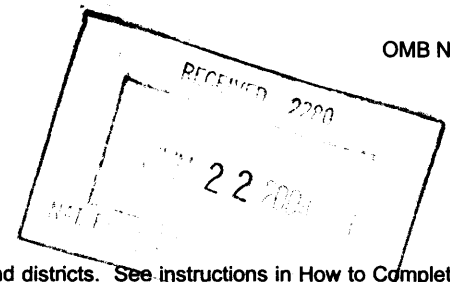
NPS Form 10-900
(Rev. 10-90

OMB No. 1024-0018



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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 Overseas Highway and Railway Bridges (Amendment)

other names/site number Bridges of the Florida East Coast Railway, Key West Extension/8MO1131

2. Location

street & number Parallel to Highway U.S. 1 (approx. MM 9.8-72.8) n/a ☐ not for publication

city or town Key Largo to Key West ☒ vicinity

state Florida code FL county Monroe code 087 zip code n/a

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.)

Barbara C. Mattick, DSHPO for Survey & Registration 6/7/04
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) _____

for Signature of the Keeper Date of Action

Daniel J. Vivian
8/4/04

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
20	0	structures
0	0	objects
20	0	total

Name of related muitiple 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

3

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Rail Related
Transportation: Road Related (vehicular)

Current Functions
(Enter categories from instructions)

Recreation and Culture: Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions)

n/a

Materials
(Enter categories from instructions)

foundation Concrete
walls n/a
roof n/a
other Metal: Steel

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
Engineering

Period of Significance

1906-1954

Significant Dates

1912
1935

Significant Person

n/a

Cultural Affiliation

n/a

Architect/Builder

Krome, William J. and Meredith, Joseph, Engineers

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

_____

10. Geographical Data

Acreage of Property See Continuation Sheet

UTM References
(Place additional references on a continuation sheet.)

	Zone	Easting	Northing
1			
2			
3			
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 Stephen Bowes, NPS; Debra Stucki, Monroe Co. Planner, & Barbara E. Mattick/DSHPO for Survey & Registration

organization Bureau of Historic Preservation date June 2004

street & number R.A. Gray Building, 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 Board of Trustees of the Internal Improvement Trust Fund (contact: Eva Armstrong, Div. of State Lands, DEP

street & number 3900 Commonwealth Boulevard telephone (850) 488-2725

city or town Tallahassee state FL zip code 32399-3000

SUMMARY

This nomination is an amendment to the previously listed, Overseas Highway and Railroad Bridges, which was listed in the National Register in 1979. The original nomination included only Bahia Honda Channel Bridge, Seven Mile Bridge, and Long Key Bridge. The amendment expands the old nomination, adding the other twenty bridges to create a discontiguous district that includes all twenty-three of the intact Flagler railroad bridges in the Overseas Railway/Highway. Historically, the official name of the series of bridges was the Key West Extension of the Florida East Coast Railway. The Key West Extension of the Florida East Coast Railway, therefore, consists of twenty-three unattached structures stretching from a few miles north of Layton, Florida, southwesterly to a few miles North of Key West, Florida, the southernmost point in the United States. Nearly all of the bridges, with the exception of the Seven Mile and Bahia Honda bridges, are of concrete arch construction. These two bridges are of steel plate girder and steel trusses construction respectively. Although similar in design, each of the bridges varies in length, number of arches, and width. The builders filled the areas above the spandrels and arches with earth and lime rock with steel floor beams installed transversely in each span to support a twelve-inch concrete deck. The bridge decks are overlaid with a bituminous wearing surface. The number of floor beams per span varies from five to eight beams. In all, it required seventeen miles of bridges and twenty miles of fill embankments to connect the Keys to the mainland. During their construction, nearly 4,000 workers labored simultaneously on the bridges. By the time the project reached its completion, more than 30,000 people had participated in its construction.

SETTING

The bridges in the district are part of the original railroad line that Henry Flagler built from the Florida mainland south to Key West. The bridges connect a chain of islands in the Florida Keys. In 1938, the railroad line was converted to become the Overseas Highway for vehicular traffic. In the 1980s a new highway was constructed parallel to and just west of the old road.

BRIDGES

(Described from the southern most to the northern most bridge in the district. Mile marker references coincide with the approximate center of each bridge.)

1. Rockland Channel

The Rockland Channel Bridge (Photo 1) at Mile Marker 10 provides a connection between Boca Chica Key and Big Coppit Key; linking the communities of Key West to Big Coppit. The structure, consisting of 60 concrete arches placed on 20-foot-6-inch centers, is 1230 feet long. The base of the bridge is 13 feet wide, and its deck

is a 24-foot wide, 12-inch cast-in-place concrete deck with an asphalt overlay. The deck rests on 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. Although painted previously, the beams contain a considerable amount of corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is a 2-foot-7.5-inch wide and consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot-3-inch centers and extending 24 inches above the roadway deck. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A temporary concrete barrier at the ends of the roadway deck and guardrails prevent vehicular access.

2. Shark Channel

The Shark Channel Bridge (Photo 2), located at Mile Marker 11, provides a connection between the Big Coppitt Key and Shark Key, linking the communities of Big Coppitt to Lower Sugarloaf. This bridge is currently open to pedestrian and bicycle traffic. It is 1989 feet long and has 97 concrete arches placed on 20-foot-6-inch centers. The base of the bridge is 13 feet wide. The deck of the bridge is a 24-foot wide, 12-inch thick cast in place concrete deck with an asphalt overlay. The deck, placed over 14 WF 43 Steel I-Beams, supports the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2 feet- 7.5-inches wide and sits 24 inches above the roadway deck. The deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A 14-foot wide strip of the asphalt overlay of the roadway deck has been roto-milled and new asphalt pavement laid to provide a smooth level surface that functions as a multi use trail. White thermoplastic pavement marking has been placed at the outside edge of the new asphalt.

3. Saddlebunch Number 5

The Saddlebunch Number 5 Bridge (Photo 3), located at Mile Marker 12.5, provides a connection between two unnamed landmasses within the Saddlebunch Keys, and connects the communities of Big Coppitt to Lower Sugarloaf. This structure, currently open to pedestrian and bicycle traffic, is 800 feet long with a total of 39 concrete arches. The base of the bridge is 13 feet wide. The deck of the bridge is a 24-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck sits on 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2 feet 7.5-inches wide and sits 24-inch above the roadway deck, consisting of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A 14-foot wide strip of the asphalt overlay of the roadway

deck has been roto-milled and new asphalt pavement laid to provide a smooth level surface that functions as a multi use trail. White thermoplastic pavement marking is located at the outside edge of the new asphalt.

4. Saddlebunch Number 4 Bridge

The Saddlebunch Number 4 Bridge (Photo 4), located at Mile Marker 13.3, provides a connection between two unnamed landmasses within the Saddlebunch Keys and links the communities of Big Coppitt to Lower Sugarloaf. This bridge, currently open to bicycle and pedestrian traffic, is 800 foot long with a total of 39 concrete arches. The base of the bridge is 13 feet wide. The deck of the bridge is a 24-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck rests on 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2-feet 7.5-inches wide and sits 24 inches above the roadway deck. The deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A 14-foot wide strip of the asphalt overlay of the roadway deck has been roto-milled and new asphalt pavement laid to provide a smooth level surfaces that function as a multi-use trail. White thermoplastic pavement marking has been placed at the outside edge of the new asphalt.

5. Saddlebunch Number 3 Bridge

The Saddlebunch Number 3 Bridge (Photo 5), located at Mile Marker 14.2, provides a connection between two unnamed landmasses within the Saddlebunch Keys and links the communities of Big Coppitt to Lower Sugarloaf. This bridge, open to pedestrian and bicycle traffic, is 656 feet long with a total of 32 concrete arches. The base of the bridge is 13 feet wide. The deck of the bridge is a 24-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2-feet 7.5-inches wide and lies 24 inches above the roadway deck. The deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A 14-foot wide strip of the asphalt overlay of the roadway deck has been roto-milled and new asphalt pavement laid to provide a smooth level surface that functions as a multiuse trail. White thermoplastic pavement marking has been placed at the outside edge of the new asphalt.

6. Saddlebunch Number 2 Bridge

The Saddlebunch Number 2 Bridge (Photo 6), located at Mile Marker 14.5, provides a connection between landmasses within the Saddlebunch Keys and links the communities of Big Coppitt to Lower Sugarloaf. This bridge, currently open to bicycle and pedestrian traffic, is 554 feet long and has a total of 27 concrete arches. The bases of the arches are 13 feet wide. The deck of the bridge is a 24-foot wide cast 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2-feet 7.5-inches wide and rests 24 inches above the roadway deck. The roadway deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A 14-foot wide strip of the asphalt overlay of the roadway deck has been roto-milled, and new asphalt pavement laid to provide a smooth, level surface that functions as a multiuse trail. White thermoplastic pavement marking has been placed at the outside edge of the new asphalt.

