted (Marder 1990; Marder 1993 personal communication). The approximately five and half-mile remaining stretch of State Road No. 1 in Santa Rosa County is, therefore, significant not only as West Florida's first and only brick highway, but also as one of the last brick roads built in the state, and the longest, best preserved example of brick road construction remaining in the state.

The full 24-foot width of the road is significant, for the road's change from a nine-foot, single lane road to a two-lane highway with concrete shoulders and side grading demonstrates the changing standards of highway construction that were necessary to meet the increasing demands placed on roads, and shows the state's growing awareness of the need for safety standards in highway construction. The 500 feet (.1 mile) of concrete paving just east of UTM 4 also contributes to the significance of the road because it shows how construction technology and the use of materials changed in the 1930s.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 1

Florida State Road No. 1,  
Santa Rosa Co., FL

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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 2

Florida State Road No. 1,  
Santa Rosa Co., FL

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 3

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Santa Rosa Co., FL

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National Park Service

**National Register of Historic Places  
Continuation Sheet**

Florida State Road No. 1,  
Santa Rosa Co., FL

Section number 9 Page 4

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**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Photos \_\_\_\_\_ Page 1

**Florida State Road No. 1,  
Santa Rosa Co., FL**

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- 1    1) Florida State Road No. 1 (Old Brick Road)  
     2) Santa Rosa Co., Florida  
     3) William R. Rucker  
     4) December 31, 1992  
     5) Santa Rosa County Historical Society, Milton, FL  
     6) Detail of brick road construction, plan view  
     7) 1 of 14

**Items 1-5 are the same for the following photographs, unless noted otherwise.**

- 2    3) Barbara E. Mattick  
     4) December 16, 1993  
     5) Bureau of Historic Preservation, Tallahassee, FL  
     6) Detail of brick road construction, profile view  
     7) 2 of 14
- 3    6) Typical culvert  
     7) 3 of 14
- 4    6) W end of brick road (UTM 1), camera facing E  
     7) 4 of 14
- 5    6) Brick road and CSX railroad tracks along N shore of  
     Marquis Basin, camera facing S  
     7) 5 of 14
- 6    6) Near UTM 2, where brick road turns S toward CSX  
     tracks and alternate road proceeding under  
     overpass to the NW; camera facing E  
     7) 6 of 14
- 7    3-5) Same as for photo 2  
     6) View of where brick road crosses railroad tracks;  
     camera facing S  
     7) 7 of 14
- 8    6) Area near UTM2, showing overpass and dense  
     overgrowth on S side of the railroad tracks;  
     camera facing E  
     7) 8 of 14

