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6-7410

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NATIONAL PARK SERVICE

----- NATIONAL PARK

FILE NO.

REPORT ON A SURVEY OF  
THE OVERSEAS HIGHWAY  
LOWER MATECUMBE TO BIG PINE KEY, FLORIDA

BY

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NATIONAL PARK SERVICE  
APRIL 8, 1938

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ARNO B. CAMMERER,  
*Director.*

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

The following maps are transmitted with and supplement this report on the Overseas Highway:

Photostat reduction of U. S. Coast and Geodetic Survey,  
Florida Keys, Lower Matecumbe to Ramrod Key,  
# 1250 and # 1251.

Bound prints titled "Right-of-Way and Track Map, Southern Division, Florida East Coast Railway Company, Station 23651-60 to Station 23862-80", scale one inch = four hundred feet, dated June 30, 1916.  
(This set of drawings indicates in color the rights-of-way owned by the Overseas Highway District and the locations adjacent to the highway suitable for development.)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

CONTENTS & INDEX

	Page
A - Introduction	1
B - Description and Brief History of Overseas Highway	1
1 - Bridges	2
2 - Fills	4
3 - Completion of Highway	5
C - Three Major Problems	5
1 - Land Acquisition	5
2 - Water Supply	5
3 - Mosquito Control	6
D - Developing Existing Right-of-Way	7
1 - Policy and Master Plan	7
2 - Preliminary Development	7
3 - Signs	8
E - Phases of Land Use for Recreation	8
1 - Swimming	9
2 - Commercial Structures	10
3 - Automobile Service Stations	10
4 - Trailer Camps	10
5 - Parking Areas for Fishing From Bridges	11
F - Style of Architecture	11
1 - Toll Houses	12
G - Conclusion	12

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

Introduction

- The following report covers a survey of the Overseas Highway which extends from Lower Matecumbe to Big Pine Key in the extreme southern end of the State of Florida. Inspection was made during the period March 28 to 30, 1938, in company with Coordinating Superintendent Herbert E. Kahler; Mr. Olinus Smith, Engineer; Mr. C. R. Vinten, Inspector and Mr. Ian Beard, Jr., Wildlife Technician, all of the National Park Service.

The object of the survey was twofold:

1 - To consult with the Overseas Highway and U.S.P.A. engineers for the purpose of advising in the expenditure of a balance of funds in an effort to promote a more aesthetic appearance and an appropriate recreational use of the lands immediately adjacent to the Highway which lie within the property limits.

2 - To study the entire project for its desirability as a possible annexation to the National Park Service with a view to development as a National Parkway.

Description and Brief History of Overseas Highway

Prior to March 29, 1938, traffic enroute from the mainland of the extreme southern tip of Florida to Key West was compelled to travel by ferry boat from Lower Matecumbe (which lies ninety miles south of Miami) to No Name Key, which lies forty miles east of Key West. This constituted a forty-two mile trip by water which required approximately six hours and which cost the traveller between \$3.50 and \$4.00 to transport himself and automobile and 50¢ each for additional passengers.

In 1933 the Florida State Legislature created a political subdivision of the State known as the Overseas Road and Toll Bridge District for the purpose of building what is henceforth to be known as the Overseas Highway, which would eliminate this long ferry trip. Through the Public Works Administration the District secured a loan of \$3,600,000 for the entire project, \$640,000 of which was expended in the purchase of the Florida East Coast Railroad right of way.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

The bonds for the \$3,000,000 government loan are due to expire in thirty years at which time will also terminate the life of the District. Operations of the Overseas Highway will then no doubt be carried on by the Florida State Highway Department. From our conversation, however, with District and F.R.A. officials, it seems that they are most desirous of having the District turned over to the National Park Service.

With that end in mind they are making an effort to carry out all future roadside developments in a manner consistent with National Park Service standards and policies.

- Of the railroad right-of-way purchased, 12.89 miles consisted of bridges over water and 31.0 miles extended over land. The railroad to Key West was no longer in operation due to severe damage done to tracks and other structures by the memorable hurricane which struck the area in September, 1935. Briefly stated the District used the following descriptions of the railroad right-of-way. (It is suggested that the reader trace the descriptions on the attached map in order to get a clear picture of the relative over land and over water lengths owned by the District and other agencies.)

