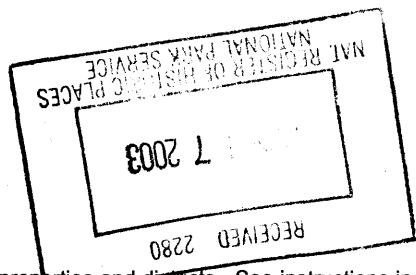


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



700

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 "x" in the appropriate box or by entering the information requested. If any 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 Jungle Trail

other names/site number State Road 252, "Old A-1-A"/ 8IR121

2. Location

street & number Between Old Winter Bch Rd. & SR A-1-A on Orchid Island n/a not for publication

city or town Town of Orchid, Town of Indian River Shores vicinity

state Florida code FL county Indian River code 061 zip code 32970

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.)

Janet Snyder Matthews 6/12/2003
Signature of certifying official/Title Date

Florida State Historic Preservation Office, Division of Historical Resources
State or 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 See continuation sheet.
 - removed from the National Register.
 - other, (explain) _____

Edson R. Beall
Signature of the Keeper

Date of Action
AUG 1 2003

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)

- buildings
- district
- site
- structure
- object

Number of Resources within Property
(Do not include any 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 listings
(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: Pedestrian-related
- Transportation: Road-related
- Recreation & Culture: Outdoor recreation

Current Functions

(Enter categories from instructions)

- Transportation: Road-related
- Recreation & Culture: Outdoor recreation
- Landscape: Other (historic road)

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 Unpaved dirt road

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

Areas of Significance

(Enter categories from instructions)

- Transportation
- Entertainment/Recreation
- _____
- _____
- _____

Period of Significance

1920-1953

Significant Dates

n/a

Significant Person

n/a

Cultural Affiliation

n/a

Architect/Builder

Indian River County

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 36) 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

Primary location of additional data:

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

Name of Repository

Jungle Trail
Name of Property

Indian River Co., FL
County and State

10. Geographical Data

Acreage of Property 72 acres

UTM References

(Place additional references on a continuation sheet.)

1	1	7	5	5	9	8	2	1	3	0	6	7	2	1	3
	Zone		Easting						Northing						
2	1	7	5	5	6	6	3	1	3	0	7	6	3	6	7

3															
	Zone		Easting						Northing						
4															

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 Ryan J. Wheeler, Ph.D./Senior Archaeologist; Ruth Stanbridge/Historian; Barbara E. Mattick/DSHPO for S&R

organization Bureau of Historic Preservation date May 2003

street & number R.A. Gray Bldg., 500 S. Bronough Street telephone (850) 245-6333

city or town Tallahassee state FL 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 Indian River County

street & number 1840 25th Street telephone (561) 567-8000

city or town Vero Beach state FL zip code 32960

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 amend 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.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1 **JUNGLE TRAIL
Indian River Co., FL**

Summary

Jungle Trail is a narrow, unpaved public road, approximately 7.5 miles long, located on the barrier island in northeastern Indian River County, Florida. The communities of Sebastian and Vero Beach lie to the north and south, respectively. The road was constructed through the thick, jungle-like growth of the maritime hammock. Originally the road meandered over 14 miles, linking homesteads first settled in the 1880s and traversing the famous Indian River citrus groves. The trail also borders the mangroves and wetlands of the Pelican Island National Wildlife Refuge, the country's first such nature preserve, established by Theodore Roosevelt in 1903 (United States Fish and Wildlife Service 1963, 1998).

Land use around the Jungle Trail has changed considerably in the twentieth century. The area's early homesteads and citrus groves have given way in many places to large residential developments and condominiums. The road also has changed, first established as a county road, then becoming the original route for State Road A-1-A, and ultimately reverting to a local byway. Portions of the original 14-mile alignment have been lost to some of these alterations. Despite these changes, the remaining 7.5-mile segment of the Jungle Trail still retains its original character, and provides a glimpse of Florida as it was in the early and mid-twentieth century.

Description

The Jungle Trail runs north/south through the barrier island adjacent to the Indian River in northeastern Indian River County (Figure 1). The road traverses a fairly broad part of the island, known as Orchid Island, which borders an area of the lagoon known as the Indian River Narrows. The geomorphology of the area and the numerous mangrove islands suggest a series of tidal deltas associated with long extinct inlets (Almasi 1983). The 7.5-mile road begins at Old Winter Beach Road (UTM 559821E 3067213N) and ends at the junction with Highway A-1-A (UTM 556631E 3076367N). The first 2.2-mile stretch hugs the shoreline of the lagoon. As the Jungle Trail approaches the intersection with County Road 510 (Wabasso Beach Bridge Road) it moves away from the lagoon and meanders for approximately 2.7 miles, ultimately turning back to the west and the shoreline of Spratt Creek for another 1.5 miles. This stretch of the road had originally followed property boundaries, taking several jogs to the north and west before meeting the lagoon. Where the road traverses wetlands, ditches and berms are evident on both sides. The last mile heads to the north toward a narrower section of the island where it meets State Road A-1-A. Measurements of the width of the roadbed vary from 15 to 27 feet, averaging 20 feet.

In the 1920s and 1930s the road crossed through a maritime hammock ecosystem, a dense, wind-pruned canopy of live oak, cabbage palm, and redbay. The original plat maps of the area label much of this as "Hammock" or "Cabbage Hammock" (Harris 1859; Houstoun 1846). Other plants that contribute to the "jungle" of the hammock include American holly, magnolia, red cedar, sea grape, false mastic, paradise tree,

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Section number 7 Page 2 **JUNGLE TRAIL**
Indian River Co., FL

lancewood, gumbo limbo, strangler fig, poisonwood, wild olive, saw palmetto, coral bean, coontie, wild coffee, marlberry, and ferns (Johnson and Barbour 1990). Where the road hugs the shoreline of the lagoon and Spratt Creek, the tidal swamp vegetation community includes red mangrove, white mangrove, black mangrove, and buttonwood (Odum and McIvor 1990:519-521). Brackish lagoon waters support a diverse fauna, including rays, tarpon, ladyfish, bonefish, menhaden, sardines, lookdown, several shark species, sheepshead, pinfish, and mullet (Florida Natural Areas Inventory 1990:69-71).

Soils traversed by the Jungle Trail include poorly drained to moderately well drained sands of the Canaveral-Captive-Palm Beach association (Wettstein et al. 1987:21-22, 34-35). Interestingly, these soils would typically be a poor choice for growing citrus, but the rich and highly organic soils provided by the large number of Indian shell mounds and middens in the area may have contributed to the success of the early Indian River citrus industry (Dickel 1992:62-63, 65-68; Rouse 1951:Figure 11, 210-220). Other soils found along the route of the Jungle Trail include mucky loams that are often damp or flooded (Wettstein et al. 1987:43-44). Construction of the road through these areas adjacent to the lagoon required dikes and the addition of road fill.

The Jungle Trail likely had predecessors dating back to the earliest settlement of the barrier island bordering the Indian River. In many parts of Florida, early trails and roads of the nineteenth and twentieth centuries had their roots in "Indian trails" blazed and used by Seminoles and the earlier native inhabitants of the state. An early nineteenth century coast chart (United States Coast and Geodetic Survey 1909) and an early soil survey map of the area (Mooney and Baldwin 1915) show seven east-west trails on Orchid Island. Construction of the road considered here, however, began in 1920 and continued through the Depression. Commencing at the wooden bridge in Vero Beach, the new county road followed the routes of older tracks, trails, and wagon roads made by earlier settlers. This is especially true of the Orchid-Narrows Road, which formed the southern portion of the Jungle Trail, and some of the roads through the citrus groves at the northern end of the trail. The road's alignment connected homesteads and farms and the Indian River waterway. When the road was completed, it was over 14 miles long and ended at a Brevard County road along the county line. The road was connected to the mainland by three bridges, at Vero Beach, Quay (Winter Beach), and Wabasso.

The Jungle Trail has been known by a variety of names since it was constructed. Originally, the road was called "the island road." In 1931 and 1935 portions of the route were designated as state roads by the Florida legislature (ultimately State Road 252). In 1941, State Road 252 was renamed "the Peninsular Road." After World War II the route was designated as part of the original alignment for State Road A-1-A. The southern portion of the road was eventually absorbed into the Vero Beach street system. In the 1950s a portion of the road from Bethel Creek to the Winter Beach Bridge was lost as a new alignment for State Road A-1-A was built. The remaining unpaved segment is 7.5 miles long, averages 20 feet in width, and is known as the Jungle Trail. Australian pines, introduced as windbreaks, line the road along with citrus trees of the Indian River citrus groves. The canopy of the maritime hammock is dense along some sections of the road, and native

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Section number 7 Page 3 **JUNGLE TRAIL**
Indian River Co., FL

species are being planted by new residential developments and in restoration of the Pelican Island National Wildlife Refuge.

