

spans provided a cost-effective alternative to movable spans in situations requiring only temporary openings for the passage of vehicles through a navigable waterway. Three functionally distinctive bridge groups are illustrated:

- Railroad Grade Separations (Statewide)
- Removable Span Bridges, South Florida
- Commodore Point Expressway Bridges, Duval County

Bridges also may be significant for their associations with other bridges. The most obvious example is a group of contemporaneous bridges that stretches across the same body of water. Highlighted are the:

- Overseas Highway Bridges in Monroe County

DESCRIPTION OF BRIDGE GROUPS

Among the groups of bridges described below are individual bridges of merit, meeting the criteria of eligibility for listing in the NRHP. In other cases, the individual bridge lacks distinction, but may be significant as a contributing resource to a historic district; the definition of such districts was beyond the scope of this inventory survey.

Nurmi Isles Bridges, Broward County

The four bridges that make up the Nurmi Isles Neighborhood group (**Table 6-1**) were constructed in 1948 across the Las Olas Canal to provide access to the Nurmi Isles neighborhood in Fort Lauderdale.¹⁴⁵ The Nurmi Isles are part of a larger Land Boom development known as the Las Olas Islands. In 1920, the New River Development Company began its project by dredging the wetlands and building up land with the spoil. Charles G. Rhodes and William F. Morang pioneered the creation of finger islands with their subdivisions, Riviera and Venice, further south of Nurmi Isles. Their finger island concept would be copied extensively; the human-designed, narrow strips of dredge fill alternating with channels of water offered every home waterfront property. Bridges were built to the Las Olas Islands, but development did not occur until after World War II. In 1944, Victor Nurmi purchased the undeveloped islands for \$250,000 and planned 250 homes. Construction began with deeper dredging of the existing waterways, constructing more bridges, replacing the existing seawalls with five miles of new concrete walls, the paving of boulevards, and landscaping.¹⁴⁶ Architects Clinton Gamble and Robert E. Hansen and their firms produced many of the home designs, choosing to deliberately stray from the then more popular Mediterranean Revival style to a style characterized by simple geometric planes and lines, white stucco walls, large glass openings, and circular windows trimmed with hand-wrought iron motifs.

Table 6-1. Nurmi Isle Bridges.

FDOT No.	FMSF No.	Year Built	Route Carried / Feature Intersected
865734	8BD3149	1948	Isle of Venice over Las Olas Canal
865735	8BD3150	1948	Fiesta Way over Las Olas Canal
865736	8BD3168	1948	Nurmi Drive over Las Olas Canal
865737	8BD3169	1948	Royal Palm Drive over Las Olas Canal

¹⁴⁵ SEARCH, Historic Structure Assessment of the Nurmi Isles Bridges, 2007.

¹⁴⁶ SEARCH, 2007.

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