

Stylistically, the four Nurmi Isles bridges are compatible in design with the Art Moderne style of the neighborhood. Each contains three 24-foot spans, with solid concrete railings with large rectangular and smaller square balusters set in a uniform pattern on each bridge. In addition, all four structures feature planters at each corner of their approaches. **Photos 6-1 and 6-2** illustrate the basic bridge design.



Photo 6-1. Isle of Venice Bridge (No. 865734)



Photo 6-2. Royal Palm Drive Bridge (No. 865737)

In 2008, the four Nurmi Isles bridges were determined NRHP-eligible by the SHPO as contributing elements to the Nurmi Isles Resource Group and to the larger NRHP-eligible Las Olas Islands under Criteria A and C.

Duck Key Bridges, Monroe County

Duck Key remained virtually unsettled after the 1830 collapse of the island’s salt-producing industry until the mid-1950s and the establishment of the Indies Inn, a fashionable resort on Duck Key. In 1955, developers constructed the four historic Duck Key Bridges. An additional bridge, which does not exhibit the same level of architectural detail, was constructed on Duck Key in 1967; it does not contribute to the group of 1955 Duck Key Bridges. The building of the Duck Key Bridges was related to the development of the Indies Inn and to the opening of Duck Key to residential development. The Indies Inn is no longer in business, but the site remains in operation as Hawks Cay Resort.

In the decades following World War II, bridge design tended towards strict functionality and uniform design standards. Aesthetic considerations were, for the most part, not commonly addressed in the design of bridge structures. As a result, these four bridges (**Table 6-2**) are significant for their aesthetics as well as their historical association with the real estate development of Duck Key. All were determined individually NRHP-eligible in the 2000 survey under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Architecture.

Table 6-2. Duck Key Bridges.

FDOT No.	FMSF No.	Bridge* Type	Date	Name/Route Carried/Feature Intersected
904602	8MO2137	Concrete arch deck	1955/82	Truman Bridge/Duck Key Drive / Unnamed channel
904603	8MO2136	PSC channel beam	1955/82	Bimini Drive/Sam’s Canal
904604	8MO2135	PSC channel beam	1955/82	Harbour Drive/Joe’s Canal
904606	8MO2138	PSC channel beam	1955/82	Rosen Bridge/Seaview Drive/ Unnamed canal

* PSC – Prestressed Concrete

The four Duck Key bridges are located in Monroe County on the southeast side of the Overseas Highway at approximate Mile Marker 61. This bridge group includes one concrete arch deck bridge and three concrete channel beam bridges, all constructed in 1955 and rehabilitated in 1982. The rehabilitation left their historic appearances intact. As part of the planned development of Duck Key, each was designed with a view towards appearance. As a result, these four bridges represent historically notable resources for their aesthetics as well as their historical association with the real estate development of Duck Key. The various aesthetic treatments on the bridges give them a unity of design without sacrificing the unique character of each bridge's individual appearance. All structures feature concrete balusters interspersed with rectangular concrete piers. These piers, in turn, are topped with a decorative element. The designs of these decorative elements, as well as the balusters and piers, are unique to each bridge.

Dedicated to President Harry S. Truman in 1964 to commemorate his many visits to Duck Key, the **Truman Bridge** carries Duck Key Drive across the unnamed waterway that separates Indies Island from the remainder of Duck Key. The 76-foot long reinforced concrete structure consists of three arch deck spans. Its balustrade consists of urn-shaped balusters bounded by rectangular concrete piers topped with concrete pineapples (**Photo 6-3**). In addition, a sign commemorating the naming of the bridge is set in molded concrete flanking the approach to the bridge. The **Bimini Drive Bridge**, a reinforced concrete channel beam structure, is 41 feet long and carries Bimini Drive over Sam's Canal. As on the Truman Bridge, the bridge railings feature urn-shaped balusters and rectangular concrete piers (**Photo 6-4**); however, the piers are topped with sculpted concrete papayas rather than pineapples.