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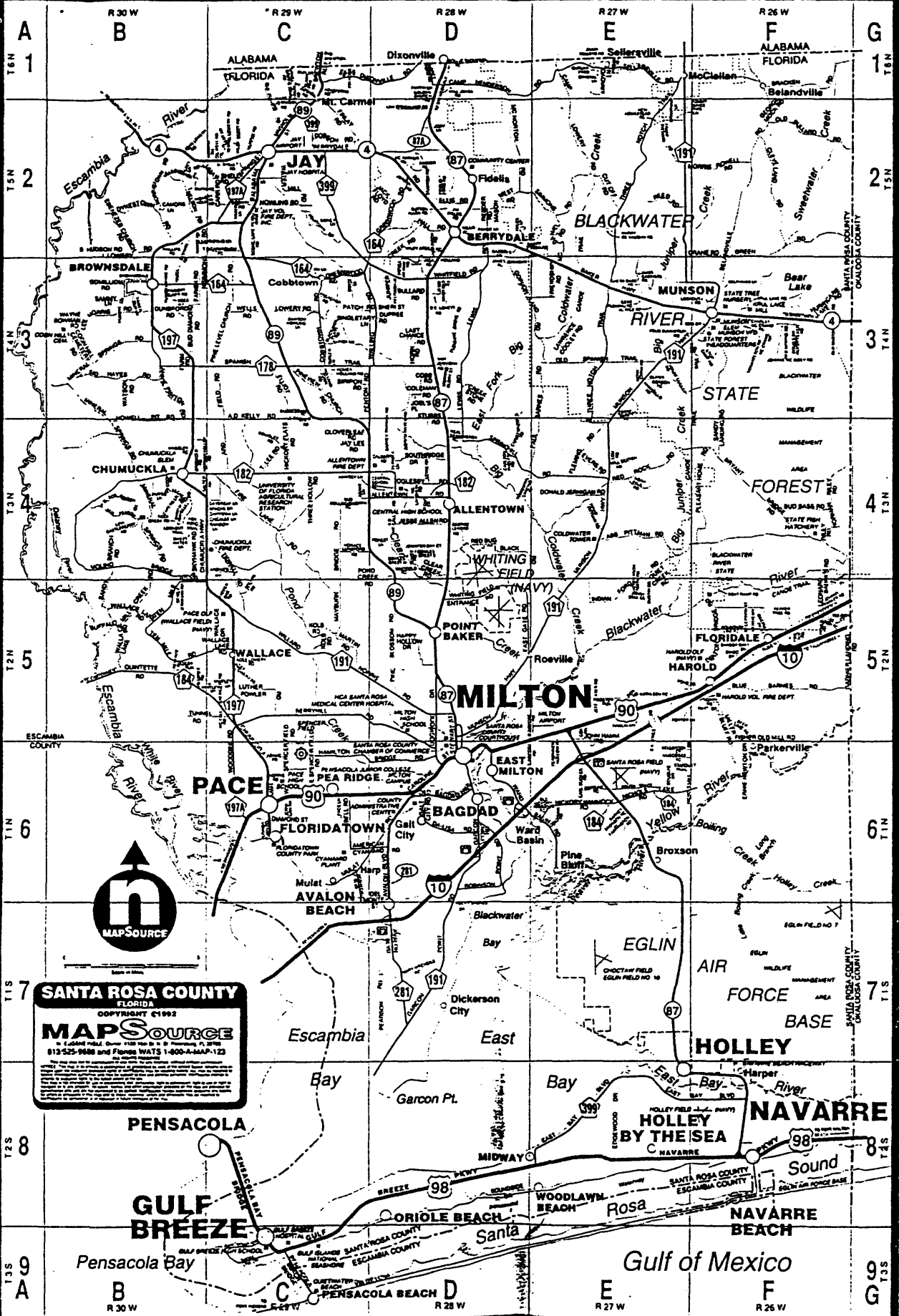
**National Register of Historic Places  
Continuation Sheet**

Photos 2 Florida State Road No. 1,  
Section number \_\_\_\_\_ Page \_\_\_\_\_ Santa Rosa Co., FL

