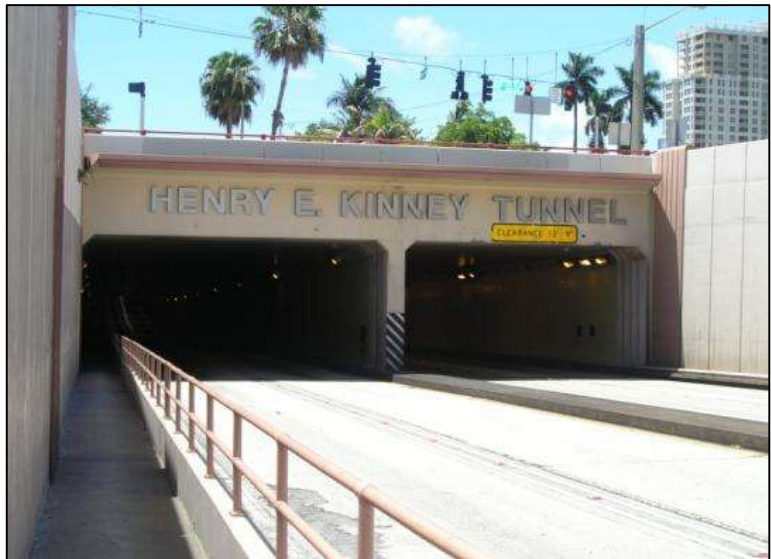


## UNIQUE TRANSPORTATION RESOURCES

In addition to the bridges included in this 2010 Historic Highway Bridge Survey update, two unique transportation resources were identified: the Henry E. Kinney Tunnel, in Broward County, and the Fort Gates Ferry Slip in Putnam County. A description and evaluation of each resource follows.

**Henry E. Kinney Tunnel**  
US-1/SR-5 under New River  
Broward County  
FDOT #860003, 8BD4504

The 1960 Henry E. Kinney Tunnel carries US-1/SR-5 under the New River in downtown Ft. Lauderdale. It is the only tunnel in the state of Florida. Constructed by the Rhode Island firm, Thorington Construction Company, Inc. and Alfred Spear, the 864-foot long tunnel replaced a double-leaf bascule bridge that operated from 1926 to 1958. Construction began in October 1958 and was completed in 1960. The tunnel opened on December 9, 1960.



**Photo 5-83. Henry Kinney Tunnel, Broward County (No. 764039)**

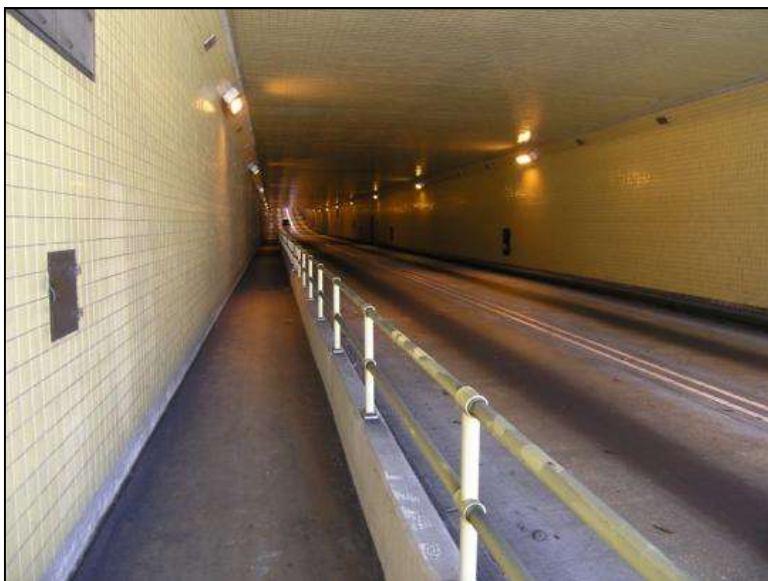
US-1/SR-5 is a critical transportation artery for Ft. Lauderdale. The former bascule bridge proved problematic due to the low vertical clearance which required frequent and disruptive openings to both boat and vehicular traffic. This junction was known as the worst bottleneck on US-1 from Main to Florida.<sup>139</sup> Although debate ensued over whether this bridge replacement should be with another bridge or a tunnel, public majority vote favored a tunnel and the State Road Department began plans for it in 1957. The tunnel was designed by New York engineering firm Singstad and Baillie, who also designed the Baltimore Harbor Tunnel. Originally known as the New River Tunnel, it was renamed in 1986 after Henry E. Kinney, editor of the Broward County edition of the *Miami Herald* whose determination and coverage of the tunnel weighed heavily in its final selection. Kinney had further local significance as a founding trustee of Nova University and his role in the resolution of other local issues; he passed away in 1985.