Photo 6-3. Truman Bridge (No. 904602)

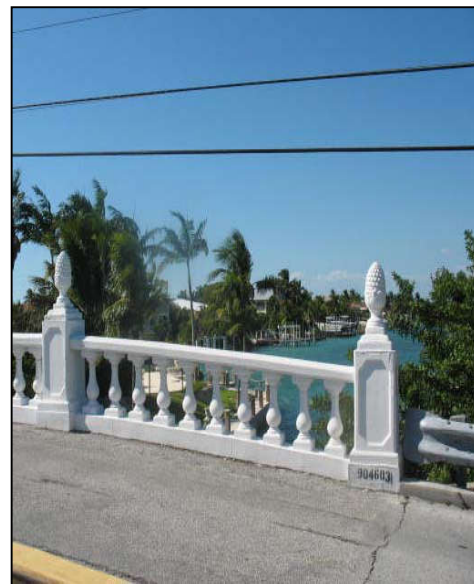


Photo 6-4. Bimini Bridge (No. 904603)

The **Harbour Drive Bridge**, a 55-foot long reinforced concrete channel beam bridge, crosses Joe's Canal. Though the concrete papayas and rectangular piers of its balustrade exist on other bridges, the lace-like balusters (**Photo 6-5**) on the Harbour Drive Bridge are only found on this one of the four Duck Key Bridges. In addition, six relief diamonds decorate both sides of the bridge. The reinforced concrete channel beam **Rosen Bridge** carries Seaview Drive over an unnamed channel and presents yet another unique blend of features on its bridge railings. On this 55-foot long structure, the balusters are cylindrical concrete columns covered with sculpted concrete ivy (**Photo 6-6**). On this bridge, the posts are topped

with molded concrete pineapples. A metal bridge plaque dedicating the bridge "In Memory of Cathy Rosen Duck Key Bridge Tender" is located on a railing post at the east approach.



Photo 6-5. Harbour Bridge (No. 904604)



Photo 6-6. Rosen Bridge (No. 904606)

Sunset Island Bridges, Miami-Dade County

Three reinforced concrete tee-beam bridges (**Table 6-3**) connect the Sunset Islands in Biscayne Bay with Miami Beach. These bridges were constructed by the Sunset Island Company in 1926. A fourth bridge connecting these islands, Sunset Island Bridge Number 3, was replaced in 1995. Sunset Island Bridge Nos. 1 and 2 were determined NRHP-eligible by the Florida SHPO in 2010. They are significant under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Architecture. Although development on the islands did not actually begin until 1936, their association with the 1920s development of the Sunset Islands heightens the importance of these bridges. The Sunset Island Company planned these bridges, with an emphasis on their appearance, in hopes of attracting development to the islands. While simple from an engineering perspective, the decorative balustrades and ornate, wrought iron lampposts provide these bridges with a notably elegant appearance, and thus lend aesthetic significance. Sunset Island Bridges Nos. 2 and 4 were rehabilitated in the 1990s. In general, these rehabilitations improved both structures in order to meet current roadway safety standards while maintaining their historical integrity. In addition, both bridges had suffered a great deal of deterioration since 1929, especially along the balustrades. All four balustrades were replaced with matching balustrades in accordance with the Secretary of the Interior’s rehabilitation standards.

Table 6-3. Sunset Island Bridges.

FDOT No.	FMSF No.	Year Built	Route Carried / Feature Intersected
876707	8DA6441	1926	Sunset Drive over Sunset Lake Canal (Bridge No. 1)
876708	8DA5828	1926	Sunset Drive over Sunset Lake Canal (Bridge No. 2)
876710	8DA5829	1926	W. 29 th Street over Sunset Lake Canal (Bridge No. 4)

Sunset Island Bridge No. 1 (No. 876707; **Photo 6-7**) is a fine example of a curved concrete tee-beam bridge. In developing its real estate holdings on small islands in Biscayne Bay, the Sunset Island Company