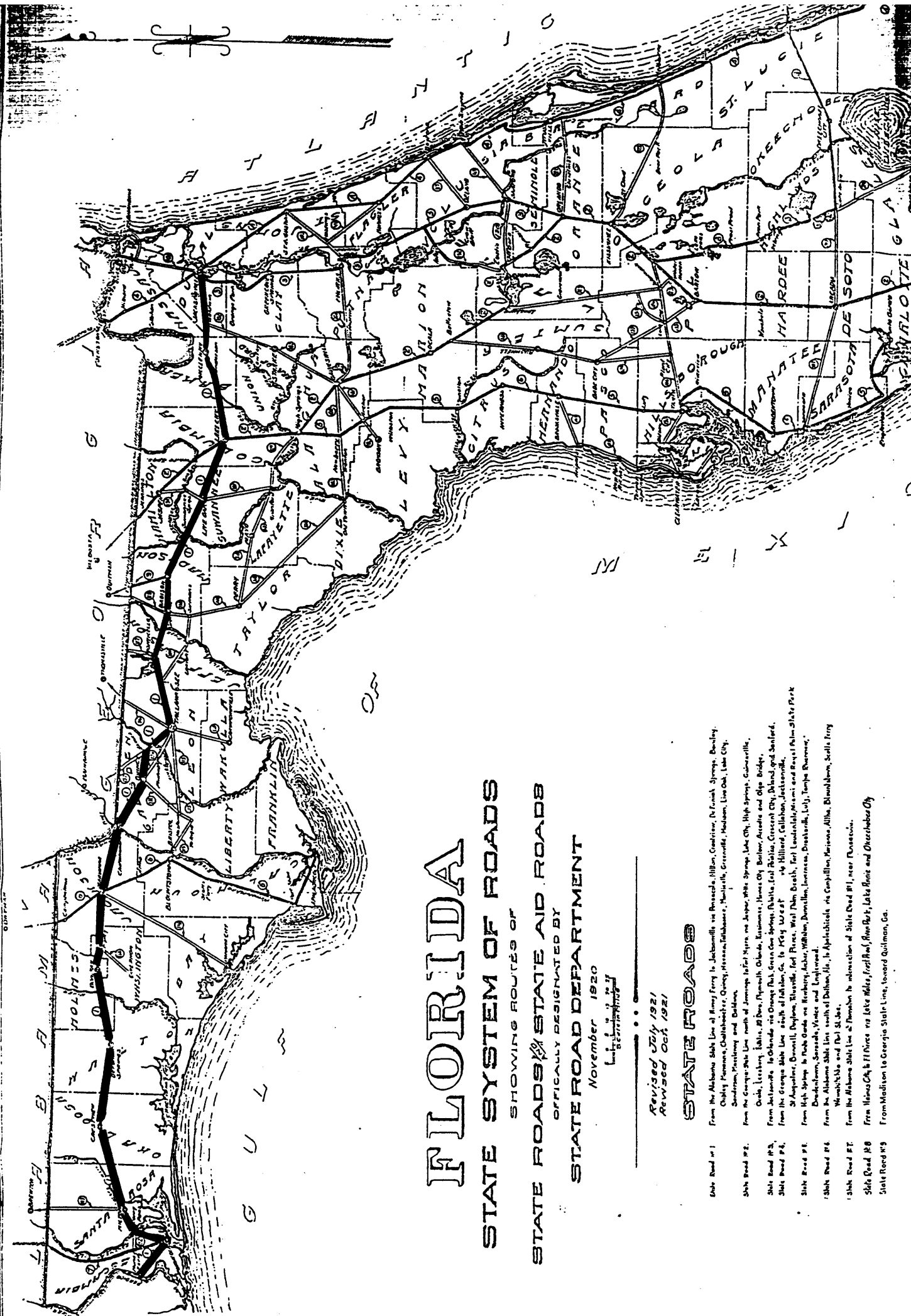
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- 9 3-5) Same as for photo 2  
6) Area near UTM 4, showing concrete portion; camera facing E  
7) 9 of 14
- 10 3-5) Same as for photo 2  
6) Dense overgrowth; camera facing W  
7) 10 of 14
- 11 6) Point where brick road turns S, and auxiliary road and overpass; camera facing NE  
7) 11 of 14
- 12 6) Brick road E of UTM 4 with U.S. 90 parallel to it on the S; camera facing E  
7) 12 of 14
- 13 6) Area between UTMs 4 & 5, showing typical asphalt patches and U.S. 90; camera facing E  
7) 13 of 14
- 14 6) W end of brick portion of State Road No. 1, showing where bricks were removed in 1977, U.S. 90 to the S, and CSX railroad tracks to the N; camera facing W  
7) 14 of 14

# SANTA ROSA COUNTY



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# FLORIDA

STATE SYSTEM OF ROADS

SHOWING ROUTES OF

STATE ROADS STATE AID ROADS

OFFICIALLY DESIGNATED BY

STATE ROAD DEPARTMENT

November 1920

Revised July 1921

Revised Oct 1921

## STATE ROADS

- State Road #1 From the Alabama State Line at Army Ferry to Jacksonville via Pensacola, Milton, Crestview, De Funiak Springs, Dowley, Oakley, Panama, Chattahoochee, Quincy, Havana, Tallahassee, Marietta, Greenville, Moultrie, Live Oak, Lake City, Seaford, Marietta, and Baldwin.
- State Road #2 From the Georgia State Line north of Jennings to Tallahassee via Jacksonville, Lake City, High Springs, Gainesville, Ocala, Leesburg, Lake Wales, New Smyrna Beach, Kissimmee, Haines City, Butler, Arcadia, and Ocala Bridge.
- State Road #3 From Jacksonville to Oklawaha via Orange Park, Green Cove Springs, Palatka, Fort Pierce, Crescent City, Island Grove, Sanford, and the Georgia State Line south of Tallahassee, to Perry, West.
- State Road #4 St. Augustine, Dunell, Daytona, Stuartville, Fort Pierce, West Palm Beach, Fort Lauderdale, Miami, and Royal Palm State Park.
- State Road #5 From High Springs to Park Grove via Newberry, Ashlar, Williston, Dunellon, Inverness, Dadeville, Lily, Temple Barren, Dadeville, Seaside, Venice, and Englewood.
- State Road #6 From the Alabama State Line south of Dalton, Ga., to Apalachicola via Crystalton, Marianna, Altha, Blountdown, South Ferry, Washburnville, and Fort St. Ste.
- State Road #7 From the Alabama State Line at Ponce de Leon in intersection of State Road #1, near Ponce de Leon.
- State Road #8 From Tallahassee to Tallahassee via Lake Wales, Frostburg, Star-Buck, Lake Wales and Okechobee City.
- State Road #9 From Madison to Georgia State Line, toward Quitman, Ga.