Lower Matecumbe to Grassy Key (14.82 miles) connecting with the County built and State maintained highway between Grassy Key and Knights Key (11.30 miles), then back to the railroad right of way from Knights Key to Pig Line Key (17.77 miles) where connection is made to the existing State Road which extends all the way to Key West.

Bridges: The entire distance from Lower Matecumbe to Key West is approximately 68 miles of which 27 miles is owned by the District. Of the 27 miles owned by the District, 12.89 miles consists of bridges.

We are informed by the District engineers that all of the railroad bridges were in good condition at the time the right-of-way was acquired and needed only to be converted to highway use by adding a roadway deck to the existing spans. The railroad fills also suffered little apparent damage from the 1935 storm and they have been graded down so as to provide a wider bed (34 ft. minimum) for the new, rock base, surface treated, pavement.

It may be of further interest to the reader, from a maintenance standpoint to know that the bridges are of three general classifications as follows:

- 1 - Concrete arch spans with concrete piers
- 2 - Steel deck-girder spans on concrete piers
- 3 - Steel through-truss spans.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

In addition to these classifications there are two movable spans - a steel deck-girder bascule span and a steel through-truss swing span, each on concrete piers. (See photographs included in this report.)

Since bridge maintenance is a very important factor in considering this area from the viewpoint of desirability as a National Parkway, it is felt that a tabulation of bridge data should be included in this report in order to reveal more accurately the extent of this item. It is suggested that the following data be studied, section by section, on U.S.G. & C.S. charts #1250 and #1251 (Florida Keys.)

List of Bridges

Lower Matecumbe to Grassy Key:

<u>Name</u>		<u>Feet</u>
Channel No. 2	40-35' Conc. Arch Spans	1,720.00
Channel No. 5	103-35' " " " & 1-50' Bascule	4,515.50
Long Key	150-50' and 35-35', Conc. Arch Spans	11,959.54
Tom's Harbor No. 3	39-25' Conc. Arch Spans	1,209.00
Tom's Harbor No. 4	45-25' " " "	1,395.00
		<u>20,799.04 - 3.94 miles</u>

Knights Key to Big Pine Key:

<u>Name</u>		<u>Feet</u>
Knights Key	85-80' Plate Girder Spans	6,800.00
Pigeon Key	19-60' and 60-60' Plate Girder Spans	5,935.00
Moser Channel	171-80' Plate Girder Spans and 1-252' Swing Span	13,947.33
Facet Channel	210-35' Conc. Arch Spans	9,034.00
Missouri-Little Duck	39-16' " " "	799.50
Chic-Missouri	68-16' " " "	1,394.00
Bahia Honda-Chio	49-16' " " "	1,004.50
Bahia Honda	13-125', 13-122', 1-252' Steel Truss Spans and 9-80' Plate Girder Spans	5,025.60
Spanish Harbor	77-35' Conc. Arch Spans	3,311.00
		<u>47,220.93 - 8.95 miles</u>
Total Length Bridges - - - - -	68,079.97', or 12.89 miles.	

The concrete arch spans are of two types of design - plain concrete arches and reinforced concrete arches. The railroad tracks were laid on top of the fill which was placed between the spandral wall of each type of concrete bridge. The dimensions of the arches on the different bridges vary respectively from a 25 foot to a 50 foot span, with the top of the wall ranging from 14 feet to 30 feet above mean low tide. The width of the arch spans varies from 13 feet to 15 feet including the spandral walls.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

It is our understanding that in the new concrete construction work executed by the District, salt water was used in the mixture. What ultimate effect this will have on the reinforcing steel, is in our opinion, a matter of grave conjecture.

The steel girder spans are between 60 and 80 feet in length with the girders spaced 7 feet 9 inches apart. The Knights Key, Pigeon Key and Moser Channel bridges are of the steel girder span type of construction, with the top of the girders from 25 to 50 feet above mean low tide. The lengths of the steel truss spans are 125, 162 and 243 feet with 14 foot horizontal clearances between trusses. The Bahia Honda Bridge has 27 of these truss spans and nine 80-foot girder spans. The trusses have approximately 20 foot clearance above mean low tide. (See photographs included in this report for further construction details of steel bridges and bascules.)