The 864-foot long tunnel is anchored to the riverbed bedrock by 3000 reinforcing rods. The distance from walled approach to walled approach is over 2000 feet.<sup>140</sup> At its midpoint, the tunnel roadway is 35 feet beneath the surface of the river. The tube side walls are constructed of 33-inch thick reinforced class “A” concrete surrounded by 4-inch thick poured-in-place reinforced class “B” tunnel concrete. The east (northbound) tube contains a pedestrian sidewalk. To prevent flooding, the tunnel is equipped with electric sump pumps.

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<sup>139</sup> Panamerican Consultants, Inc., *Recordation of the Henry E. Kinney Tunnel in Fort Lauderdale, Broward County, Florida*, (Tampa, FL: Panamerican Consultants, Inc., 2008), 5.

<sup>140</sup> Williams, Verne, “They Said Nobody Could Do IT . . .” *The Miami News*, December 1, 1960.



**Photo 5-84. Henry Kinney Tunnel - Interior, Broward County (No. 764039)**

Architecturally, the Henry E. Kinney Tunnel derives its significance from its Art Deco elements. Although this style was popular in the 1920s and 1930s, the tiling, shaped and stepped pilasters, and scored vertical lining are Art Deco elements that adorn the tunnel. The tunnel walls and ceiling are clad with over one million four-inch-square yellow enamel tiles, its most distinguishing feature. The streamlined, bright and durable tiles and vertically scored concrete walls at the north and south approaches exemplify the Art Deco theme. The sloping concrete entrance walls also have decorative panels that have rounded, stepped tops, a characteristic Art Deco feature.

The Henry Kinney Tunnel is the only resource of its type in Florida. It was determined “potentially eligible” for listing in the NRHP by the SHPO in July 2009. “Because of its unique design and advanced engineering,”<sup>141</sup> the tunnel is significant under Criterion C in the areas of Architecture and Engineering. It also is eligible under Criterion A in the area of Community Planning and Development for its significant historical role in the development of Fort Lauderdale.



**Photo 5-85. Fort Gates Ferry, Putnam County (No. 764039)**

#### **Fort Gates Ferry Timber Girder Slip over the St. Johns River**

Putnam County  
FDOT #764039, 8PU1629

This 34-foot timber girder slip is located on the east bank of the St. Johns River near Crescent City in Putnam County. In the absence of a bridge, it supports the one-half mile passage of vehicles across the St. Johns River. The only resource of its type in Florida, the timber girder was constructed in 1924. It consists of two spans and features a vertically-laid wood slat deck. Although reconstructed in 1985, it retains its historical integrity as repairs used in-kind materials and construction methods. It was possibly also lengthened at the time of reconstruction.

This historic location and cross point for ferry service dates to the mid-19<sup>th</sup> century. Before it was a fish camp or ferry port, Fort Gates was a federal encampment during the Second Seminole War (1835-1842). The Confederate Army operated a man-powered crossing for troops during the Civil War. Public ferry

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<sup>141</sup> Knowles, Jeanette, 8BD4504 FMSF form, November 18, 2008.