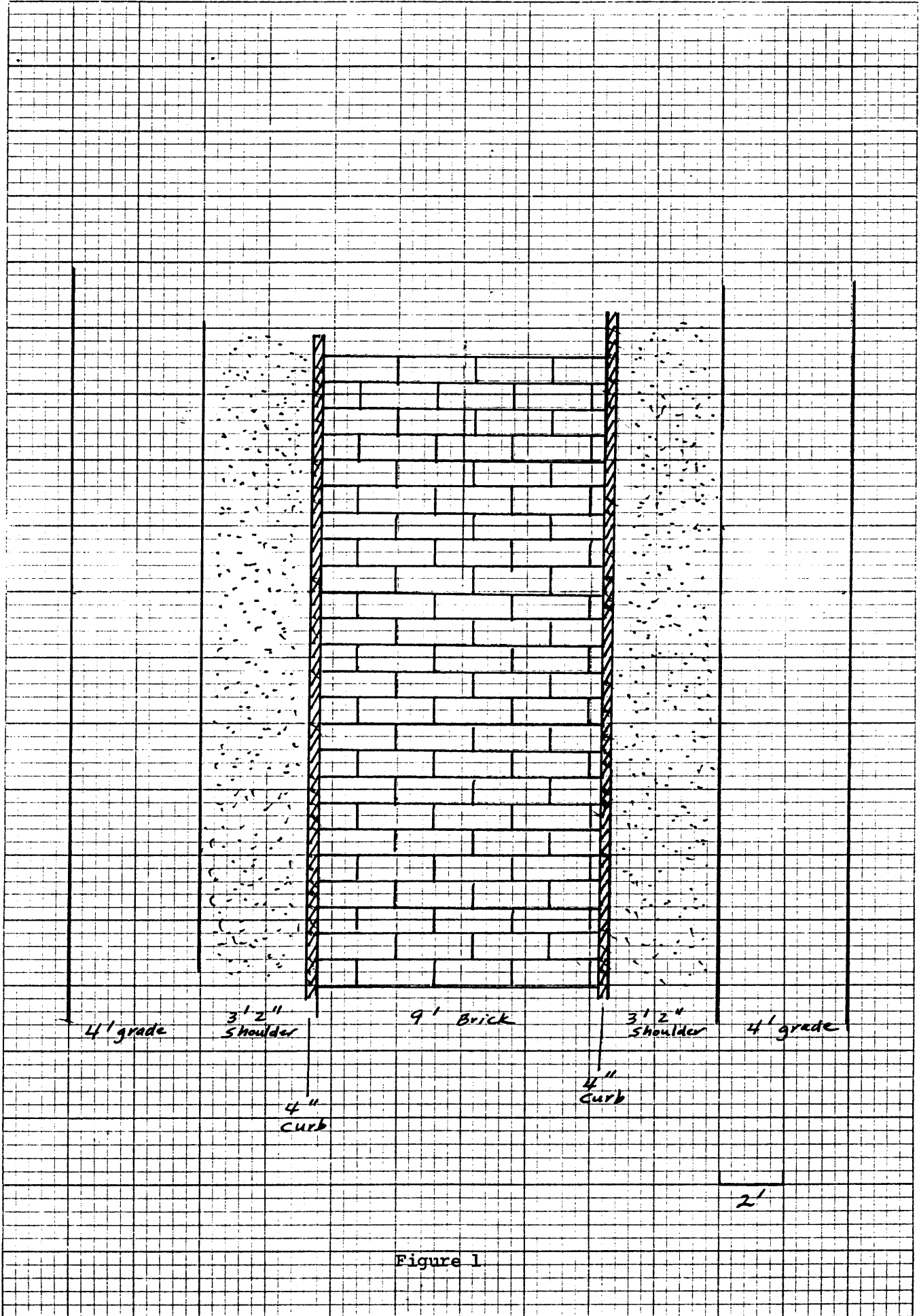


Figure 1.