Fills: In the construction of fills for the railroad, any suitable and readily available material was used such as beach sand, rock, shell and mud. Along the highway, at various intervals can still be seen old piling running at right angles to the roadway and out into the shallow water, on which temporary tracks were laid to haul in fill material taken from shoal places. On top of the base fill was placed a three-foot top coat of marl which is commonly referred to as "ground" or "soil" in this locality. This marl is very light grey in color due to a high lime content; becomes slippery when wet and very hard when dry. It is not readily eroded by wind or water and contains very little in the way of nutritive elements available and capable of sustaining plant life to any great extent. In the construction of the railroad bed many of the proposed fill sections were finally eliminated in lieu of bridges. Less than 1/6 of the total distance from Lower Matecumbe Key to Big Pine Key is in fill or embankment in open water. It is significant to note that of the 19.70 miles of roadway (not on bridges) 7.02 miles is on fill or, to put it another way, 35.7% of the roadway is built on fill.

The ends of the fills at the bridges are protected by concrete wing walls of the abutments which extend out the full width of the embankment.

Completion of Highway: The Overseas Highway was completed to the extent that it could be permanently opened to traffic on March 29, 1938. From all present indications, it is our opinion that the work will not be entirely completed until about July of the present year.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

The toll at the present time is one dollar for car and driver and twenty-five cents for each additional passenger.

Three Major Problems

In considering further development of the Overseas Highway in the way of improving the appearance and developing the immediate adjacent areas for recreational use, three major problems present themselves.

- 1 - Acquisition of additional lands
- 2 - Present inadequate supply of water
- 3 - Mosquito control.

Land Acquisition: It is our opinion that under the present circumstances, the Overseas Highway District does not own or control sufficient land adjacent to the highway to place the area in the category of National Park or Parkway calibre. Generally speaking, wherever the highway traverses land, the right-of-way is only 100 feet wide except in isolated cases such as Long Key where it extends to 3600 feet for a comparatively short distance. On Marathon Key the District owns 1400 feet which includes the ferry slip used before the highway was opened. All of Pigeon Key is owned by the District but this area lies about 30 feet below the highway and is accessible at present only by a ladder. (See photographs.)

Wherever the highway traverses water the right-of-way is 400 feet wide without exception. The District owns all of Bahia Honda Key with the exception of lot #3 which constitutes only about 1/4 of the area. This Key is perhaps the best in the entire area for development along recreational lines.

Unfortunately the act under which the District operates does not provide for power of condemnation. Land could of course be condemned by the State Highway Department but it is questionable in our opinion whether it can condemn for any other purpose than the construction of roads. This is a matter which should be thoroughly investigated before the Service makes any steps toward taking over the Overseas Highway from the District.

Water Supply: The curse of the Florida Keys has always been and probably will be, for some time to come, the lack of potable water. Key West and all of the Keys back to the mainland have had to depend upon rain water for cooking and drinking. Repeated attempts have been made at Key West and other keys to obtain water by drilling wells with no success except to find brackish water which is generally used for bathing. We are



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

informed by the District engineers that a well was drilled on Marathon Key to a depth of 2500 feet but that no water was struck. Efforts to obtain money from the government for the purpose of piping water to the Keys from the north thus far have been unsuccessful. The last legislature however created the Key West Aqueduct Commission and its territorial limits run almost the entire length of Monroe County. The commission has no funds, but it has promoted a survey (which we understand is now in progress) of the possibilities of supplying the keys and Key West with water. The objective of the survey will be to determine the most feasible route to run a pipe line from Homestead or Miami and the approximate cost of delivering water to the residents of the keys and Key West. It is possible that the Overseas extension water supply could be obtained from Miami, and any plan that is finally evolved will be tied into the proposed federal survey of south Florida's water supply and probable needs.

The F.D.R.A. built a complete sanitary sewage system for the city of Key West and also installed a fine water system, with water mains down the streets and connection lines ready for conducting the water into homes and business houses. The only thing wrong with the system is that there is no water to run through it and therefore no use has been made of either the water pipes or the sewers. The fact that the facilities are there ready for use when water is available will undoubtedly serve as an incentive for finding a way to get it there. However, until such time that an adequate water supply is actually provided, it is our opinion that only a limited phase of recreational development can be expected along the highway. It would be unreasonable to expect a concessionaire to haul sufficient water to supply residents in over-night cottages and trailer camps at a price which the average visitor could afford to pay. Cisterns could of course be used as they are in Key West, with the same possible risk of being without water during dry periods. With the already slight increase in winter population, Key West is experiencing a shortage of water, having gone four months with practically no rain. Some residents at the present time are compelled to purchase their drinking water. It is to be remembered that the annual average rainfall in this locality is very low.