The Jungle Trail is currently used as a local road for vehicular, bicycle, and pedestrian traffic. Increasing year-round tourism and eco-tourism have made the Jungle Trail a popular scenic route, continuing a tradition begun in the late 1930s and 1940s. Proximity to the Pelican Island National Wildlife Refuge has helped preserve the wild, romantic nature of the narrow, unpaved road. Indian River County, with funds obtained through a Florida Department of Transportation Intermodal Surface Transportation Efficiency Act (ISTEA) grant, has developed two facilities that provide visitor access to the wildlife refuge from Jungle Trail. Jungle Trail is designated an Indian River County Scenic & Historic Road (1983), and is recognized as a historic landscape by the Florida Trust for Historic Preservation (1990), and as an Urban/Community-based/Historic/Working Landscape Greenway by the Florida Greenways Commission (Florida Greenways Commission 1995).

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Section number 8 Page 1 **JUNGLE TRAIL**
Indian River Co., FL

Summary

Jungle Trail is significant at the **local level** under **Criterion A** in the areas of **Transportation**, as the major transportation route for settlers and citrus growers on Orchid Island, and **Entertainment/Recreation** for its role in mid-twentieth century tourism in the Vero Beach area. The Jungle Trail represents a short but important period in the recent history of Vero Beach and Florida's Atlantic Coast: the transition from the agricultural endeavors of the citrus industry to the rise of extensive developments that radically changed the local natural and cultural landscape. Jungle Trail began as a county road, designed to speed the movement of citrus to mainland packinghouses. Like the citrus industry, the road became part of the Vero Beach tourist scene in the 1930s and 1940s, and is part of a broader tradition of tourist promotion that emphasized the tropical and natural qualities of Florida. Tourism to the area was quickly supplanted by residential development, which eliminated many earlier historic buildings and roadside attractions. The surviving portion of the Jungle Trail is representative of the features that attracted tourists and ultimately developers to the Vero Beach area. Contributing to the significance of the Jungle Trail are a 30 ft wide buffer on either side of the road bed, preserving portions of the original Australian pine windbreak, citrus trees, and tropical maritime hammock vegetation; a meandering, unpaved road bed; variations in width from 15 to 27 feet; adherence to the original alignment of the road, as it was built, except for one 0.5-mile stretch.

The Indian River region, like most parts of southern Florida, was not permanently settled until the late nineteenth century. Extension of the Florida East Coast Railway through the area aided in settlement of the mainland side of the Indian River lagoon, but the barrier island, known as Orchid Island, saw little in the way of settlement or development. Early citrus groves on the island survived the damaging freezes of the 1890s, which attracted attention to the incipient Indian River citrus industry. In 1920, the St. Lucie County commission authorized the construction of a public road on the barrier island, extending from Vero Beach to the county line. The county road incorporated earlier roads, like the Orchid-Narrows Road, as well as trails and grove roads. The road was built in order to encourage settlement on the island and aid in transportation of the valuable citrus crop. When Indian River County was formed from the northern part of St. Lucie County in 1925, construction on the road was still underway, though by 1930 several bridges provided connections to the mainland. In the 1930s the State Legislature designated the 14-mile long county road as State Road 252. The road provided citrus growers with access to mainland docks, packinghouses, and the railway. Research and promotional developments by island citrus growers made Indian River citrus well known and allowed growers to command higher prices for their fruit. By 1939 the state road also was known as the Jungle Trail, a name leant by George Dales' Jungle Treasure House gift shop. After World War II the Jungle Trail became part of the original alignment for State Road A-1-A. The Jungle Trail became a popular scenic route for tourists in the 1940s visiting the Jungle Treasure House and citrus groves on the barrier island. The desirable climate and tropical vegetation that first attracted citrus growers, then tourists, ultimately brought land developers. Soon a new, paved State Road A-1-A ran through the island and the southern portion of the Jungle Trail was consumed by developments in Indian River Shores. The northern portion of the trail, occasionally threatened by

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development, was preserved by interested citizens and Indian River County as an example of the early days on Orchid Island.

Historic Context

Early Settlement of the Indian River Narrows Area

Indian River County, encompassing 321,920 acres, with a contemporary population of 116,488, is a relatively young Florida county, formed in 1925 from the northern part of St. Lucie County (Johnston 2000:14; Miley 1980:90, 100). Prior to this division, the area had been included in St. Johns County (1821-1824), Mosquito County (1824-1844), Santa Lucia County (1844-1855), Brevard County (1855-1905), and St. Lucie County (1905). The Indian River area and its barrier island were largely unpopulated in the early nineteenth century. Anglo-Indian hostility, culminating in the Second Seminole War (1835 to 1842), retarded expansion of settlement in the area.

To encourage settlement along the eastern Florida coast, the federal government enacted the Armed Occupation Act of 1842. Tracts of 160 acres were granted to heads of households, who were required to occupy and improve their lands. Despite these land grants, the Indian River area had few farms and homesteads in 1845 when Florida became a state. The Third Seminole War between 1855 and 1857, coupled with Florida's secession from the Union in 1861, did not provide a favorable climate for settlement of the Florida east coast and Indian River area. Union steamships patrolled the coastline, including the inlets at Indian River, St. Lucie, and Jupiter, to prevent the export of goods to the Confederacy. The Homestead Act of 1866 was enacted by federal legislation following the end of the Civil War in order to speed settlement of under-populated areas and facilitate reconstruction. The Homestead Act and the government land survey of 1871 both contributed to the permanent settlement of the Indian River area. The primary means of travel was the Indian River, a 157-mile long, coast-parallel lagoon with several natural and human-made inlets. Old military roads, mapped during the Second and Third Seminole Wars, also provided overland routes through the region (Ives 1856).

Settlements began to appear along the Indian River lagoon in the 1880s and 1890s. The Indian River Narrows had homesteads scattered on both the mainland and barrier island at this time (Kitching 1890). One of these settlers, Sylvanus Kitching, prepared a map showing the names of 65 families occupying the sections around the Narrows. The advent of Henry Flagler's Florida East Coast Railway, completed from St. Augustine to Miami in 1896, attracted the rich and famous to Florida's east coast, and initiated a wave of land speculation known as "the Florida boom" (Johnson 1965). Visitors to the Indian River area came by train, and many were interested in acquiring land for farms, to lease or for investment. Both sides of the Indian River Narrows were beginning to develop into farms, citrus groves, and tourist destinations. The maritime hammock of the barrier island directly opposite Vero Beach provided a lush backdrop for a new development of winter homes, known as Riomar. Riomar included a clubhouse, rental cottages, and golf course (Peniston 1985).

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One early settlement in the area was at the Bethel Creek House of Refuge, built in 1876 on the dunes overlooking Bethel Shoals (Johnston 2000:23). The Bethel Creek House of Refuge was part of a chain of structures along the Florida east coast that provided shelter for shipwreck survivors and other travelers. A unit of the U.S. Life-Saving Service (later the Coast Guard) and their families lived in the area around the House of Refuge and served as staff. Other pioneer families were scattered north of the House of Refuge toward Johns Island, occupying the lagoon shoreline and some of the larger islands.

Johns Island, one of the larger natural islands in the Indian River Narrows, was beginning to develop into a small farming community in the 1890s (Johnston 2000:31). The island was subdivided into farming tracts, and the community had a post office, school, church, and cemetery. Principal crops included beans and winter vegetables, which were shipped across the lagoon to the docks at Gifford and Quay (Winter Beach), and then hauled from the docks to the railroad. To the north of Johns Island, adjacent to the narrowest part of the lagoon, more settlers were scattered on lands they had purchased directly from the government under the Homestead Act. Travel was mostly by boat, though a network of rough paths and wagon tracks developed along the river.

Charles F.G. Kroegel, originally from Germany, settled his family in the area south of Sebastian in 1881. The Kroegel's homestead included the area on the mainland side of the Indian River lagoon known as Barker's Bluff (Johnston 2000:26-27). The bluff was actually an imposing Indian shell mound that was mined for road fill between 1890 and 1908. Johnston (2000:27) cites an 1895 article appearing in the *Indian River Advocate* that poked fun at the tensions between mainland and barrier island residents. Apparently the residents of the island were jealous of the shell-paved roads and new railroad of the mainland, while they lacked even a trail connecting the island settlements. The Kroegel family, however, contributed more than shell to the developing Indian River Narrows area (Johnston 2000:37-39). Paul Kroegel, one of the family's sons, became interested in protecting the pelicans that inhabited the lagoon and coast of the region. Kroegel enlisted members of the Audubon Society and leading ornithologists, like Frank Chapman, who helped in the designation of Pelican Island as a federal bird preserve, ordered by President Theodore Roosevelt in 1903. The nation's first federal wildlife preserve, Pelican Island, now part of a much larger sanctuary, was designated a National Historic Landmark in 1963.