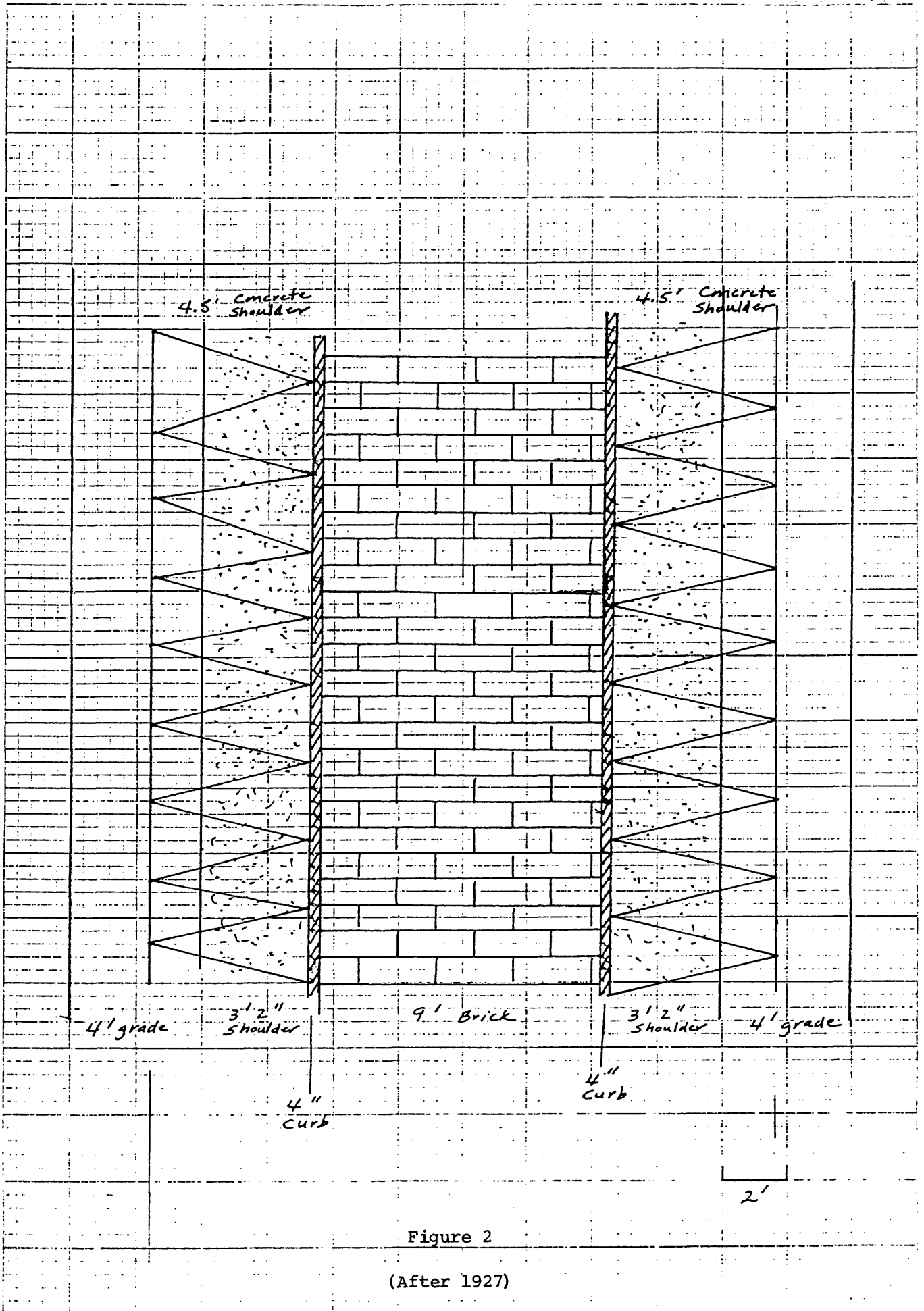


Figure 2  
(After 1927)