mosquito Control: Most of the keys in the District area are quite low and covered with a luxuriant growth of mangrove trees. The fact that few, if any, human beings have inhabited these keys tends to prove that living conditions are not as favorable as on some of the larger and higher keys outside the District. Even on the better keys which offer more possibilities for recreational development, such as Bahia Honda, mosquito control will be a serious problem if the area is to be used throughout the entire year. From all indications and reports, the Florida tourist season is becoming longer each year and it is reasonable to anticipate that before many more years the summer visitation will be equally as great as that of the winter. Unless these keys can be made as comfortable, healthful, and

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

habitable throughout the entire year as are many of the more desirable keys outside the limits of the District, they cannot expect to compete in the sportsmen and tourist business and consequently would not be attractive to any concessionaire.

Developing Existing Right-of-Way

While it has been previously stated that in our opinion the present right-of-way was not of sufficient width or character to be considered as National Parkway calibre, it does nevertheless have some very good possibilities for worthwhile development, either by the District or some other agency.

Policy and Master Plans: In order to develop the existing area along lines of taste and discrimination, as well as economy, it seems advisable that a definite written policy of development should be outlined, followed by the preparation of a well studied comprehensive master plan which would indicate the successive steps to be taken over a long range period of construction. The written policy referred to would be essentially the same as a zoning ordinance. The master plan, on the other hand, would contain along with other information, zoning maps which would indicate the location of the various classes of fishing camps, yacht basins, trailer camps, picnic areas, commercial areas, etc. The value of the fixed policy and master plan cannot be over estimated in considering the execution of a large project by the piecemeal method, extending over a period of years.

Preliminary Development: Perhaps one of the first work projects which should be initiated is that of general clean up and finished grading. Much work remains to be done in the way of removing debris, shacks, signs, etc. No doubt the District area will take on a much more attractive appearance before the contractors leave the various construction sites. It is hoped that excess fill material and other debris will be completely removed; that a finish grading project will be executed to shape up road shoulders, banks, etc., and that the barren areas will be top dressed with humus and s, rigged with Bermuda grass stolons. If for the first step in the development program nothing more were done than the clean up and grading work along with the naturalistic planting of trees, shrubs and grass, this alone would enhance the highway to a great extent. It seems advisable to recommend that the policy governing planting should clearly state that in the naturalistic areas, only native indigenous plant material should be used. In the formal or semi-formal areas, particularly in connection with architecture, the policy should permit the use of exotics if needed or desired, but should encourage the use of indigenous materials wherever practicable.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

Signs: The policy should govern rigidly the use, design and location of all signs. All existing signs advertising various products should be removed and only such signs which convey definite and needed information to the visitor should be erected. Such signs should have three distinct characteristics as follows:

- 1 - Attractive enough to gain attention but not conspicuous.
- 2 - Should hold observers' attention to the extent of reading it.
- 3 - wording should convey needed information clearly and concisely.

All signs and markers need not be identical in design, in fact it would be advantageous to have a limited variety of designs, but keeping all which bear the same inscription the same. By this means a motorist soon becomes accustomed to looking for one definite design which always indicates, for example, PARKING, or PICNIC GROUNDS, or COMFORT STATION, etc.

In our opinion it would also be an attraction to have a very neat typical sign at both ends of all of the bridges giving the traveler the name of the key which he is approaching.

Phases of Land Use for Recreation

It has been repeatedly stated by various reputable writers that there are over six hundred varieties of fish in the lower Florida waters to attract the sports fisherman. Consequently fishing is and always will be one of the most prominent recreational activities of the area. Along with fishing, quite naturally, follows boating but at the same time there seems to be a necessity for making a division in the types of fishing camps which could be constructed. Pigeon Key for example is inaccessible by automobile since the highway passes over it at an elevation of approximately thirty feet, but it does have facilities which would render it readily accessible by boat. (See photograph #E.F.N). Hence it seems that the appropriate development for Pigeon Key would be a rather high class development of the cabin type, with adequate docking and servicing facilities for yachts. In addition to the cabins there might well be included a recreation building, community dining hall, laundry, first aid facilities, etc.