The Enos community, established in 1890, was located north of the Braswell property at the southern end of the Orchid-Narrows Road. Named for Dr. Herbert Enos, the community included a post office and two-story hotel (Johnston 2000:32-33). North of the Enos settlement was the still extant Jones Pier, where dockage attracted winter visitors who sailed down the Indian River in their boats and schooners. George Dales and his wife were two such visitors, who after visiting for a number of winters in their sloop, settled in the area in the 1930s and opened a gift shop called Jungle Treasure House. The dense jungle of the hammock that crowded in on Dales suggested the name for their gift shop and ultimately the Jungle Trail. Several photographs, including

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one picture postcard, show some of the structures of the Dales' property and its proximity to the lagoon and the island road (Photo 12) (Lockwood 1975:27; and collections of the Indian River Historical Society, Vero Beach).

Charles Braswell at Quay (later called Winter Beach) promoted tracts of land north of Johns Island, and promised a bridge connecting the mainland and the barrier island, which would connect with the new public road being proposed (Braswell Realty Company 1925). The proposed island road, following the course of the earlier Orchid-Narrows Road along the lagoon, would link the Winter Beach area with Wabasso. Homes with maturing groves, rental cottages, and docks for commercial fishing were already established along the proposed route.

Development of the Orchid Island Citrus Industry

Orchid was the northernmost community on the barrier island within the Indian River County area, located across the lagoon from the town of Wabasso. The name of the community was borrowed from the pretty green and purple flowers of the epiphytic orchid, *Encyclia tampensis*. Captain Frank Forster established his homestead in the area in the 1880s, and by 1887 Orchid had a post office and school. Captain Forster planted the first commercial citrus on the island with seedlings reported to be from the Dummitt Groves of Merritt Island (Short 1981). When Forster's citrus survived the injurious freezes of the 1890s, he promoted the purchase of island land and the development of the citrus industry. Stephen Michael and his family joined Captain Forster in 1887 (Johnston 2000:64). They expanded their original citrus groves by clearing to the east into the dense jungle. A.B. Michael purchased his father's groves in 1900 and added to them, and by 1917 had consolidated with the powerful Deerfield Groves Company (Johnston 2000:66). In 1915, Captain Forster sold his holdings to Deerfield Groves and moved his homestead farther south.

A.B. Michael began a promotional venture that would make the Orchid Island citrus groves world famous (Richards 1968:98-99). Michael conducted research and developed uniform grading methods that set standards throughout the citrus industry. He was involved in the formation of the Indian River Citrus League, the Florida Citrus Commission, and the Florida Citrus Mutual. On June 19, 1956, the Florida Citrus Mutual recognized Michael as the "Dean of the Florida Citrus Industry." Michael was one of the first to label his fruit with a trade name, a practice that soon spread throughout the fledgling citrus industry. Colorful labels often incorporated Native Americans, flowers, and other motifs closely associated with Florida and the Indian River area (Chicone and Burnette 1996; Russell 1985). Both Orchid Island and Indian River citrus labels became well known for their excellent fruit.

The history of the Jungle Trail is closely tied to both early settlement of the barrier island and the citrus industry. As a county commissioner, A.B. Michael represented the northern part of St. Lucie County and the barrier island. He and his neighbors, all involved in the infancy of the citrus industry, recognized the need for public roads on the island and mainland, and especially the need for bridges. Michael, the Deerfield Groves

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Company, and the American Fruit Company aided St. Lucie County by providing early right-of-ways for roads and bridges (Indian River County Records 1971; St. Lucie County Records 1924).

History of the Jungle Trail

The St. Lucie County Commission declared, in 1920, that a public road be built on the barrier island, from the Vero Beach Bridge to the Brevard County line (the boundary between Township 30 S and 31 S). It was hoped that the road would encourage additional settlement on the barrier island, which had a population of only 126 in 1919 (Johnston 2000:47). The proposed road was to connect and improve the series of footpaths, trackways, and trails that already were being used by settlers. When completed, the road would be 14 miles long. Only one bridge was under construction, at Vero Beach, when this new public road was planned, but the Quay Bridge Taxing District (1922-1924) and the Wabasso Taxing District (1927-1928) were soon formed to raise funds for additional bridges.

The entries in the transcripts of the St. Lucie County Commission for April 6, 1920, provide the following description of the south end of the proposed road:

Beginning at the south end of the Orchid and Narrows road running southeast 592 feet to the division line between the McDonald and Dannell land, thence east 2088 feet to the south east corner of the McDonald land, then due South between the Dannell and Asher land to the Indian River 1508 feet corner with J.J.P. Hamilton, then along the river to D.G. Mathis N.W. corner, then along the Indian River to the south west corner of Government Lot No. 8 Sec. 36, Tp. 31 east to a cabbage tree in front of the Ed. Walker house, thence south 45 degrees east to the south corner of lot No. 8 Sec. 18, Tp. 32 R. 40 E., then ½ mile south on ½ section line, then E. 900 feet, then 18 degrees E. of south to Public Schoolhouse, then same direction to a point along beach 4375 feet to Palm Avenue, then West of Palm Avenue, 3450 feet to Indian River Drive, then South on Indian River Drive 450 feet to Live Oak Avenue, then 1000 feet south on Lantana Avenue then West to Bridge. Said road to be 30 feet wide [St. Lucie County Commission 1920:392].

This first entry is interesting since it mentions many of the property owners in the area, along with other features, such as the schoolhouse. The area described runs from the vicinity of Gem Island (where the first post office of the Narrows had been, thus the end of the Orchid to Narrows Road) to the Vero Beach Bridge.

A later entry, made in the commission record on November 3, 1920, provides the following description of the north end of the proposed road:

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Beginning on the township line, dividing township thirty (30) and thirty-one (31) at a post bearing section three (3) and four (4) running south thirteen hundred and twenty (1320) feet, thence meander around east side of Mangrove Swamp to same section line, twenty-six hundred and forty (2640) South, thence South thirteen hundred and twenty (1320) feet to the corner post of section bearing nine (9) and ten (10), thence south ½ mile on the line dividing sections nine (9) and ten (10) thence South four hundred and seventy (470) feet to Indian River, thence in a southeasterly direction on the bank of the Indian River four thousand (4000) feet thence east one thousand (1000) feet, thence south twenty-six hundred and forty (2640) feet, thence east twenty-six hundred and forty (2640) feet, thence south 3960 feet, thence east 3390 feet, to intersect the Orchid-Narrows road. Said road from start to end is five (5) miles. Radii of the curves to be not less than 100 feet [St. Lucie County Commission 1920:452].

Surveys in 1924 by the St. Lucie County engineer resulted in adjustments to the Orchid-Narrows Road, including shifting one segment to the east to follow the eastern boundary of the Deerfield Groves Company. The adjustment would accommodate plans for the expansion of the groves. The revised alignment appeared on the first official Indian River County map issued in 1926 (Leisher 1926). Portions of the original Orchid-Narrows Road were eliminated with these adjustments and the segment north of Michael Creek was absorbed back into the Deerfield Groves Company. The abandoned road segment is shown on the 1949 U.S.G.S. Sebastian quadrangle map and on the Department of Transportation's right-of-way map, circa 1958-1963.

Marion Hamilton, a long-time resident of the Johns Island area, recounts working on construction of the Jungle Trail as a youth:

When I was 16, after I left school, I did road work on Jungle Trail. We were filling in the dirt road which went from Wabasso to Vero Beach along the river front. It was the only way to get to Vero from the island before the Winter Beach bridge was built. A.B. Michael furnished the truck to haul the dirt from his land. St. Lucie County paid our wages. We earned about \$3.50 per day. When Indian River County was formed [1925], work on the road stopped while the county was organizing. Later, it was extended from Wabasso to Sebastian Inlet. Parts of the south part were given away to people who wanted to build there [Hamilton 1989:4A].

By 1924, Quay was renamed Winter Beach and a taxing district was formed to raise funds for a wooden bridge to connect the mainland and the barrier island (Figure 2) (Stanbridge 1990). The result was a narrow, low bridge crossing from the mainland to Hole in the Wall Island, then across the tip of Pine Island. From Pine Island the bridge supported a swing span to allow boat traffic at the government cut channel. The bridge tender's house was located on the south side of the road on the barrier island, with a small tollhouse on the north side. The Winter Beach Bridge Road intersected with the barrier island road south of the old settlement of Enos. In 1946 the bridge was partially destroyed by fire and in 1947 the remaining ruins were demolished.