7. Lower Sugarloaf Bridge

The Lower Sugarloaf Bridge (Photo 7), located at Mile Marker 15.3, provides a connection between landmasses within the Saddlebunch Keys and will eventually provide a continued link to the Lower Sugarloaf community. This bridge will be retrofitted into a bicycle and pedestrian facility in 2004. The structure is 1209.5 feet long with a total of 59 concrete arches. The bases of the arches are 13 feet wide. The deck of the bridge is a 24-foot wide cast 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2 feet 7.5 inches wide and lies 24 inches above the roadway deck, consisting of a concrete curb and 2 concrete rails supported by concrete posts placed on 10-foot 3-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

8. Park Channel Bridge

The Park Channel Bridge (Photo 8), located at Mile Marker 18.8, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 25.5 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the

mid 1960s following the opening of the new US Highway 1. The structure is 779 feet long, consisting of 38 concrete arch spans. The area above the spandrels and arches is filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12 "thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The barrier system is a reinforced concrete post and rail system on a concrete curb. Overall, the structure is in good condition, however, extensive cleaning and repainting of steel floor beams as well as patching spalls, cleaning exposed rebar and sealing cracks in concrete will be required to rehabilitate the existing structure to extend its useful life and facilitate reuse as a pedestrian/greenway trail bridge.

9. Bow Channel Bridge

The Bow Channel Bridge (Photo 9), located at Mile Marker 20.3, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 25.5 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid 1960s following the opening of the new US Highway 1. The structure is 1302 feet long, consisting of 42 concrete arch spans. The area above the spandrels and arches is filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12 inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The bridge employs a barrier system, consisting of a reinforced concrete post and rail system on a concrete curb. Overall, the structure is in fair condition, however, the structure requires extensive cleaning and repainting of steel floor beams as well as patching spalls, cleaning exposed rebar and sealing cracks in concrete to rehabilitate and extend its useful life and to facilitate reuse as a pedestrian/greenway trail bridge.

10. Kemp Channel Bridge

The Kemp Channel Bridge (Photo 10), located at Mile Marker 23.5, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 25.5 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid 1960s following the opening of the new US Highway 1. The structure is 992 feet long and consists of 32 concrete arches. The area above the spandrels and arches is filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12 inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The barrier system is a reinforced concrete post and rail system on a concrete curb. Overall the structure is in fair condition, however, extensive cleaning and enclosing of steel floor beam ends in concrete as well as patching spalls, cleaning exposed rebar and sealing

cracks in concrete will be required to rehabilitate the existing structure to extend its useful life and facilitate reuse as a pedestrian/greenway trail bridge.

11. Niles Channel Bridge

The Niles Channel Bridge (Photo 11), located at Mile Marker 25.5, provides a connection between the Summerland Key and Ramrod Key. The structure is a 4,433 foot long and consists of 143 concrete arches. The arches are placed on 31-foot centers, and the bases of the arches are 13 feet wide. The deck of the bridge is a 24-foot wide cast 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 1-foot seven inches wide and lies 24 inches above the roadway deck, consisting of a concrete curb and 2 concrete rails supported by concrete posts placed on 15-foot six-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. Spans 68 through 76 have been removed to allow for a navigation channel. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

12. South Pine Channel Bridge

The South Pine Channel Bridge (Photo 12), located at Mile Marker 28.8, is 806 feet long and consists of 26 concrete arches placed on 31-foot centers. The base of the arch is 13 feet wide. The deck of the bridge is a 24-foot wide cast, 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The bridge abutment is 2-feet 4.5-inches wide and rests 24 inches above the roadway deck. The deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 15-foot 6 inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. Spans 14, 15, and 16 have been removed to allow for a navigation channel. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

13. Spanish Harbor Bridge

The Spanish Harbor Bridge (Photo 13), located at Mile Marker 33.5, is 3311 feet long and consists of 77 concrete arches placed on 31-foot centers. The base of the arch is 13 feet wide. The deck of the bridge is a 24-foot wide cast 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The

bridge abutment is 2-feet 4.5 inches wide and sits 24 inches above the roadway deck. The deck consists of a concrete curb and 2 concrete rails supported by concrete posts placed on 15-foot 6-inch centers. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. Spans 2, 71,72 and 73 have been removed to allow for a navigation channel. The bridge deck has been restored to its original width of 13 feet. Other renovations include the installation of a new barrier system over spans 74 through 77 in order to provide an area for fishing and a 10.5 inch wide concrete railing that extends 3-feet 4-inches above the bridge deck.

(Bahia Honda Bridge, NR 1979)

14. Ohio-Bahia Honda Bridge

The Ohio-Bahia Honda Bridge (Photo 14), located at Mile Marker 38.5, provides a connection between the Bahia Honda Key and Missouri Key. The structure is 1005 feet long and consists of 49 concrete arches placed on 20-foot-6 inch centers. The base of the arch is 13 feet wide. The deck of the bridge is a 22-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted, but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The deck curbing is 1-foot-6 inches wide with a barrier post and beam railing made from recycled steel rails welded to the bridge deck beams at 6'-10" centers extending to a height of 3-feet above the roadway deck. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

15. Ohio-Missouri Bridge

The Ohio-Missouri Bridge (Photo 15), located at Mile Marker 39.3, provides a connection between the Ohio Key and Missouri Key. The structure is 1394 feet long and consists of 68 concrete arches placed on 20-foot 6-inch centers. The base of the arch is 13 feet wide. The deck of the bridge is a 22-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The deck curbing is 1-foot 6 inches wide with a barrier post and beam railing made from recycled steel rails welded to the bridge deck beams at 6 foot 10-inch centers extending to a height of 3-feet above the roadway deck. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

16. Missouri - Little Duck Bridge

The Missouri - Little Duck Bridge (Photo 16), located at Mile Marker 39.8, provides a connection between the Little Duck Key and Missouri Key. The structure is 800 feet long and consists of 39 concrete arches placed on 20-foot 6-inch centers. The bases of the arches are 13 feet wide. The deck of the bridge is a 22-foot wide 12-inch thick cast in place concrete deck with an asphalt overlay. The deck is placed over 14 WF 43 Steel I-Beams supporting the cantilever of the roadway deck. The beams were once painted but currently have a significant amount of active corrosion on both the upper and lower flanges as well as the webs. The deck curbing is 1.5-feet wide with a barrier post and beam railing made from recycled steel rails welded the bridge deck beams at 6' centers extending to a height of 3-feet above the roadway deck. There is a considerable amount of spalling and corrosion of steel reinforcement in all of the concrete elements. A temporary concrete barrier has been placed at the ends of the roadway deck at the ends of the bridge and guardrail installed to prevent vehicular access.

(Seven Mile Bridge, NR 1979)

17. Toms Harbor Bridge

The Toms Harbor Bridge (Photo 17), located at Mile Marker 60.8, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 23 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid 1960s following the opening of the new US Highway 1. The entire length of the structure has been cut back to the original width of the Old Flagler Railroad Bridge of 13 feet. The structure is 1935 feet long, consisting of 45 concrete arches, and one bascule span. The area above the spandrels and arches are filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12-inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The new barrier system is a reinforced concrete post and rail system on a concrete curb. The existing concrete barrier system needs to be modified to accommodate the bicycle standard railing height of 54-inches. In addition, fishing platforms will be cantilevered over the sides of the bridges to ease conflict between fisherman and pedestrians.

18. Toms Harbor Cut Bridge

The Toms Harbor Cut Bridge (Photo 18), located at Mile Marker 61.5, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 23 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid 1960s following the opening of the new US Highway 1.The entire length of the structure has been cut

back to the original width of the Old Flagler Railroad Bridge of 13 feet. The structure is 1677 feet long, consisting of 39 concrete arches, and one bascule span. The areas above the spandrels and arches is filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12-inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The new barrier system is a reinforced concrete post and rail system on a concrete curb. Overall the structure is in good condition. The existing concrete barrier system needs to be modified to accommodate the bicycle standard railing height of 54-inches. In addition, fishing platforms will be cantilevered over the sides of the bridges to ease conflict between fisherman and pedestrians.