The second type of fishing camp would be designed and located to accommodate the motorist fisherman. For example, on Bahia Honda Key the area on the north side of the east approach to the Bahia Honda bridge would lend itself ideally to a cabin development, and trailer camp both, without having one encroach upon the other. The lower platform of the high bridge

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

over which the railroad once ran but which now serves no useful purpose, could be covered with plank flooring and the sides safeguarded with pipe railing, thus providing an ideal place to accommodate hundreds of fishermen without boats. This scheme, in our opinion is especially desirable in that it would not interfere with vehicular traffic on the bridge in any way. (See photograph #9, K.) It is our opinion that the present practice of parking on the shoulders at the ends of the bridges and fishing over the bridge railing presents a positive hazard to both fisherman and motorist and should by all means be discouraged in future development.

It is suggested that on the other bridges which do not have the double decking like the Bahia Honda bridge, that cat-walks with iron rod railings be suspended directly under that portion of the roadway which projects beyond the steel I beam in the case of the steel bridges and beyond the spandrel wall in the case of the concrete bridges. By keeping the cat walks as close to the under side of the deck as possible, the fisherman would be in shade for the greater part of the day. As the necessity demands, the cat-walk could be extended to any length as far as the opposite side of the bridge. (See photograph #4, 5, Y.)

Swimming: (See locations marked on accompanying map.) Along with the cottage or trailer camp developments, there seems to be a number of opportunities for utilizing the quarry holes at various places which would lend themselves ideally as swimming pools. Most of these holes are interesting in shape, deep enough to permit diving, and large enough to accommodate from fifty to one hundred people. Moreover, they are so located in most instances, as to have a narrow inlet from the sea which would make it quite a simple matter to erect wire fences to keep out barracuda and other objectionable fish. It seems that the facilities for good swimming might prove equally as remunerative as the fishing concessions. The south side of West Summerland Key offers good possibilities for this type of development. Some sand fill to a depth of high tide might be required but the expense would not make the project prohibitive. The palm trees and other vegetation would provide a picturesque setting and shade for the bath houses. Little Luck Key also has possibilities for this type of development, but not quite to the extent of West Summerland Key.

Such areas devoted to bathing might also be considered for general picnic purposes, but not for camping in any sense unless adequate provisions are included. Proper equipment in addition to the bathing concession buildings would consist of picnic tables and benches, charcoal burning camp stoves, and waste baskets. The main building should, by all means, contain an adequate supply of drinking water as well as modern toilets and shower baths. Like all other concessions it should also contain first aid facilities.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

Commercial Structures: (See locations marked on accompanying map.) If docks or other structures for commercial fishing purposes are to be permitted in the District area they should, according to the zoning plan, be relegated to locations which will at least be inconspicuous from the traveled way. Perhaps one of the best locations for any kind of commercial water activity would be on Marathon Key (near the 47 1/2 mile marker on the accompanying map,) where water is sufficiently deep to accommodate large boats and where the right of way is sufficiently wide to render the scene inconspicuous from the highway.

Automobile Service Stations: Rather than granting individual concessions solely for the sale of gasoline and oil it is recommended that this service be included in the other concessions along the highway such as the trailer camps, overnight cottage developments, picnic grounds, etc. This idea has several distinct advantages. First of all it reduces the number of concessions along the road and consequently the number of concessionaires to be dealt with. Secondly, by grouping as many sources of income as possible into one concession, the concessionaire will be more willing to make the initial investment required for the specified buildings, and operate the business under the restrictions of the policy code or zoning ordinance. It is to be borne in mind that while rigid restrictions on structures and methods of operation are essential for the most attractive and effective development of the District, it is, at the same time, a decided handicap to the concessionaire who must compete with similar business outside the District which is not hampered by such restrictions. For this reason it is recommended that each concession be laid out according to a practical, attractive and well organized plan, which includes as many sources of revenue as possible for each concessionaire.

Trailer Camps: (See accompanying map for locations.) From all indications along the road, anywhere from Miami to Key West, there will be an ever increasing demand for trailer camps. However, unless these camps are constructed complete in every detail it would be well to eliminate them entirely and discourage this type of visitation. This is not to be construed as meaning that trailer camps are undesirable, but that they should be constructed properly (a costly procedure), or not at all. Briefly speaking, a trailer camp is, or should be, a miniature city subdivision complete with water system, sewage disposal, garbage disposal, electric lights and proper policing. In addition to the sewage disposal system, a community toilet and bath house should also be built to accommodate those trailers which are not equipped with such facilities. Other buildings in the trailer camp area should consist of community laundry, restaurant, recreation hall and first aid station. If space permits, play areas could be included for such minor sports as horse-shoes, handball, etc.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

In the design of trailer lots it should be remembered that backing a trailer is a difficult procedure, hence all movement should be kept in one direction. Regardless of how well a trailer camp is designed or operated, we have yet to see one which so much as approaches the point of being attractive. Therefore the sites for these areas should be located as much away from public view as possible, yet readily accessible to the highway by a good road.