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In June 1925, the Wabasso Bridge Taxing District prepared to build a bridge in the area of the Wabasso docks (St. Lucie County Commission 1925; Stanbridge 1990). This bridge would provide a shorter route to the mainland for the increased citrus production at Orchid. The Wabasso Bridge Road on the mainland would connect directly to the Deerfield Groves Packing Houses at the Florida East Coast Railway tracks in Wabasso. On the barrier island, the Wabasso Road (now County Road 510) would end at a county beach park. In the same year, a new county was created from northern St. Lucie County, and all roads and bridge districts were transferred to Indian River County.

The 1925 sectional map of Indian River County prepared by Carter & Damerow Engineers shows completed portions of the island road, labeled "county road;" the proposed alignment in Section 15, which would bring the road through the wetlands bordering the Indian River; the proposed Winter Beach Bridge connecting to County Road 510 (the old Orchid-Narrows Road); and the proposed alignment in Section 26 (to the south of County Road 510) (Figure 3). A 1926 map, prepared by the Indian River County engineer and based on the Carter & Damerow map shows the same configuration (Figure 4). The 1928 county map shows the barrier island road connected to three bridges linked to major highways on the mainland, including Old Dixie Highway, the Fellsmere-Tampa Cross Road (State Road 170), and the Atlantic-Gulf Cross Road (State Road 30, now designated State Road 60) (Figure 5). A newspaper account of 1928 indicates that an Indian shell mound provided fill for the island road north of Deerfield Groves, noting that "an extensive shell mound found by the crew of workmen clearing the right-of-way for the county road northward from the Wabasso Bridge on the peninsula will afford splendid material for surfacing the new road" (Anonymous 1978). Rouse (1951:210, 219-220) confirms that many of the shell middens and mounds on the barrier island were mined for road fill.

Another 1928 newspaper account relates that the "highway" to Sebastian Inlet was nearly complete, stating:

The county road department grader and leveler is making good progress building up the grade for the new county road being built on the peninsula northward from the Wabasso bridge to the north county line, a distance of four and one-half miles. When this section of road is completed a fine driveway will be created from the Vero Beach bridge to within two miles of the Sebastian Inlet [Anonymous 1928:1].

In 1931, Chapter 15648, Laws of Florida designated the portion of the island road south from the Wabasso Beach Road as a state road (Florida State Legislature 1931:1145-1147; Florida State Road Department 1931:24-25). This designation was extended to include the island road north of Wabasso Beach Road in 1935 by Chapter 17315, Laws of Florida (Florida State Legislature 1935:1225; Florida State Road Department 1939:41). Construction of the northern segment had occurred slowly during the depression years of 1930-1935.

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Funding from regular and emergency federal highway funds may have been used to complete the road, which, by 1937, was labeled on State Road Department maps as State Road 252 (Florida State Road Department 1937; also see Florida State Road Department 1933:48-50; 1939:41).

As the road construction progressed in the 1930s the northern "jog" in Section 15 was eliminated, with the actual road constructed along the edge of Spratt Creek. This new alignment is contrary to the original 1920 description of the proposed route and the early maps of the county from 1925, 1926 and 1928 (discussed above). The original plan utilized existing farm road routes and kept the road away from the wetlands bordering the lagoon and creek. The wetlands to the east of the new alignment were drained and the land added to the county tax rolls by 1936 (Clarkson 1936). The acreage of the government lots (Nos. 3, 4, 9, 10) in Section 15 acquired by Milton E. Card in 1885 differs from the acreage of the same area surveyed in 1963 by 14 to 20 acres, suggesting that at least this much land had been converted from federally owned wetlands to taxable uplands (Stanbridge 1990). Controversy arose in the 1960s over the ownership of these wetlands bordering the Pelican Island National Wildlife Refuge. Though the road was located within the meander line delineated on the 1859 plat, a new survey was ordered and the State of Florida Trustees of the Internal Improvement Trust Fund, and the federal government settled the land dispute (Bureau of Land Management 1963, 1965). It is tempting to speculate that the unauthorized route through the wetlands was chosen during road construction due to the discovery of Indian shell middens that could be used for building up and surfacing the new road.

The United States Coast and Geodetic Survey (1930a, 1930b) T-sheets, prepared from 1928 aerial photos, are quite interesting. These detailed maps show the progress of road construction as it stood in 1928 (Figure 6). All three bridges linking to the mainland are shown, and the southern portion of the road, which followed the older Orchid-Narrows Road, was complete. North of the Wabasso Bridge Road the jogs through the citrus groves are shown and it is quite clear that the original, planned route followed existing trails, since the third and northernmost jog is shown. The final mile of the road is not shown.

By 1935, the final mile of the barrier island road was completed (State Road 252) and reached the Indian River/Brevard County line to join with a smaller sand track that led to Sebastian Inlet, a popular fishing spot with a small village of cabins belonging to local residents and tourists (Figure 7). During World War II, the Sebastian Inlet was allowed to close because of a lack of manpower and money to provide dredging and appropriate control structures, as well as a fear that German U-boats might use the inlet in an invasion. Military bases at Vero Beach and Fort Pierce used the island road to practice landings and war games on the beaches north of the county line. Residents of Indian River County were able to travel all the way to Melbourne Beach "if they used the right tires" while the inlet was closed (Otto Roach, personal communication, 1987). Otto Roach provided oblique aerial photographs taken of the area circa 1935, including images of the newly built Jungle Trail, the inlet fishing village, and hurricane damage to the structures of the fishing hamlet (see Photographs 7 and 8).

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Section 89 of Chapter 20276 Laws of Florida renamed State Road 252 on the barrier island as the Peninsula Road, a forerunner of State Road A-1-A (Florida State Legislature 1941:288). Aerial photographs taken by the United States Department of Agriculture Aerosurvey Program in 1943 show the distinctive course of the road, as well as the extensive citrus groves and jungle of the barrier island (United States Department of Agriculture 1943). Despite these official designations, the road became known locally as Jungle Trail, a term first applied by George Dales, proprietor of the Jungle Treasure House gift shop, and later by Fred Tuerk who purchased the Braswell and Johns Island tracks in 1950 and developed the Jones Island/Indian River Shores area (Fourth District Court of Appeal 2001; Johnston 2000:124-125; Milton R. Jones, personal communication 1989; Lockwood n.d., 1975:27; Stanbridge 1990). Lockwood (n.d.) notes that the Jungle Treasure House was located "perhaps a little north of half way between the Vero Bridge and the Wabasso Bridge, facing the river." The treasure house was one stop for tourists and others visitors, along with visits to the Driftwood hotel, a packinghouse, a grove, and a drive down the Jungle Trail itself.

After World War II, the barrier island road was officially designated State Road A-1-A (Figure 8) (Florida Road Department 1950). Within the next decade, the barrier island road changed dramatically. The old road from the Vero Beach Bridge to the intersection with the Winter Beach Bridge was exchanged for a new route for State Road A-1-A, which was closer to the ocean. The old route was absorbed into an exclusive land development at Johns Island (Florida State Road Department 1950, 1960).

The old barrier island road from the Old Winter Beach Road along the lagoon and across the Wabasso Beach Bridge Road (County Road 510) would remain, as would the northern segment along the shores of Pelican Island National Wildlife Refuge. In 1962, the new State Road A-1-A opened to the north of the Brevard County line. In 1964, when the Sebastian River Bridge was opened the Indian River/Brevard County line was moved north to the middle of the inlet (Figure 9) (Lockwood 1975). The portion of Jungle Trail from the Winter Beach Bridge Road north to where it meets State Road A-1-A reverted back to Indian River County in 1962. It became a secondary county road used mainly by trucks hauling citrus, fishermen, and local traffic. The scenic quality of the road attracted tourists and sightseers, as well as land developers (Figure 10).

In 1983 and 1986 developers with plans for large residential developments approached the Indian River County Commission with requests to eliminate the Jungle Trail (Atkins 1986:4A). One 0.5-mile segment of the road, north of the intersection with Wabasso Beach Bridge Road, was realigned in 1989 to allow development of a golf course at the Orchid Island Golf and Beach Club (Moczydlowski 1989a, 1989b). The realigned section, evident on aerial photographs from 1995, represents approximately 6% of the road segment proposed for nomination (Figure 11). Design of the realigned segment follows a route through an oak and cabbage palm hammock and the roadbed width is similar to that found on neighboring sections of the road. Support from concerned citizens and preservation organizations led to designation of the road as a local scenic and historic road (Indian River County Commission 1983, 1985, 1989), a merit award to Indian River County for

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preservation of an historic landscape (Florida Trust for Historic Preservation 1990), and as an Urban/Community-based/Historic/Working Landscape Greenway (Florida Greenways Commission 1995).