(Long Key Bridge, NR 1979)

19. Channel # 5 Bridge

The Channel # 5 Bridge (Photo 19), located at Mile Marker 71.2, was formerly part of the Old Flagler Railroad retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 23 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid 1960s following the opening of the new US Highway 1. The entire length of the structure has been cut back to the original width of the Old Flagler Railroad Bridge of 13 feet. The structure is 4516 feet long, and consists of 102 concrete arches and one bascule span. Spans 48 through 69, and 104 have been removed for navigational purposes. The areas above the spandrels and arches are filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12-inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The new barrier system is a reinforced concrete post and rail system on a concrete curb. Overall the structure is in fair condition, however, extensive cleaning and enclosing of steel floor beam ends in concrete as well as patching spalls, cleaning exposed rebar and sealing cracks in concrete will be required to rehabilitate the existing structure to extend its useful life. The existing concrete barrier system needs to be modified to accommodate the bicycle standard railing height of 54-inches. In addition, fishing platforms will be cantilevered over the bridge sides to ease conflict between fisherman and pedestrians. Significant planning, design, and funding alternatives will be required to bridge the gaps and facilitate reuse as a bicycle and pedestrian facility.

20. Channel # 2 Bridge

The Channel # 2 Bridge (Photo 20), located at Mile Marker 72.8, was formerly part of the Old Flagler Railroad that was retrofitted to a highway bridge in the mid 1940s as part of the state highway system by the Overseas Highway Bridge and Toll Authority. This conversion widened the bridge from the original 13 feet to 23 feet to accommodate two lanes of traffic. The Florida Department of Transportation abandoned the bridge in the mid

1960s following the opening of the new US Highway 1. The entire length of the structure has been cut back to the original width of the Old Flagler Railroad Bridge of 13 feet. The structure is 1677 feet long, and consists of 39 concrete arches. The areas above the spandrels and arches are filled with earth and limerock, with three 14 X 43 steel beams installed transversely in each span to support a 12-inch thick cast in place concrete deck. The bridge deck is overlaid with a bituminous wearing surface. The new barrier system is a reinforced concrete post and rail system on a concrete curb. Overall, the bridge is in fair condition, however, it requires extensive cleaning and enclosing of steel floor beam ends in concrete as well as patching spalls. Additionally, the rehabilitation process must include the cleaning exposed rebar and sealing cracks in concrete. This will extend the structure's useful life and facilitate reuse as a pedestrian/greenway trail bridge. The existing concrete barrier system needs modification in order to accommodate the bicycle standard railing height of 54-inches. In addition, fishing platforms will be cantilevered over the sides of the bridges to ease conflict between fisherman and pedestrians.

ALTERATIONS

In the mid-1940s, the bridges of the Key West Extension railroad line were modified to accommodate automobiles and to establish a state highway route. Steel beams were laid across the width of the bridges to cantilever over the sides. These beams supported a concrete deck, surfaced with bitumen, and were wide enough to accommodate two lanes of cars and guardrails. This 1940s modification roughly doubled the width of the traffic bed. Use for automobile traffic was discontinued in the mid-1980s. The cantilevered steel has been cut back on the Spanish Harbor Bridge, Toms Harbor Bridge, Toms Harbor Cut Bridge, Channel #5 Bridge, and Channel #2 Bridge, returning these bridges to their original width.

SUMMARY

The historic bridges of the Florida East Coast Railway (FEC), Key West Extension, which were converted for highway use, and more commonly known as part of the Overseas Railway/Highway, represent an important piece of Florida's and our nation's history. It is significant at the **local, state, and national** levels under **Criterion A** in the area of **Transportation** and under **Criterion C** in the area of **Engineering**. This railway and its groundbreaking series of 23 bridges constructed between 1906 and 1912, opened up the Florida Keys to commerce and settlement while connecting their unique culture with a rapidly growing nation. It was the vision of Henry Morrison Flagler to link the entire east coast of Florida all the way to Key West, but the construction of this series of bridges in the early twentieth century was an engineering feat that made possible the eventual linkage of the entire east coast of the United States, from Maine to Key West, our nation's southernmost city. Its conversion from railroad to motor vehicular use from 1938-1944 was also a major undertaking that maintained this transportation corridor during the critical World War II years. The highway remained the only land route to Key West until the construction of U.S. 1 alongside the old bridges in the 1970s and 1980s.

The Flagler System denotes all of the Flagler entities, i.e., the Florida East Coast Railway (F.E.C. Rwy.), the entire system of hotels, the land holding companies, the Peninsular & Occidental (P&O) Steam Ship Company and all other subsidiaries. The overseas railroad is correctly titled the Key West Extension, Flagler System.

HISTORIC CONTEXT

Henry Morrison Flagler was born in Hopewell, New York, on January 2, 1830. Early in his life, Flagler worked for a family mercantile business in Bellevue, Ohio. The company later expanded into the grain and distillery industry and enjoyed considerable success. One of the grain brokers with whom Flagler associated was John D. Rockefeller of Cleveland, Ohio. In 1868, Rockefeller convinced him to join with him and Samuel Andrews, a pioneer in the petroleum industry, to form the Rockefeller, Andrews and Flagler Oil Refinery (RAF). The partnership with Rockefeller and Andrews proved to be very lucrative for Flagler. In 1870, they formed the Standard Oil Company with Flagler as a major stockholder. Under Flagler's guidance, the Standard Oil Company monopolized the America's oil industry by buying out many of the competing smaller refineries. By the time the company moved its headquarters to New York City in 1884, Standard Oil was one of the largest and richest industrial companies in the world.

In 1878, Flagler and his wife set out for Jacksonville, Florida, on the recommendation of his physician for the treatment of his wife's tuberculosis. Flagler's wife eventually succumbed to her aliment, and on June 5, 1883, he married one of his first wife's nurses. On their honeymoon in St. Augustine, Florida, Flagler's interest in the development of Florida increased. He reduced his workload with Standard Oil and at age 53 became increasingly involved with the railroad industry. In 1885, Flagler purchased a short-line railroad between Jacksonville and St. Augustine; it was the forerunner of his Florida East Coast Railway. He began extending

his railroad lines to the south, first to Ormond Beach, Florida, and then to Palm Beach, Florida, in 1893. In the April 1893, Flagler resolved to extend the railway from some point on Key Biscayne across the Florida Keys to Key West.

In 1903, the Spooner Act gave President Theodore Roosevelt the authority to spend $40 million to negotiate a treaty for the construction of a canal through the Isthmu of Panama. After failed negotiations with the Colombian government and a U.S. supported war for Panamanian independence, work began on the canal in 1904. Flagler saw the canal's construction as an economic opportunity for Florida and himself. Key West, with its natural deep-water seaport, had the potential to be the shipping hub for all ships passing through the canal, connecting South and Central America, the United States, and Cuba. Consequently, if the Florida East Coast Railway lines extended as far as Key West, his company had the potential to make tremendous profits by delivering goods to and from the port throughout America's eastern seaboard.

SIGNIFICANCE

Construction of the Overseas Railroad

It was the summer of 1902 when Flagler hired a group of engineers under William J. Krome to survey the best route to Key West. Krome spent the remainder of 1902 and most of 1903 surveying across the Everglades to Cape Sable. He then completed the Cutler Extension to Homestead and in early 1904 proceeded to survey Key Largo for a route to Turtle Harbor off of North Key Largo. In April, the Turtle Harbor route was canceled and a Homestead to Key West route was requested.

As this would be an overseas project, Flagler purchased, leased, or built most of the heavy marine equipment in the Northeast. There were further problems in the acquisition of property on which to construct the bridges and lay track. Because he received no land grants in the Keys, Flagler resorted to depending on donated, purchased, and leased lands to complete his project. In addition, during the course of this massive operation, Flagler utilized an extraordinary number of the transport to bring supplies and materials to South Florida and the Keys.

It is not certain when the following conversation took place, but reportedly in 1904 the aging Flagler (74 years old) called in his Vice President, Joseph R. Parrott, and reportedly asked him if the railroad extension to Key West could be built. "Yes, I am sure," was the reply. Mr. Flagler in turn said, "Very well then, go ahead. Go to Key West." Supposition has it that since this happened coinciding with the U.S. negotiations to buy the French concession to build the Panama Canal, perhaps the Panama Canal was an influence. The project was announced to the public in the *New York Herald* on June 28, 1905, and the article was reprinted in Miami's *Tropical Sun*. This was an epic decision for the 74-year-old Flagler to make. He had practically built the east coast of Florida, had everything in life that any reasonable man could want, yet something pushed him on to new horizons. He did this with his own money, not borrowed money, and there was no cutting of corners to save money. About

two fifths of all his Florida investments were used to complete the Key West Extension. Senator E. C. Crill, of Palatka, pushed through bill number 11, granting certain rights and privileges for a railroad to the FEC Railway. The act became effective May 3, 1905, and afterwards Flagler publicly announced the extension of the railroad to Key West. The original plan was to build a causeway with ramparts all the way to Key West, but the federal government did not allow a complete dam between the ocean and the gulf.