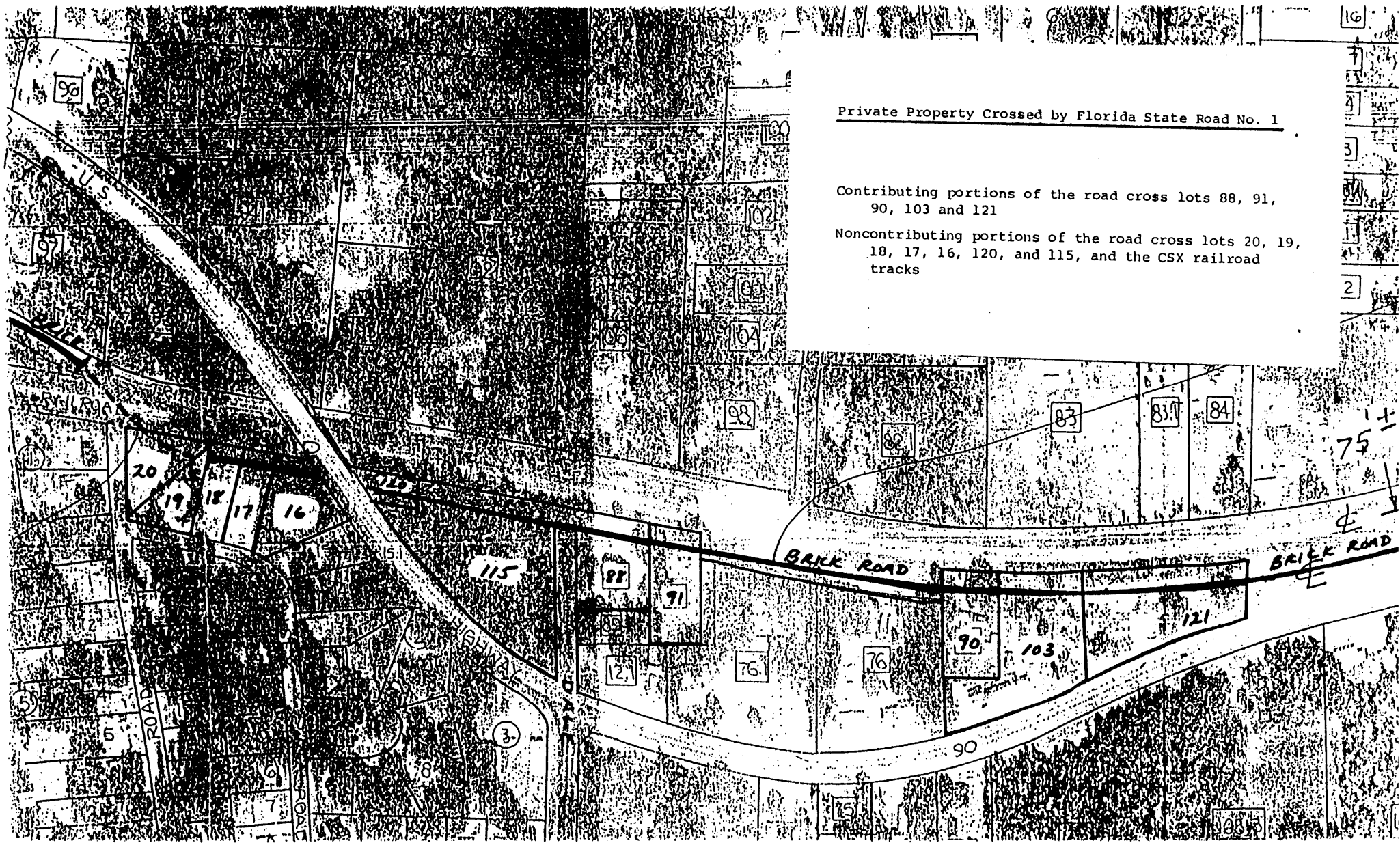


Figure 3