Statement of Significance

The remaining 7.5-mile segment of the Jungle Trail is significant at a local level under Criterion A of the National Register, association "with events that have made a significant contribution to the broad patterns of our history." Jungle Trail, built in the 1920s-1930s is associated with the early settlement and development of Orchid Island in Indian River County. Like many parts of southern Florida, the history of permanent settlement and development are recent, dating from around the end of the nineteenth century. By 1910 the island still only had a meager population around 126 people. The Jungle Trail, incorporating older road segments (e.g., Orchid-Narrows Road), trails, and grove roads, was authorized and constructed by the county government in order to encourage expanded settlement of the under-utilized barrier island. The road allowed for expansion of commercial citrus groves, which thrived on the island due to localized soil and climate conditions. The numerous archaeological sites on the island probably helped enrich sandy dune soils and also were used for fill to build the roadbed in some places.

The first citrus groves on Orchid Island survived the devastating frosts of 1894-1895, which certainly helped to increase the desirability of the barrier island. Indian River citrus became well known by the mid-twentieth century due to research and promotional advances by island growers, like A.B. Michaels. Michaels and his company, Deerfield Groves, were instrumental in construction of the Jungle Trail, and helped secure right-of-ways, as well as provided equipment and materials. The chronology of Jungle Trail indicates that, despite the earlier reliance on boat transportation, by the early twentieth century the primary means of transport for individuals and smaller commercial ventures was overland. This is probably due, in part, to the proximity of the Florida East Coast Railway line on the mainland and the erratic nature of the inlets, which often closed. Interestingly, the railroad also brought many of the settlers who would become prominent in the county. By the time the road was completed it was linked by three bridges to the mainland, allowing easy transport of fruit to packinghouses and the railway. Jungle Trail also provided access to the Sebastian Inlet, where a small fishing hamlet developed, complementing the citrus industry that was beginning to dominate the area by the mid-1930s. In this regard, the Jungle Trail is part of the "farm-to-market" road system that was emerging during this time period (circa 1920). Kaszynski (2000:42) notes that in the South, the "Good Roads Movement" was urging state governments to build local roads to aid in movement of farm products to market destinations and other distribution hubs. In this same sense, the intent of the Indian River and St. Lucie county commissioners that designated the road alignment in the 1920s reflects the broader desire of local and state governments of this period, especially in the South, to increase accessibility in rural areas in the early twentieth century (Preston 1991).

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The timing of the authorization and construction of the Jungle Trail by the county government is closely tied to the history of road building in the State of Florida. Statistics cited in a State Road Department pamphlet indicate an increase from 73,914 cars and trucks registered in 1920 to 492,431 registered in 1940 (Florida State Road Department 1941:viii). In 1916, the United States Congress authorized the Federal Aid Road Act that provided funds to states for road building (Division of Highway Planning 1939:17; Kaszynski 2000:52-53). By 1921 the state legislature amended the Motor Vehicle Registration Act to provide revenue to counties for their own road building endeavors. The construction of roads and bridges in the Indian River area during this period is likely tied to this legislative act (Division of Highway Planning 1939:12). This act was amended again in 1931, when the legislature authorized the State Board of Administration to use revenue from a 3 cent per gallon gas tax to reimburse counties for state roads they had built and maintained.

While Jungle Trail was originally constructed to encourage settlement and expansion of agriculture on Orchid Island, the trail became a popular tourist route in the 1940s. Visitors to the barrier island stopped at local attractions like the Driftwood Inn and Restaurant (NR 1994), the Jungle Treasure House, and citrus groves, and recognized the scenic quality of the dirt road that wound along the edge of the Indian River lagoon through maritime hammock and orange groves. A tourist survey conducted in 1938 indicated that many motoring tourists were attracted to Florida's climate and beaches, but also were interested in the citrus industry (Works Progress Administration 1939:5-6). Interestingly, tourist advertisements for the Indian River area closely resemble the colorful fruit crate labels associated with the Orchid Island growers (LaHurd 1995).

The Jungle Trail served as the original alignment for State Road A-1-A for the area north of Vero Beach, initially designated in 1946. State Road A-1-A provided an important link between coastal communities after World War II and helped foster tourism and land development that came to characterize the east coast of Florida in the 1950s-1960s. It is likely that the original alignment of Jungle Trail was inconsistent with the overall plan for A-1-A, the so-called "Ocean Hiway," which was supposed to be straight, broad, level, and cater to tourists as a scenic byway. By the early 1950s the new A-1-A alignment had been constructed through much of Orchid Island and monies were budgeted for construction of the segment north of the Sebastian Inlet (Florida State Road Department 1951).

The link between the Jungle Trail, Indian River citrus, and mid-twentieth century tourism in eastern Florida may be the most significant aspect of the trail. The Jungle Trail represents a short but important period in the recent history of Vero Beach and Florida's Atlantic Coast, the transition from the agricultural endeavors of the citrus industry to the rise of extensive developments that radically changed the physical and cultural landscape. Breslauer (2000:14) notes that the development of the state road system in the 1920s is closely tied to the appearance of commercial roadside attractions, which catered to motoring tourists traveling into and through the state. Many smaller tourist venues, like motels, restaurants, gift shops, fruit stands, and novelty structures appeared as well during the heyday of roadside attractions, including those associated with the Jungle Trail (e.g., Jungle Treasure House, Driftwood Inn). Many of the early commercial roadside attractions

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capitalized on the “tropical” and “natural” associations that Florida evoked in the minds of travelers. The Jungle Treasure House and Jungle Trail are certainly part of this tradition. The scenic quality of the trail preserves aspects of the rural agricultural landscapes associated with the citrus industry and sense of coastal wilderness that attracted tourists and ultimately developers to the Vero Beach area. Fekete (1962:183) notes that many rural areas in Florida experienced considerable change in land use during the period 1948 to 1960. In the case of Orchid Island and coastal Indian River County these are due to an increase in tourism, coupled with the conversion of citrus groves into residential developments. Byways like the Jungle Trail, and their associated minor attractions, often were consumed by planned residential neighborhoods (Breslauer 2000:16; Mormino 1987). Yet a portion of the winding, narrow dirt road survived, allowing present-day visitors a glimpse of Orchid Island’s past.

Jungle Trail also is tied to the history of Pelican Island National Wildlife Refuge, the nation’s first such preserve, designated by Theodore Roosevelt in 1903. Pelican Island is recorded as 8IR33 in the Florida Master Site File, and is a National Historic Landmark and National Register of Historic Places site. The alignment of the Jungle Trail, when first built, deviated from its planned course and encroached on wetlands, requiring construction of some embankments. These structures helped convert approximately 14 acres of wetlands into uplands, which were added to the tax rolls. Discovery of this error led to litigation that ultimately added lands to the refuge in 1963 and in 1999 (Trustees of the Internal Improvement Trust Fund 1964, 1999a, 1999b). New facilities are currently being developed to provide access from Jungle Trail to the Pelican Island National Wildlife Refuge using some of the uplands that were conveyed to federal control in 1999 (United States Fish and Wildlife Service 1998).

Several unusual aspects contribute to the significance of the Jungle Trail, including that it is still unpaved, largely follows its original alignment, and has its original and varied width (15 to 27 feet). Efforts by the community have helped to preserve a 30-foot-wide buffer on either side of the road in order to retain the Australian pine windbreak, citrus trees, and native hammock vegetation. The road is currently used by vehicular traffic, pedestrians, and bicyclists, and provides a glimpse into the character of the Indian River and Orchid Island areas as they were in the early twentieth century.

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UTM Coordinates (moving clockwise, north to south)

Point	Zone	Easting	Northing	Quadrangle
1	17	556620	3076390	Sebastian
2	17	556470	3076150	Sebastian
3	17	556470	3074870	Sebastian
4	17	557000	3073470	Sebastian
5	17	557260	3072950	Sebastian
6	17	558090	3072940	Sebastian
7	17	558110	3072150	Sebastian
8	17	558490	3072120	Sebastian
9	17	558580	3070400	Sebastian
10	17	559130	3069030	Vero Beach
11	17	559810	3068100	Vero Beach
12	17	559810	3067240	Vero Beach

Verbal Boundary Description (from south to north, does not coincide with UTM's)

The 7.5-mile segment of the Jungle Trail being nominated begins at the intersection with Old Winter Beach Road and heads northwest and then north along the Indian River lagoon for approximately 2.3 miles. Before reaching Michael Creek, the road veers away from the lagoon for approximately 0.4 miles and then intersects Wabasso Beach Road (State Road 510). After this intersection, the road heads due north for 0.6 miles and then bears east. The next 0.5-mile segment is the realigned portion that meanders to the east, north and then back to the west through maritime hammock before rejoining the original alignment. This realignment skirts the first jog to the west evident on early maps of the road. The road then turns north for 0.7 miles before making its second jog to the west. The road then heads west for 0.55 miles before meeting the Indian River lagoon. The road bears north/northwest at this point and hugs the edge of the lagoon for 1.45 miles before turning north. The road heads north for 0.7 miles and then bears to the northeast heading through maritime hammock. This final 0.2-mile segment meets State Road A-1-A. The roadbed varies in width from 15 to 27 feet. A 30-foot preservation buffer exists on either side of the road.