Using Krome's survey, plans were made to send advance teams ahead to start the more time consuming projects and the overland clearing throughout the Keys. Functional seaports and rail terminals had to be built at Knight's Key and Key West. The large bridges could not be started until huge floating concrete mixers could be constructed. Concrete mixer number 1 was towed out of Miami on June 27, 1906. Work was begun throughout the Keys; there was not just one huge work force moving southwest from Homestead. The work camps were numbered from north to south from Homestead. Key Largo was camp 1 and Key West was camp 82. By the spring of 1905, construction teams were dispersed throughout the Keys. From the mainland, in April, two of the ten traveling dredges set out from what would become Florida City across Cross Key to Jewfish Creek. One dredge worked on each side of the right-of-way, piling up fill to form a track rail bed in the center. Rock was transported and spread and. tracks were laid on top of this rock foundation. The Woodall and Everglade stations were built on side tracks located where the vehicle passing lanes of the 18-mile stretch are now. This was time consuming work, but not difficult. Jewfish Creek presented them with their first bridging challenge. It had to be a drawbridge to permit boat traffic even in those days. An October 28, 1905 *Miami Metropolis* newspaper clipping provides some indication of work: "The steamer *Biscayne* towed and delivered to the Keys two of the remaining double-decked houseboats [living quarters] recently completed. One of the boats will locate at Planter and the other at Matecumbe Key where camps will be established, both being under the charge of Engineer Rogers."

The overall goal was Key West; but the intermediate goal was Knight's Key Dock (the northern end of Seven-Mile Bridge). The immediate task was to lay as much track from Homestead as possible. This allowed Flagler to use his railroad mounted equipment, or "rolling stock," which could carry huge loads, make more trips and deliver directly to the place of need. The water was too shallow for larger transport ships, so they used 150 huge barges to ferry supplies to shore. W. P. Dusenbury was the engineer in charge of work on Key Largo. The Jewfish Creek Bridge, a wooden swing bridge, was not finished when the track arrived; however, difficulty in building a stable causeway across Lake Surprise was a greater concern. The lake was to be filled, not bridged. When fill was dumped in, it sank and disappeared. It took 15 months to construct a satisfactory fill that would support continuous trains across Lake Surprise. According to an unidentified clipping dated June 27, 1906, "Concrete Mixer No. 1 was hauled out from the north end of the (Miami) terminal dock, and towed to its destination in the Keys by the steamer *Columbia*. This is an indication that the arch and bridgework is soon to begin. Mixer No. 2 is about ready [for delivery]." Progress was being made for on October 29, 1906, the *Florida Times-Union* newspaper reported: "Some weeks ago engine No. 10, intended for use in construction work on the Keys, arrived from St. Augustine. This morning the same engine and several box and flat cars

were sent down the line to Homestead, then south 17 miles on newly constructed track to the coast of Jewfish Creek. At that place they were loaded onto barges and ferried across the stream [Jewfish Creek and Lake Surprise] to Key Largo. Engineer Goethe had the honor to pull the first train of cars on the Florida Keys." Evidently, the bridge was not completed in October 1906. Another article the next day related that there were twenty-seven miles of track on which to operate on Key Largo.

By October 1906, work was in progress to construct the Long Key Bridge. This was actually a viaduct, as it is completely interconnected, 2.15 miles long and required 180 fifty-foot and 42 thirty-five-foot arches. European Portland Cement was used in all the underwater concrete work when building the arches for all the viaducts. A wooden cofferdam was set in place, the mud pumped out and 24 wood pilings driven into the coral rock. The European Alsen Portland cement mixed with sand and gravel was pumped in up to the low tide level. The pilings were sawed off and another level poured in up to the high tide line. The remainder of the arch was built on this base using U.S. Portland cement.

An article dated February 10, 1907 stated: "The first train crossed from the mainland to Key Largo (last Friday) with Henry Flagler and a party of friends aboard." The Jewfish Bridge and the Lake Surprise causeway were finally operable. A month later, on March 12, 1907, the newspaper reported: "The greatest center of activity is centered at Long Key and the lower end of Upper Matecumbe Key, though there is building and construction at other points with trains now running to Tavernier and Snake Creek. . . ." Two years into construction, and work was proceeding more or less on schedule but for a few exceptions like Lake Surprise and the 1906 hurricane. Tavernier Creek was almost filled except for a short bridge. Snake Creek also had just a short bridge, and Wilson's Key Channel (Whale Harbor) was completely filled across.

Labor was a constant problem. The pay was $1.25 a day plus food, lodging and medical care. Along with labor, lack of fresh water and mosquitoes constantly haunted the project. It is said that a total of 40,000 men, but never over 5,000 at any one time, were employed. An average of 4.5 million gallons of fresh water was required each month. A large work camp was built on Long Key almost from the beginning, as this bridge was known to be a massive task. After the railroad was finished, this camp was turned into the Long Key Fishing Club, with author Zane Grey as its first president, in 1917. This was also where the crews encountered their first hurricane. It wrought great destruction to everything in its path.

On the evening of October 17, 1906, the weather started to close in. By morning the railroad had suffered a staggering setback, but young engineer Joseph Meredith said, "No man has any business connected with this work who can't stand grief." One hundred and thirty men were known to have perished. On *houseboat number four*, which broke its moorings, only 83 of the 161 survived. The *St. Lucie* went aground near Elliott Key and a reported 26 more were drowned. All tolled, about 130 F.E.C. related personnel lost their lives in the 1906 hurricane. The Flagler team learned to respect the hurricane season and vowed not be caught off guard again. In October 1907, the total work force was scaled back to about 2,500 workers. In spite of their efforts to be

ready, the F.E.C. lost 12 lives in the 1909 hurricane when the tugboat *Sybil* sank, and two lives in the 1910 hurricane. For a comparison during the seven years of construction, approximately 250 construction related deaths occurred.

The first train to reach Knight's Key Dock (Marathon) by rail arrived at 1:30 in the afternoon on Saturday, January 20, 1908. By February 4, 1908, a twice-a-day daily schedule was in effect. The following day travelers boarded a Flagler Peninsular & Occidental steamship bound for Havana. A seaport city had been built south of Knight's Key, complete with a railroad station capable of handling two trains, docks for two small steam ships, and hotel boat. A customs and post office had been established on April 13, 1907. Therefore, the Upper Keys had daily scheduled train service in early 1908. What was to be known as Marathon became the general headquarters for the remaining construction. Supplied by rail, it was the starting point of the Seven Mile Bridge. This hub of activity did not detract from another major construction project already begun, the huge terminal at Key West. There, crews were busy reclaiming 134 acres from the ocean and preparing to build a 1,700-foot pier, 134 feet wide. From Key West, track and bridgework was being performed northward across Stock Island to Bahia Honda, where the depth of the water required another difficult bridge.

Work was intentionally delayed on the Seven-Mile Bridge to await supplies by rolling stock facilities. Serious construction started in the spring of 1909 and required three years to complete. What is now know as the Seven Mile Bridge was actually composed of the Knight's Key, Pigeon Key, Moser Channel, and Pacet Channel bridges. Its total length was 35,815 feet and it consisted of 335 steel girder 80-foot spans, 9,000 feet of concrete arch viaduct, and a 253-foot swing truss drawbridge span. The steel truss bridge portion rested on 546 concrete piers set securely into bedrock, and was installed by the Terry and Tench Company of New York. The Pigeon Key portion was originally scheduled to be a filled causeway, but this was canceled. The Pacet Channel portion was of the concrete arch viaduct type, as the water was shallower. The overall bridge was sometimes referred to as the Flagler Viaduct; the name of "Seven Mile Bridge" was coined later.

Many bridges remained to be built; however, the major engineering project was the Bahia Honda Bridge. It was 5,055 feet in length and consisted of 27 through-truss spans and 9 deck plate girder spans. Thirteen spans were 128 feet, 13 spans were 186 feet and one was 247 feet. The deepest water at any point along the Key West Extension was encountered here, 24 feet and even deeper; it had to be penetrated to anchor the piers. It is the only camelback-type bridge used in the project. Later, when modified for vehicle traffic, the roadway was welded to the top of the camelback spans and a curb and guardrail were provided. Those modification still exists.

