



Photo 7-12. The 13th Street Bridge from its Western Approach.

However, in 2005, the character-defining railings of both the Madonna Boulevard Bridge and the 13th Street Bridge were removed and replaced with a concrete wall topped with aluminum rails. **Photo 7-13** shows the new railing on the Madonna Boulevard Bridge. These dramatic alterations effectively destroyed the significance of each bridge, which derived their importance under NRHP Criterion C in the area of Architecture.



Photo 7-13. Madonna Boulevard Bridge with Replaced Railing, June 2010.

A similar fate has adversely affected the historic **Granada Boulevard Bridge** (No. 875306) which carries Granada Boulevard over the Coral Gables Canal in Miami-Dade County. The original 1930 concrete arch deck bridge, associated with the residential development of Coral Gables, featured a slotted cast concrete railing designed to give an appearance of greater length and style to the structure (**Photo 7-14**). The narrow, high, and pointed slots resulted in a distinctly different appearance than the oval slots used in standard design railings during the 1930s and later. In ca. 2005, the aesthetically pleasing railing was replaced with concrete posts and aluminum rails, thereby destroying the significant character-defining feature of the bridge which qualified the structure for listing in the NRHP under Criterion C in the area of Architecture. The Granada Bridge, shown with the non-historic rail in **Photo 7-15**, no longer meets the NRHP eligibility criteria.



Photo 7-14. Original Appearance of the Granada Boulevard Bridge.



Photo 7-15. The Granada Boulevard Bridge with Replaced Railing, 2010.