Boundary Justification

The boundary includes the original alignment for the extant 7.5-mile segment of the Jungle Trail and the 30-foot preservation buffer, which protects the Australian pine windbreak, citrus trees, and maritime hammock vegetation that contributes to the historic character of the road. The 0.5-mile realigned segment, discussed above, also is unpaved and cuts through a maritime hammock. The width and unpaved nature of the realigned

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segment, along with the hammock vegetation are consistent with the character of the original alignment of the Jungle Trail. The realigned segment represents less than 7% of the overall Jungle Trail and does not detract from the historic character of the road. Thus, the realignment is included in the proposed boundary.

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FIGURES

Figure 1. Location of Jungle Trail (8IR121).

Figure 2. Map of Quay (Winter Beach) development, showing "county road" and proposed bridge, circa 1924 (Anonymous 1924).

Figure 3. Portion of A Map of Wabasso and Sebastian Sections of Indian River County, Florida (Carter and Damerow Engineers 1925).

Figure 4. Portion of Official Map of Indian River County, Florida (Leisher 1926).

Figure 5. Portion of Indian River County, Florida (map). Carter and Damerow Engineers 1928).

Figure 6. Portion of Micco to Winter Beach. Sheet No. T-4550, based on 1928 aerial photographs (United States Coast and Geodetic Survey 1930b).

Figure 7. Portion of General Highway and Transportation Map, Indian River County, Florida (Florida State Road Department 1936).

Figure 8. Portion of General Highway and Transportation Map, Indian River County, Florida (Florida State Road Department 1950).

Figure 9. Portion of General Highway and Transportation Map, Indian River County, Florida (Florida State Road Department 1960).

Figure 10. Portion of General Highway and Transportation Map, Indian River County, Florida (Florida Department of Transportation 1980).

Figure 11. Composite orthophotoquad showing Jungle Trail vicinity in 1995 (based on data from the Land Boundary Information System, Florida Department of Environmental Protection). Numbers indicate locations of photographs (see Neg. No. in photographs 1-6) (also see Figure 12).

Figure 12. Outline drawing based on orthophotoquad in Figure 11 showing Jungle Trail route.

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Photographs

- 1 1) Jungle Trail (8IR121)
 2) Orchid Island, Indian River County, FL
 3) Ryan J. Wheeler
 4) September 2002
 5) Panamerican Consultants, Inc., Tampa, FL
 6) 8IR121, Jungle Trail at intersection with Old Winter Beach Road, camera
 facing northwest (Neg. No. 35)
 7) 1 of 12

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

- 2 6) 8IR121, Jungle Trail in Jones Pier area, camera facing south (Neg. No. 29)
 7) 2 of 12
- 3 6) 8IR121, Jungle Trail with Indian River lagoon in background, camera facing
 northwest (Neg. No. 25)
 7) 3 of 12
- 4 6) 8IR121, Jungle Trail north of Wabasso Beach Road intersection, citrus trees on
 left, Australian pine windbreak on right, camera facing south (Neg. No. 16)
 7) 4 of 12
- 5 6) 8IR121, bicyclists on trail, camera facing south (Neg. No. 11)
 7) 5 of 12
- 6 6) 8IR121, Jungle Trail entering hammock, just south of intersection with State
 Road A-1-A, camera facing north (Neg. No. 2)
 7) 6 of 12
- 7 3) Otto Roach
 4) circa mid-1930s
 5) Ruth Stanbridge collection, Vero Beach, FL
 6) 8IR121, sand trail linking Jungle Trail with Sebastian Inlet, camera facing
 southwest
 7) 7 of 12

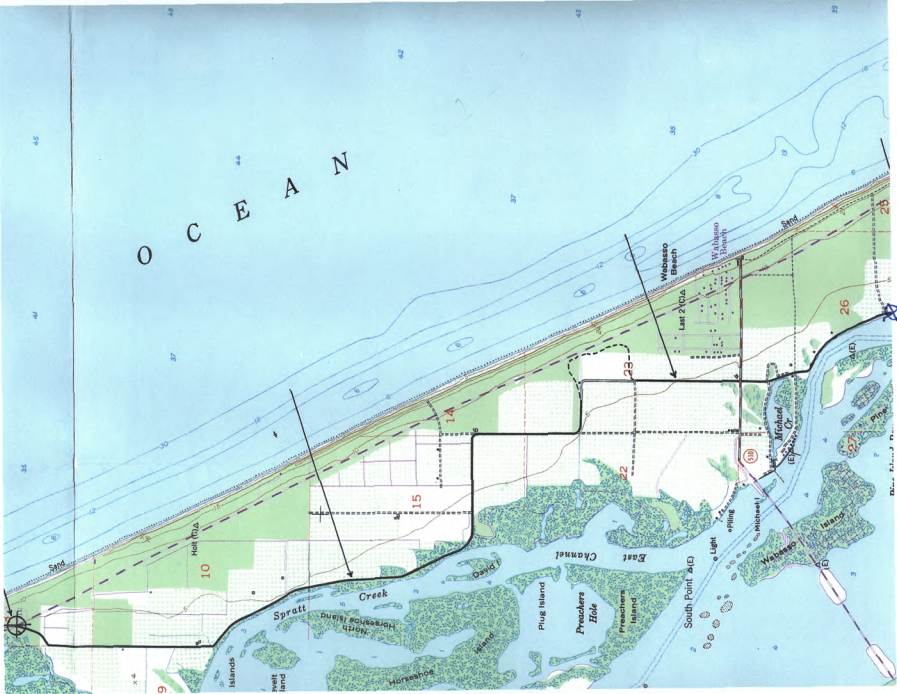
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- 8 3) Otto Roach
4) circa mid-1930s
5) Ruth Stanbridge collection, Vero Beach, FL
6) 8IR121, Sebastian Inlet with fishing village on right, camera facing east
7) 8 of 12
- 9 3) Anonymous
4) circa 1940s
5) Indian River County Historical Society, Vero Beach, FL
6) 8IR121, Jungle Trail, view of trail through hammock
7) 9 of 12
- 10 3) Anonymous
4) circa 1940s
5) Indian River County Historical Society, Vero Beach, FL
6) 8IR121, Jungle Trail, view of palms in vicinity of Frank Forster's second home site, south portion of trail
7) 10 of 12
- 11 3) Anonymous
4) circa 1940s
5) Indian River County Historical Society, Vero Beach, FL
6) 8IR121, Jungle Trail, view of Australian pine windbreak
7) 11 of 12
- 12 3) Anonymous
4) circa 1940s
5) Indian River County Historical Society, Vero Beach, FL
6) 8IR121, Jungle Trail and Jungle Treasure House, with view of Indian River lagoon to the right
7) 12 of 12

O C E A N



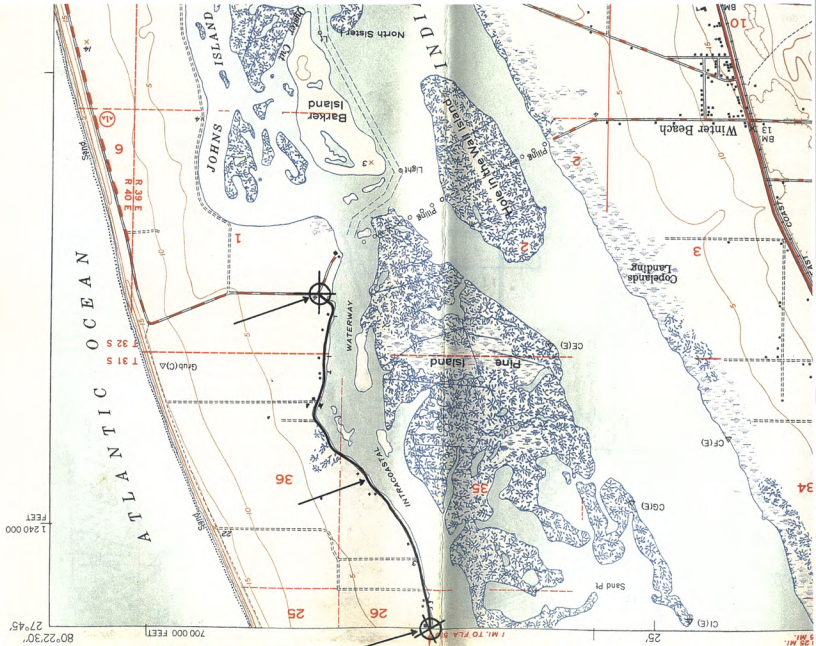
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VERO BEACH QUADRANGLE
FLORIDA-INDIAN RIVER CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