The death of chief engineer Joseph Meredith, on April 20, 1909, was a serious blow to the operation. Flagler was fortunate in having William Krome available and willing to respond. Krome was semi-retired at his home and grove in Homestead. Another setback occurred later that year when a serious hurricane struck head-on into the Flagler viaduct (Seven Mile Bridge) area. As previously mentioned, the tugboat *Sybil* was sunk with the

loss of 12 lives including a timekeeper at Marathon. Almost all the dredges, pile drivers, concrete mixers and other equipment were either sunk or badly damaged. A train that had departed Miami on Monday morning waited out the hurricane at the Quarry Station (Windley Key), but was stranded for three days because of a washout between the Jewfish and Everglades stations. The crew and passengers returned to Miami a little tired, but none the worse, thanks to a Pullman car well stocked with food.

A *Miami News-Record* article of March 31, 1910, reported: "The Key West Citizen of Monday in reporting a Key Largo fire says, 'The fire started the latter part of the last week from an engine, number 11, of the F.E.C. Everything being dry, the flames spread quickly and are now out of control. Practically all of the fruit trees and crops between Jewfish Creek and Newport are either burned or in danger of being destroyed. It is reported that the farm of Allen E. Curry is completely burned off, the building included. Captain Watkins of the schooner New Venice, stated that there is no possible way to control the flames which seem to have spread to nearly all points in the northern section of the island and are working to the north as well as to the south.'" This incident paved the way for the replacement of coal by oil as fuel for locomotives used in the Keys. Engine number 11 is thought to be one of the original 1892 coal burners, as were numbers 10 and 12. These engines were limited to construction uses. On June 27, 1910, engine numbers 10 and 12 were barged to Stock Island, and later on September 16, were shipped to Key West.

The hurricane in 1910 claimed only two lives, but was considered the strongest of all up to then. It did considerable damage to the project. The winds lasted 30 hours and struck the Lower Keys. The engineers considered the center span of the Bahia Honda Bridge the worst damaged. The foundation was displaced, which required a shipload of material to re-construct. The West Summerland Key loading dock and work camp were also severely damaged.

Work continued all along the remaining project and train service to Knight's Key dock performed well. Mr. Flagler, however, was getting old, and his associates wanted him to realize his dream to ride his private rail car to Key West. Early in 1911, they asked Krome if he could complete the track by the Boss's next birthday, January 2, 1912. Krome replied that, without any storms, or large, unforeseen delays, he could get the job done. Flagler's 82nd birthday celebration was postponed a few weeks. At 10:43 in the morning of January 22, 1912, engine number 201 safely delivered the 82-year-old Henry Flagler in his private car, "Rambler," to Key West for three days of celebration. After being welcomed by Mayor J. N. Fogarty, it is said that tears streamed down the nearly blind old man's face as he said, "I can hear the children, but I cannot see them." In a brief speech he said, "Now I can die happy. My dream is fulfilled." That year, the first shipment of fresh Caribbean produce was shipped to the United States via his railroad. Henry Flagler had realized his dream and died quietly at his ocean cottage, Nautalis, on May 20, 1913, in Palm Beach, Florida. His body was sent to St. Augustine on May 23 and he was laid to rest alongside his first wife, Mary Harkness, in the Memorial Presbyterian Church mausoleum built for his daughter, Jennie Louise.

Work on the railway line to Key West was a year ahead of schedule, but along with the train service was to come mail, telegraph and telephone service. Much work remained to be completed. The uncompleted Key West terminal was not ready for freight/car ferries for service to Havana. Work continued completing the railway system to its final form. The railroad served the Keys well, but without Flagler at its helm it declared bankruptcy in 1932.

Automobile travel had grown in popularity by the 1920s in the United States, and in 1926 Monroe County began to create a highway from the mainland to Key West. By 1928, a roadway/ferry route of car travel to Key West was available. From Key West, the road was built along the Atlantic shoreline of Boca Chica, Saddlebunch, and the Sugarloaf Keys, rejoining the railroad just west of Bow Channel. From this it paralleled the railroad to Little Torch Key, where it turned north and then crossed Pine Channel, Big Pine Key, and Bogie Channel to the No Name Key. Another section was completed from Upper Matecumbe Key to the Dade County line, crossing to the mainland over the route of the present Card Sound Road. The "water gap" was covered by ferries operating between No Name Key and Key Vaca, Grassy and Lower Matecumbe Keys, and Lower and Upper Matecumbe, with additional highway sections running between the ferry slips.

In 1933, the Florida Legislature created the Overseas Road and Toll Bridge District to complete the highway from Matecumbe Key to Big Pine Key, eliminating the need for ferries. Workers were engaged in this road project when in 1935 they were threatened by a sudden change in the predicted path of an approaching hurricane. Hundreds of World War I veterans were in three work camps in the Upper Keys. A veterans' work program had sent them to build bridges across two highway water gaps to replace the existing automobile ferries. They were told a train would be sent if evacuation was deemed necessary. After lunch on September 2, 1935, Miami workmen began bringing a locomotive up to full steam while other crews prepared train cars for the trip. Locomotive Old 447, and ten cars departed for the Keys at about 4:30 P.M. The train arrived at the Islamorada depot just before a 17- to 19-foot tidal surge struck at about 8:20 P.M. Only the locomotive and its oil tender were left standing. Approximately 259 workers lost their lives and forty miles of railroad were washed out; however, all the concrete and steel bridges stood firmly in place. See the National Register nomination for the Florida Keys Memorial Hurricane Monument (NR 1995).

Conversion into an Overseas Highway

The hurricane damage was repaired within a few months. Even so, the bankrupt railroad chose to sell the railroad's right-of-way and all physical assets (except rolling stock) of the Key West Extension to the State's Toll Bridge Commission for $640,000. It was to be modified for use as a vehicular highway. In rebuilding the arched bridges to carry highway traffic, steel I-beams were cantilevered out form both sides of the 13-foot wide arch structure to support the 20 to 22-foot roadway. A curb was placed along the roadway and a handrail, constructed from the old FEC track, was installed on the bridges. A similar deck was constructed over the plate girders on the Seven Mile Bridge, and on top of the steel trusses on the original Bahia Honda Bridge. Timber

trestle bridges were replaced by longer concrete deck bridges supported on timber piles. The year "1943" is inscribed on the abutments of bridges modified during this phase. Finally, three new bridges were built in the originally solid fill extending between Upper and Lower Matecumbe Keys, plus another over what is now Whale Harbor Channel.

Construction of the first continuous overseas highway to Key West was completed in 1944, thus providing a usable roadway from the Florida mainland to Key West. Many of the highway improvements were made using federal funds, and the new road was designated as U.S. 1. Increased traffic resulting from growth in the Keys after the War, and damage from Hurricane Donna in 1960 pointed to the ever-increasing inadequacy of the bridges to meet modern demands. The hurricane destroyed many of the bridges that connected the keys. From 1978 to 1983, all of the old Flagler bridges were eliminated from use as new concrete bridges were constructed alongside the old ones. Some of the old bridges were converted to fishing piers, fulfilling a petition the Upper Keys Chamber of Commerce had made to the Florida Legislature in 1953.

In the 1990s, the historic bridges in the Florida Keys were turned over to the Trustees of the Internal Improvement Trust Fund, but the Florida Department of Transportation and Monroe County shared maintenance responsibilities. In August 1997, Governor Lawton Chiles appointed "The Old Keys Bridges Task Force" in response to public demand to use the old bridges for pedestrian and recreational activities. The recommendations of the Task Force sparked support for funding from the State Legislature to keep the bridges open for public use and study the long-term maintenance requirements associated with creating a trail along U.S. 1 for bicycle and pedestrian use—the Overseas Heritage Trail that would follow Henry Flagler's historic old railroad route. Clean Florida Keys (CFK), Inc. applied for and received a small seed grant from the Florida Department of Environmental Protection (FDEP) to develop a draft plan for one small segment of the trail—Key West to Sugarloaf—Mile Marker 00 to Mile Marker 20. CFK formed a partnership among FDEP, the Florida Department of Transportation, Monroe County, the Rails-to-Trails Conservancy, and the National Park Service's Rivers, Trails & Conservation Assistance Program. A draft plan was developed utilizing partnerships and the professional services of Michael Design Associates—specialists in trail design. After incorporating input from a series of public meetings, the Overseas Heritage Trail Master Plan was approved in August 2000. On June 2, 2004, it was announced that the Florida Keys Overseas Heritage Trail had been designated as a National Recreation Trail.

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VERBAL BOUNDARY DESCRIPTION

This discontiguous district includes 23 bridges of the historic Overseas Railway/Highway, from a few miles north of Layton, Florida, to a few miles north Key West, Florida. Three of the twenty-three bridges, Bahia Honda Channel, Seven Mile, and Long Key, comprising approximately 30 acres, were listed through one nomination in the National Register in 1979. They are not included in this description. This discontiguous district, developed as an amendment to the 1979 nomination, includes the extent of each individual bridge, excluding the sections of highway between them.