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27°45'

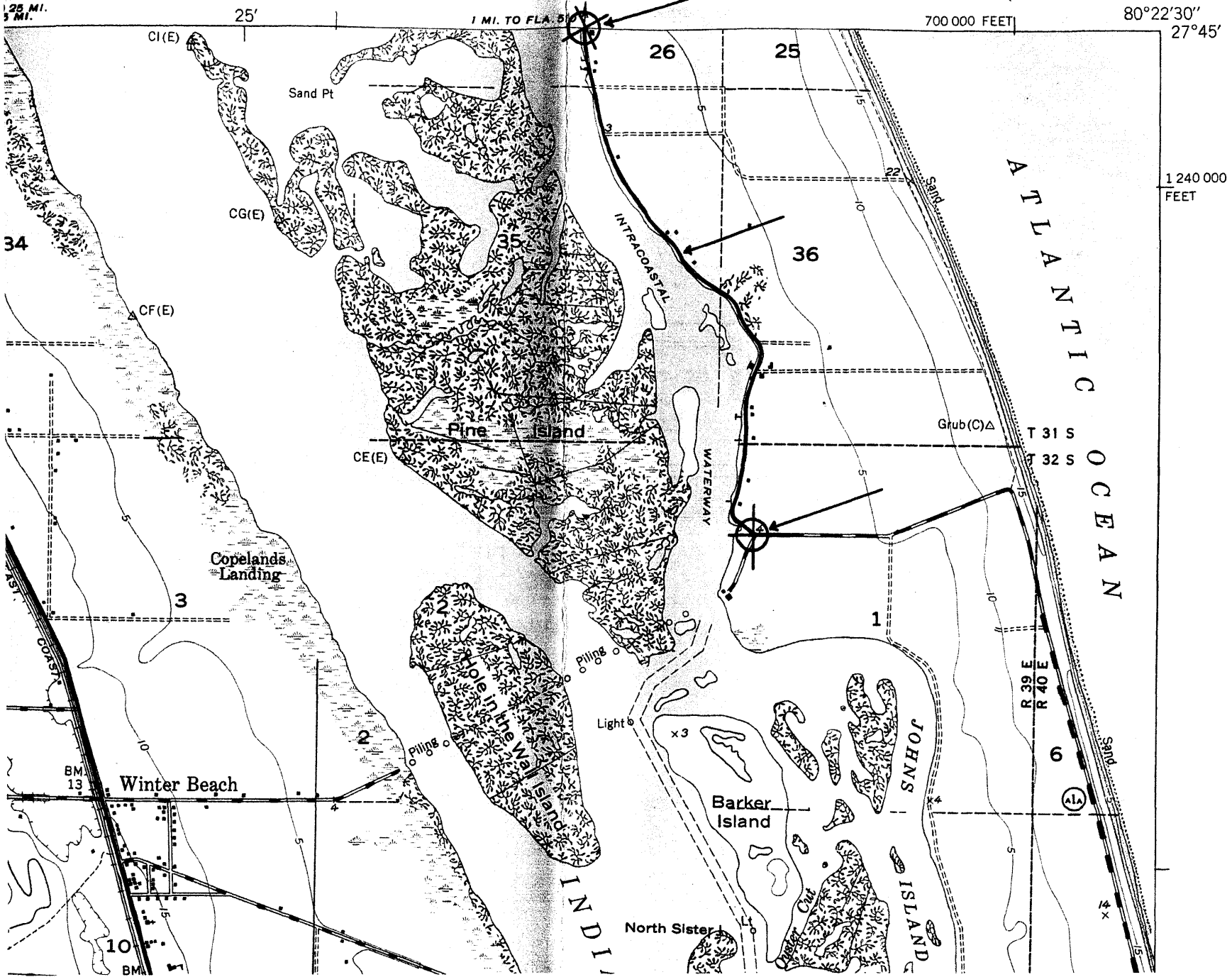
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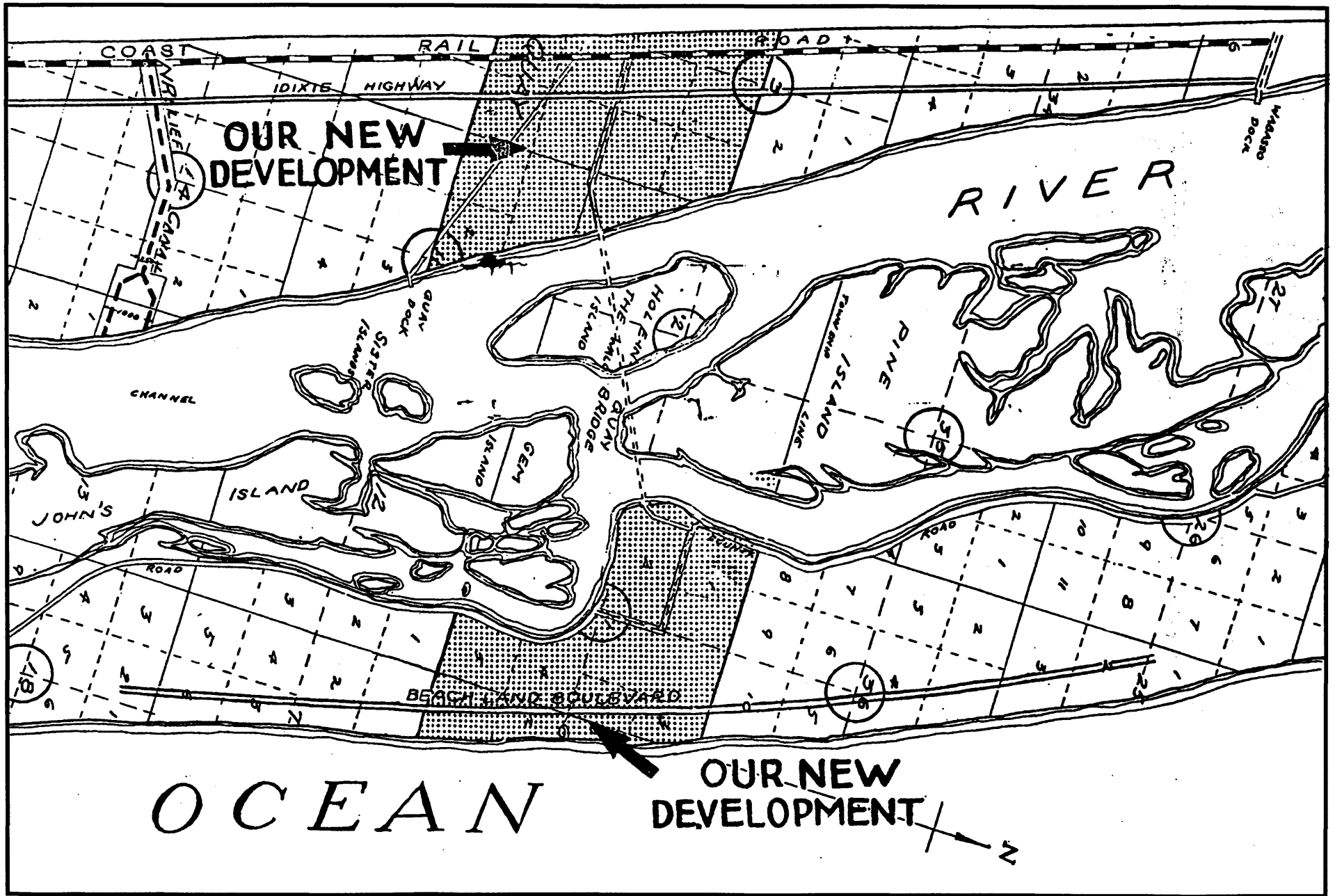
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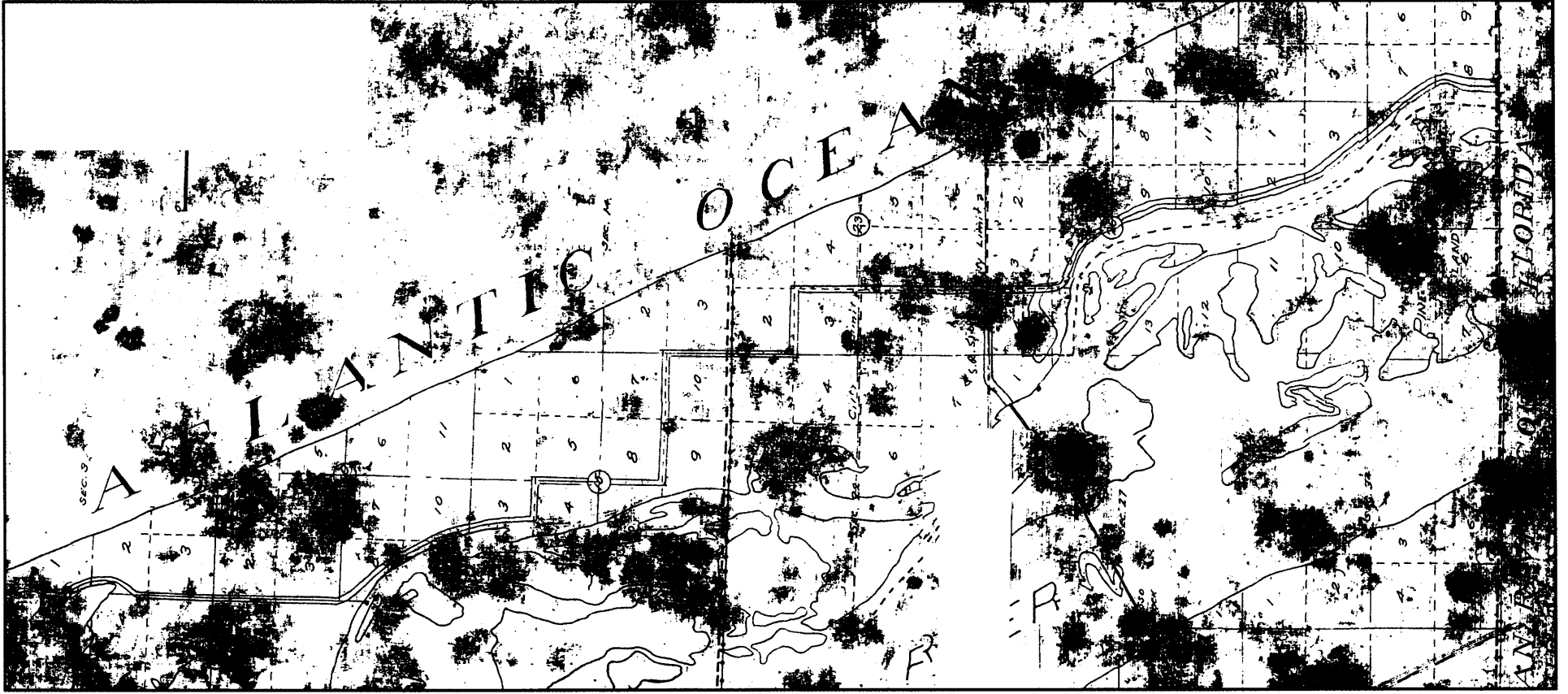
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FLORIDA-INDIAN RIVER CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