LEGAL DESCRIPTIONS

1. Rockland Channel Bridge
All that portion of the abandoned structure formerly used as a bridge over ROCKLAND CHANNEL in Sections 21 & 22, Township 67 South, Range 26 East, Monroe County, Florida lying within a strip of land 30 feet in width and lying 15 feet on each side of following Baseline:
COMMENCE at the Northeast corner of the S.W. 1/4 'of said Section 22; thence run S 0°12'45"W along the East line of the SW 1/4 of said Section 22, for a distance of 175.98 feet to a point of intersection with the Baseline of Survey as shown on sheet 13, Section, 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run S 63°22'06"W, along said Baseline, for ~ distance of 2395.71 feet to the POINT OF BEGINNING of said *line;* thence continue S 63°22.'106"W along said Baseline for a distance of 1230.54 feet to the POINT OF TERMINATION of said line. Containing 0.848 Acres, more or' less.

2. Shark Channel
All that portion of the abandoned structure formerly used as a bridge over SHARK CHANNEL in Sections 14 and 23, Township 67 South, Range 26 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following baseline:
COMMENCE at the Northwest corner of the N.W. 1/4 of said section 23; thence run S 00°10'4J."W of said section 23 for a distance of 1294.52 feet to a point of intersection with the Baseline of survey as shown on sheets J.5, 16 & ~7, section 90020 of the Florida Department of Transportation Right of way Map for state Road No.5, Monroe county, Florida; thence run N 63°22'06"E, along said Baseline, for a distance of 2409.84 feet to a point, thence run N 63°22'01"E, along said Baseline, for a distance of 125.83 feet to the POINT OF BEGINNING of said line; thence continue N 63°22'01"E along said Baseline for a distance of 1988.79 feet to the point of termination of said line. Containing 1.370 Acres, more or less.

3. Saddlebunch Number 5 Bridge
All that portion of the abandoned structure formerly used as a bridge over SADDLEBUNCH No 5 CHANNEL in Section 13, Township 67 South, Range 26 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following Baseline:
COMMENCE at the Southwest corner of the S.W. 1/4 of said Section 13; thence run N 00°12'38"E along the West line of the S.W. 1/4 of said Section 13; thence run N 00°12'38"E, along the West line of the SW 1/4 of said Section 13, for a distance of 1379.93 feet to a point of intersection with the Baseline of Survey as shown on sheet 17 and 18, section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run N 6Jo22'01"E, along said Baseline, for a distance of 3097.02 feet to the POINT OF BEGINNING of said line; thence continue N 63°22'01"E along said Baseline for a distance of 800.00 feet to the PO.INT OF TERMINATION of said line. Containing 0.551 Acres, more or less.

4. Saddlebunch Number 4 Bridge
All that portion of the abandoned structure formerly used as a bridge over Saddlebunch No. 4 Channel in Section 13, Township 67 South, Range 26 East, and in Section 18, Township 67 South, Range 27 East, all in Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described Baseline:
COMMENCE at the Northwest corner of N.W. 1/4 of said Section 18; thence run N 89°34'03"E along the North line of the N.W. 1/4, of said Section 18, for a distance of 2721.87 feet to a point of intersection with the Baseline of Survey as shown on sheets 19 and 20, Section 900,20 of Florida Department of Transportation, Right of Way Map for State Road No.5, Monroe County, Florida; thence run S 63°22'01"W, along said Baseline for a distance of 2623.54 feet to the point of beginning of said line; thence continue S 63°22'01"W, along said Baseline and Centerline for a distance of 799.20 feet to the POINT OF TERMINATION of said line. Containing 0.550 Acre more or less.

5. Saddlebunch Number 3 Bridge
All that portion of the abandoned structure formerly used as a bridge over SADDLEBUNCH No. 3 CHANNEL in Section 7, Township 67 South, Range 27 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described Baseline:
Commence at the Southeast corner of the S.E. 1/4 of said Section 7; thence run N 00°1.6132"E along the East line of the S.E. 1/4 of said Section 7, for a distance of 1686.84 feet to a point of intersection with the Baseline of Survey shown on sheet 21 and 22 of section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run S 56°19112"W, along said Baseline for a distance of 68.81 feet to the point of the beginning of said line; thence continue S 56°19112"W along said Baseline and Centerline for a distance of 665.96 feet to the point of termination of said line. Containing 0.452 Acres, more or less.

6. Saddlebunch Number 2 Bridge
All that portion of SADDLEBUNCH No. 2 CHANNEL bridge lying in Section 8, Township 67 South, Range 27 East, Monroe County, Florida, lying within a strip of land 40 feet in width and lying 20 feet on each side of the following described Baseline:
COMMENCE at the Southwest corner of said Section 8; thence run N 00°16'32"E, along the West line of the S.W. 1/4 of said Section 8, for a distance of 1686.84 feet to a point of intersection with the Baseline of Survey as shown on sheet 22 of 53, Section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run N 56°19'12"E, along said Baseline for a distance of 1269.48 feet to the Point of beginning of said line; thence continue N 56°19'12"E along said Baseline and Centerline for a distance of 552.87 feet to the point of termination of said line. Containing 0.508 Acre, more or less.

7. Lower Sugarloaf Bridge
All that portion of the abandoned structure formerly used as a bridge over LOWER SUGARLOAF CHANNEL in sections 4,5 & 8, Township 67 South, Range 27 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following Baseline:
COMMENCE at the Southwest corner of the S.W. 1/4 of said section 8; thence run N 0°1,6'32"E, along the West line of the S.W. 1/4 of said Section 8, " for a distance of 1686.'84 feet to a point of intersection with the Baseline of Survey as shown on sheets 22,23 & 24, Section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run N 56°19'12"E, along said baseline, for a distance of 5308.77 feet to the point of beginning of said line; thence continue N 56°19'12"E along said Baseline for a distance of 1209.58 feet to the POINT OF TERMINATION of said line. Containing 0.833 Acres, more or less.

8. Park Channel Bridge
All that portion of' the abandoned structure formerly used as a bridge over Park Channel in Section 35, Township 66 South, Range 27 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described Baseline:
Commence at the Point of Intersection of the East line of said Section 35 with the Baseline of Survey as shown on Sheets 30 and 31, Section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida, as approved on March 26, 1980; thence run S72°321471'W along said baseline for a distance of 443.55 feet to the Point of Beginning; thence continue S72°32'471IW along said Baseline for a distance of 778.97 feet to the Point of Termination of said line. Containing 0.54 Acres more or less.

9. Bow Channel Bridge
All that portion of the abandoned structure, formerly used as a bridge over Bow Channel in section 31, Township 66 South, Range 28 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described baseline:
Commence at the Northwest corner of said section 31; thence run SO°13'27"W along the West line of said section 31 for a distance of 607.88 feet to a point of intersection with the Baseline of survey as shown on Sheets 33 and 34, section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida, as approved on March 26, 1980; thence run N72°32'47"E, along said Baseline, for a distance of 1492.52 feet to the Point of Beginning of said line; thence continue N72°32'47"E along said Baseline for a distance of 1302.20 feet to the Point of Termination of said line. Containing 0.85 Acres more or less.

10. Kemp Channel Bridge
All that portion of an abandoned structure formerly used as a bridge of Kemp Channel in Section 27, Township 66 South, Range 28 East, Monroe County, Florida, lying within a strip of land 14.00 feet in width, and lying 7.00 feet on each side of the following described Baseline:
Commence at the southeast corner of said Section 27; thence run NO°12'53"E along the East line of said Section 27 for a distance of 247.47 feet to a point of intersection with the Baseline of survey as shown on Sheet 40, section 90020 of the Florida Department of Transportation Right of way map state Road No.5, Monroe County, Florida; thence run N86°08'46"W along said Baseline for a distance of 1647.55 feet to the point of Beginning of said line; thence continue N86°0S'46"W along said Baseline and centerline for a distance of 357.71 feet to the point of Termination of said line. Containing 0.11 Acres, more or less.

11. Niles Channel Bridge
All that portion of the abandoned structure formerly used as a bridge over Niles Channel in Section 36, Township 66 South, Range 28 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described baseline.
Commence at the Northwest corner of said Section 36; thence run S7°31'04"E along the West line of said Section 36 for a distance of 88.22 feet to a point of intersection with the Baseline of Survey as shown on Sheets 42, 43 and 44, section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida, as approved on March 26, 1980; thence run N86°08'46"E along said Baseline for a distance of 2312.46 feet to the Point of Beginning of said line; thence continue N86°08'46"E along said Baseline for a distance of 4434.20 feet to the Point of Termination of said line. Containing 3.05 Acres, more or less.

12. South Pine Channel Bridge
All that portion of the abandoned structure formerly used as a bridge over South pine Channel in section 28, Township 66 South, Range 29 East, Monroe county, Florida, lying within a strip of land - 30 feet in width and lying 15 feet on each side of the following described baseline.
Commence at the N.W. corner of the SE~ of said Section 28; thence run SO°24'5S"E along the West line "of the SE~ of said Section 28 for a distance of 986.76 feet to a point of intersection with the Baseline of survey as shown on sheets 48 and 49, section 90020 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida, as approved March 26, 1980; thence run N77°09'28"E along said Baseline for a distance of 626.77 feet to the point of Beginning of said line; thence continue N77°09'28"E.along said Baseline for a distance of 805.87 feet to the Point of Termination of said line. Containing 0.56 Acres, more or less.

13. Spanish Harbor Bridge
All that portion of an abandoned structure formerly used as a bridge over Spanish Harbor in Section 31, Township 66 South, Range 30 East, Monroe County, Florida, lying within a strip of land 16 feet in width, and lying 8.00 feet on each side of the following described Baseline:
Commence at the intersection of the East line of said Section 31 with the Baseline of Survey at Sta. 20+90.63 as shown on Sheet 11 section 90030 of the Florida Department of Transportation Right of Way Map for state Road No.5, Monroe County, Florida; thence run S84°09'02"W along said Baseline for a distance of 1090.78 feet to the point of Beginning of said line; thence continue S84°09'02"W along said Baseline and centerline for a distance of 151.97 feet to the point of termination of said line. Containing 0.06 Acres, more or less.

14. Ohio-Bahia Honda Bridge
All that portion of the abandoned structure formerly used as a Bridge over Ohio-Bahia Ronda Channel in section 25, Township 66 south, Range 30 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described baseline:
Commence at the point of Intersection of the West line of said Section 25 with the Baseline of survey as shown on Sheets 19 and 20, Section 90030 of the Florida Department of Transportation Right of Way Map for state Road No.5, Monroe County, Florida, as approved March 26,1980; thence run N64°21'39"E along said Baseline for a distance of 866.45 feet to the point of Beginning; thence continue N64°21'39"E along said Baseline for a distance of 1004.60 feet to the point of Termination of said line. Containing 0.69 Acres, more or less.

15. Ohio-Missouri Bridge
All that portion of the abandoned structure formerly used as a bridge over Missouri-Ohio Channel in Section 25, Township 66 South, Range 30 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side or the following described baseline.
Commence at the Northeast corner of said Section 25; thence run N89°02'25"W along the North line of said Section 25 for a distance of 714.34 feet to a point of intersection with the Baseline of Survey as shown on

Sheets 20 and 21, Section 90030 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run S55°52'40"W along said Baseline for a distance of 126.90 feet to the Point of Beginning of said line; thence continue S55°52'40"W along said Baseline for a distance of 1394.53 feet to the Point of Termination of said line. Containing 0.96 Acres, more or less.

16. Missouri – Little Duck Bridge
All that portion of the abandoned structure formerly used as a bridge over Missouri-Little Duck Channel in section 19, Township 66 South, Range 31 East, Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described Baseline: Commence at the Southwest corner of said Section 19; thence run NO°31'14"W along the West line of said section 19 for a distance of 492.93 feet to a point of intersection with the Baseline of Survey as shown on Sheets 21 and 22, section 90030 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida, as approved March 26, 1980; thence run N55°02/52140"E, along said Baseline, for a distance of 568.89 feet to the Point of Beginning of said line; thence continue N55°52140"E, along said Baseline, for a distance of 800.11 feet to the Point of Termination of said line, containing 0.55 Acres.

17. Toms Harbor Bridge
All that portion of the abandoned structure formerly used as a bridge of Toms Harbor Channel in Sections 16, Township 65 South, Range 34 East; Monroe County, Florida, lying within and above a strip of submerged land 15.10 feet in width.
Commence at the point of intersection of the north line of said 28 Section 20 with the base line of survey as shown on sheet 8 of Section 90050 of the Florida department of transportation right of way map for state road no.5, Monroe county, Florida; thence run n 6833101" E along said base line for 134.23 feet to the point of beginning of said line; thence run s 68 '3301 W along said base line for 1395.34 feet to the point of termination of said base line. Containing .96 Acres more or less.

18. Toms Harbor Cut Bridge
All that portion of an abandoned structure formerly used as a bridge of Toms Harbor Cut Channel in sections 16, township 65 south, range 34 east; Monroe county Florida, lying within and above a strip of submerged land 15.1 feet width, and lying 7.55 feet on each side of the following described base line:
Commence at the point of intersection of the east line of said section 16 with the base line of survey as shown on sheet 10 of page 28 section 90050 of the Florida department of transportation right of way map for state road no.5, Monroe county, Florida; thence run s 6833114" W along, said base line for 738.67 feet to the point of beginning of said line; thence continue s 6833' 14" W along said base line and center line for 12,09.71 feet to the point of termination. Containing 0.419 Acres more or less.

19. Channel Number 5 Bridge
All that portion of an abandoned structure formerly used as a bridge over CHANNEL No.5 in section 25 & 26, Township 64 south, Range 35 East. Monroe County, Florida, lying within a strip of land 30 feet in width and lying 15 feet on each side of the following described Baseline:
COMMENCE at the Southwest corner of said section 25; thence run N89°38'32"E along the South line of the Southwest of said section 25, for a distance of 3868.12 feet to a point of intersection with the Baseline of Survey as shown on sheet 22,23 & 24 section 90050 of the Florida Department of Transportation Right of Way Map for State Road No.5, Monroe County, Florida; thence run N76°22'07"W, along said Baseline for a distance of 334.30 feet to the Point of Beginning of said line; thence continue N76°22'07"W along said Baseline and Centerline for a distance of 45~7.56 feet to the Point of Termination of said Line. Containing 1.17 Acres more or less.

20. Channel Number 2 Bridge
All that portion of an abandoned structure formerly used as a bridge over Channel No.2 *in* section 30, Township 64 South, Range 36" East, Monroe County, Florida, lying with a strip of land 14.00 feet in width, and lying 7.00 feet on each side of the following described Baseline:
Commence at the intersection of the East line of said Section 30 with the Baseline of Survey at sta. 697+83.47 as shown on Sheet 27 section 90050 of the Florida Department of Transportation Right of Way map for State Road No.5, Monroe County, Florida; thence run S56°33'59"W along said Baseline for a distance of 941.57 feet to the Point of Beginning of said line; thence continue S56°33'59"W along said Baseline and Centerline for a distance of 1720.80 feet to the Point of Termination of said line. Containing 0.55 Acres, more or less.

BOUNDARY JUSTIFICATION

The boundary includes the remaining intact historic railroad/highway bridges of the Florida East Coast Railway, Key West Extension, converted into the Overseas Highway, that retain their historic structural systems and overall historic appearance. This list does not include the three bridges listed in 1979.

UTMs and ACREAGE

NAME OF BRIDGE	ZONE	EASTING	NORTHING	ACREAGE
1. Rockland Channel	17	432460	2719780	0.848
2. Shark Channel	17	435140	2721140	1.370
3. Saddelbunch No. 5	17	436800	2721940	0.551

NAME OF BRIDGE	ZONE	EASTING	NORTHING	ACREAGE
4. Saddelbunch No. 4	17	437480	2722300	0.550
5. Saddlebunch No. 3	17	439000	2723160	0.452
6. Saddlebunch No. 2	17	439480	2723460	0.508
7. Lower Sugarloaf	17	440580	2724200	0.833
8. Park Channel	17	445240	2726600	0.540
9. Bow Channel	17	447700	2727380	0.850
10. Kemp Channel	17	452880	2727480	0.110
11. Niles Channel	17	456600	2727220	3.050
12. South Pine Channel	17	461020	2727900	0.560
13. Spanish Harbor	17	467220	2725900	0.060
14. Ohio-Bahia Honda	17	474720	2728300	0.690
15. Ohio-Missouri	17	475520	2728760	0.960
16. Missouri-Little Duck	17	476180	2729200	0.550
17. Toms Harbor	17	507920	2740140	0.960
18. Toms Harbor Cut	17	509260	2740660	0.419
19. Channel No. 5	17	522900	2746820	1.170
20. Channel No. 2	17	525200	2747440	0.550