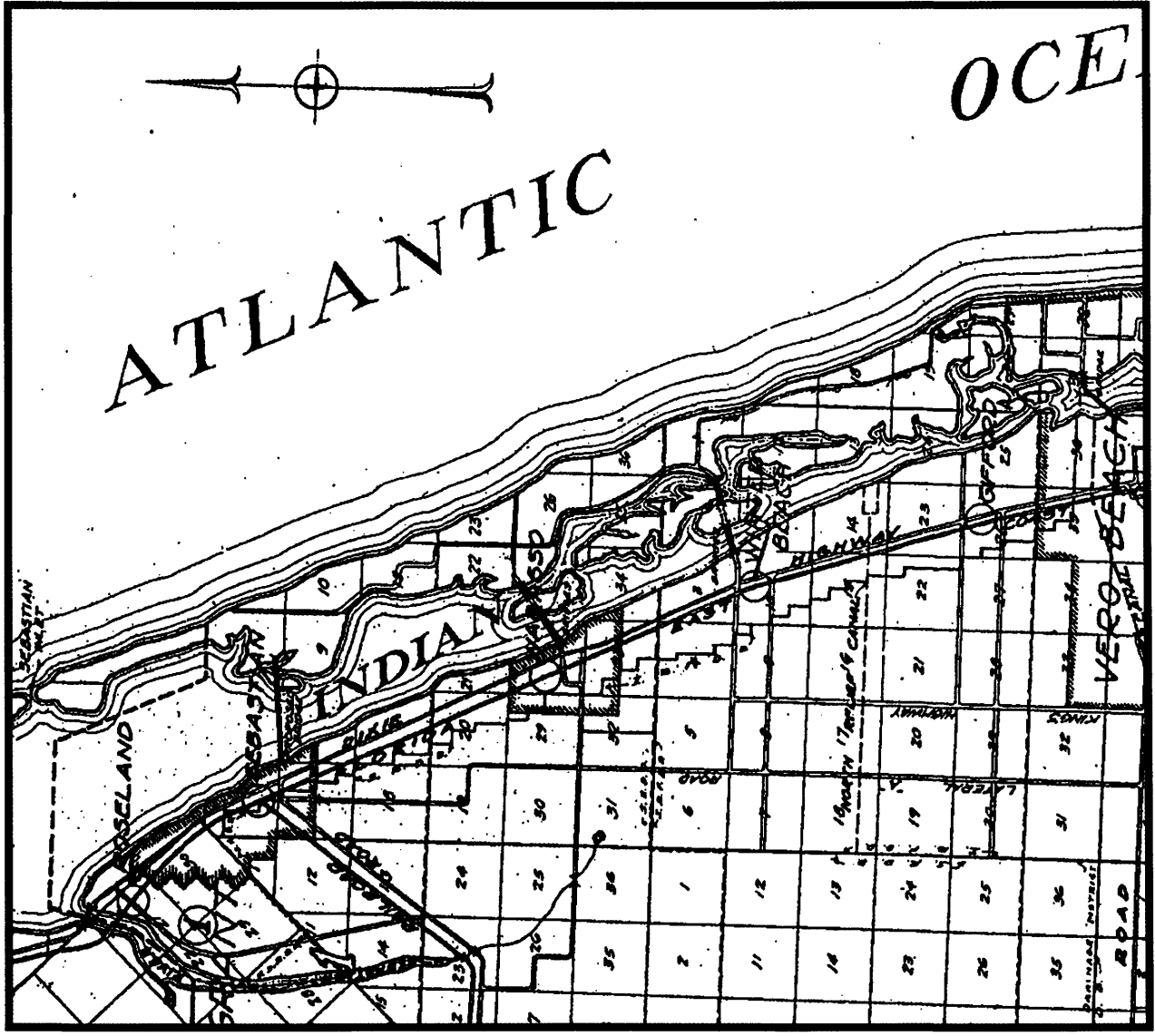
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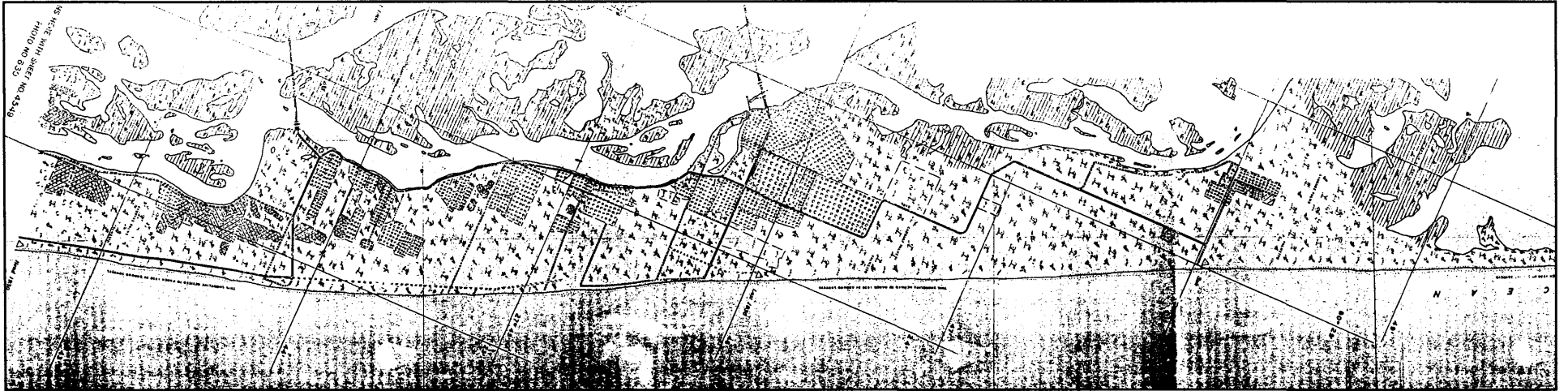












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