NAME	ORIGINAL CONSTRUCTION	MODIFIED AS ROAD	Florida Master Site File #
Rockland Channel	fill, then 1911 viaduct	1943	MO1490
Shark Channel	fill, then 1911 viaduct	1943	MO1489
Saddlebunch No. 5	fill, then 1911 viaduct	1943	MO3953
Saddlebunch No. 4	fill, then 1911 viaduct	1943	MO3954
Saddlebunch No. 3	fill, then 1911 viaduct	1943	MO3955
Saddlebunch No. 2	fill, then 1911 viaduct	1943	MO3956
Lower Sugarloaf	1911 causeway (?) 1913 viaduct	1943	MO3957
Park Channel	1911 causeway (?) 1913 viaduct	1943	MO3958
Bow Channel	1911 causeway (?) 1914 viaduct	1943	MO3959
Kemp Channel	1911 causeways and wood trestle, 1914-1915 viaduct	1943	MO3960
Niles Channel	1911 trestle, 1915 viaduct	1943	MO3961
South Pine Channel	1911 viaduct	1943	MO3962
Spanish Harbor	1912 trestle, then viaduct	1943	MO1484

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

NAME	ORIGINAL CONSTRUCTION	MODIFIED AS ROAD	FMSF#
Bahia Honda	1909, 1910-1912 steel through truss	1943	MO1231
Ohio-Bahia Honda	1914 viaduct	1943	MO3963
Ohio-Missouri	c1910 trestle, 1914 viaduct	c1940	MO3964
Missouri-Little Duck	c1910 trestle, 1914 viaduct	c1940	MO3965
Seven Mile	1908 trestle, 1912 viaduct	1943	MO1230
Toms Harbor	1907 trestle, 1914 viaduct	1943	MO3966
Toms Harbor Cut	1907 trestle, 1914 viaduct	1943	MO3967
Long Key	1906-1908 trestle, 1913 viaduct	1943	MO1229
Channel No. 5	1908 trestle, 1912-1913 viaduct	1943	MO3968
Channel No. 2	1908 trestle, 1913 viaduct	1943	MO3476

Bahia Honda, Long Key, and Seven Mile bridges were listed in the National Register in 1979 as Overseas Highway and Railway Bridges.

PHOTOGRAPHIC LIST

1. Bridges of the Florida East Coast Railway, Key West Extension
2. Between Key Largo and Key West, Monroe County, Florida
3. Debra Stucki, Florida Department of Environmental Protection/Office of Greenways and Trails, Florida Keys Overseas Heritage Trail, Key Largo, Florida
4. November 2003
5. Florida Department of Environmental Protection/Office of Greenways and Trails, Key Largo, Florida
6. Rockland Channel Bridge, oceanside, looking northeast
7. Photo #1 of 20

Items 1-5 are the same for the following photographs.

6. Shark Channel Bridge, oceanside, looking northeast
7. Photo #2 of 20

6. Saddlebunch #5 Bridge, oceanside, looking northeast
7. Photo #3 of 20

6. Saddlebunch #4 Bridge, oceanside, looking southeast
7. Photo #4 of 20

6. Saddlebunch #3 Bridge, bayside, looking southeast
7. Photo #5 of 20

6. Saddlebunch #2 Bridge, bayside, looking southeast
7. Photo #6 of 20

6. Lower Sugarloaf Bridge, oceanside, looking southwest
7. Photo #7 of 20

6. Park Channel Bridge, oceanside, looking southwest
7. Photo #8 of 20

6. Bow Channel Bridge, oceanside, looking northwest
7. Photo #9 of 20

6. Kemp Channel Bridge, oceanside, looking northwest
7. Photo #10 of 20

6. Niles Channel Bridge, oceanside, looking northwest
7. Photo #11 of 20

6. South Pine Channel Bridge, oceanside, looking northwest
7. Photo #12 of 20

6. Spanish Harbor Bridge, bayside, looking southeast
7. Photo #13 of 20

6. Ohio-Bahia Honda Bridge, bayside, looking northeast
7. Photo #14 of 20

6. Ohio-Missouri Bridge, bayside, looking northeast
7. Photo #15 of 20

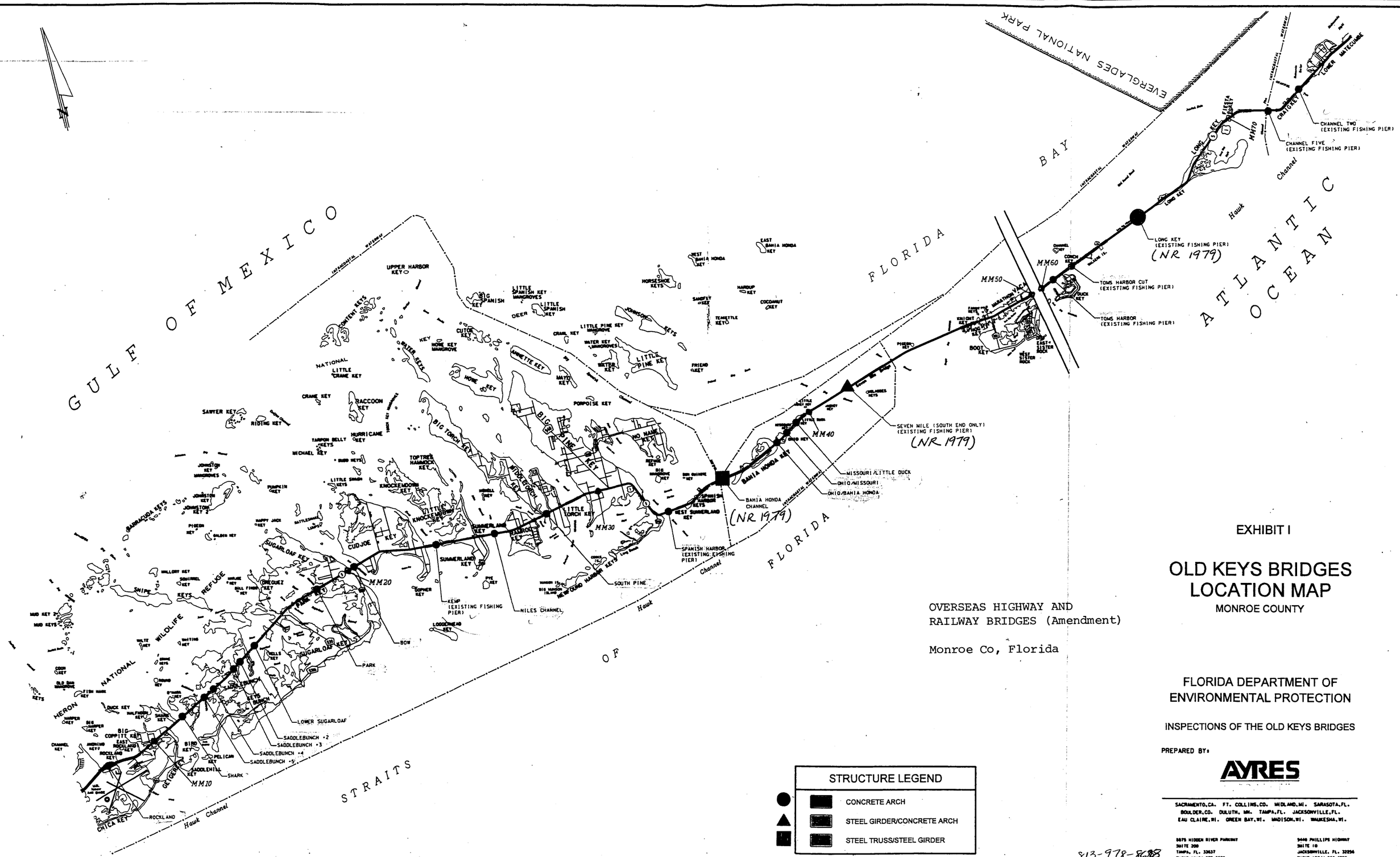
6. Missouri-Little Duck Bridge, bayside, looking northeast
7. Photo #16 of 20

6. Toms Harbor Bridge, oceanside, looking northeast
7. Photo #17 of 20

6. Toms Harbor Cut Bridge, oceanside, looking northeast
7. Photo #18 of 20

6. Channel #5 Bridge, bayside, looking southeast
7. Photo #19 of 20

6. Channel #2 Bridge, bayside, looking southeast
7. Photo #20 of 20



STRUCTURE LEGEND

- CONCRETE ARCH
- STEEL GIRDER/CONCRETE ARCH
- STEEL TRUSS/STEEL GIRDER

EXHIBIT I

OLD KEYS BRIDGES LOCATION MAP

MONROE COUNTY

OVERSEAS HIGHWAY AND
RAILWAY BRIDGES (Amendment)

Monroe Co, Florida

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

INSPECTIONS OF THE OLD KEYS BRIDGES

PREPARED BY:

AYRES

SACRAMENTO, CA. FT. COLLINS, CO. WIDLAND, MI. SARASOTA, FL.
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