Parking Areas for Fishing From Bridges: At the ends of practically all of the bridges there seems to be sufficient width of right-of-way to construct parking areas. Most of these areas however are at the bottom of the fills, but could be easily reached by means of a ramp. By constructing concrete steps immediately adjacent to the concrete wing walls of the bridge, fishermen could very easily reach the cat-walks suspended from the bridge deck as explained on page 9. (See photograph #47.) The concession buildings in connection with the parking area would find a profitable demand for bait, fishing gear, food, water, cold drinks, gasoline and oil. These buildings should also maintain free sanitary rest rooms and first aid equipment. The concessionaire might also be granted the privilege of renting boats, operating charter boats, and renting docking space for privately owned boats.

Style of Architecture.

It is recommended that all of the buildings within the district be of the same general architectural style and constructed of the same medium, even though they vary in individual design and purpose. In our opinion a low or squat type of modern or Spanish structure would not only be consistent in character with the land and seascape as well as the bridges, but would also offer greater resistance to strong winds. It would be our further recommendation to use as little wood in any of the buildings as possible, due to the severe termite infestation in this locality, and also to eliminate maintenance and painting which is quite an expense as a result of the salt air and tropical sun.

For a suitable building material it seems that poured concrete would be a very appropriate material, particularly for modern design structures. However, we would not approve of any bright pigment being used in the mixture beyond perhaps a light buff color. We would regret very much seeing the gaudy and ostentatious type of Spanish architecture, so common in some Florida cities, spring into existence here. Since the keys are so different from the rest of Florida or any other part of the United States, we should like to see a style of architecture adopted which would be distinctly different. If funds permit,

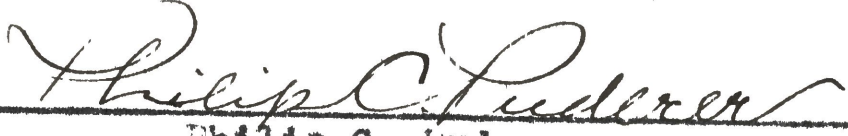
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DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

a very individual appearance could be achieved by constructing concrete and steel houses, veneered with the soft native stone. This, in our opinion, would be the ideal solution for materials.

Toll Houses: The toll houses should by necessity be the first permanent buildings constructed and their style of architecture and material should serve as a precedent for all others to follow. It is strongly suggested that these structures as well as the entire entrance development be kept as neat, simple and inconspicuous as possible. Much can be done to announce to the traveler that he is entering the District simply by the use of a small amount of well arranged plant material. Judging from our contacts with the District's representatives we feel quite certain that no attempt will be made to announce the entrance to the District with a blare of trumpets, so to speak - or to construct the old stereotyped entrance arch over the roadway.

Conclusion

It is our feeling that the project thus far has been executed along lines of very good taste and judgment both artistically and scientifically and that the people in charge are intelligent, far-seeing, resourceful and deserving of any assistance which the National Park Service can give them.

  
Philip C. Fuderer  
Resident Landscape Architect

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DEPARTMENT OF THE INTERIOR  
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View taken during early stages of construction.  
Steel girder span type on concrete piers. This  
picture shows how the railroad bridge was widened  
to meet highway requirements.

Photo. A.



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Side view of steel girder span showing how deck was cantilevered to meet required highway width. The railing was being constructed at the time this picture was taken.

Photo. B.

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View showing abutment of swing span.

Photo. C.

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View from deck of finished bridge, directly over Pigeon Key and looking east. Note the railroad rails, formerly the Florida East Coast Railway tracks now being used as railing. The finished color of the rails is aluminum. This picture was taken March 28, the day before the bridge was opened to traffic.

Photo. D.

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View looking west, showing Pigeon Key approximately thirty feet below. The access to the key from the road at present is by means of a wooden ladder. The buildings shown on the key were erected by the F.E.C. Ry. but are now being used as a camp in connection with the road work. This key offers very good possibilities for a fishing camp of a higher type, accessible only by boat.

Photo. E.

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Another view of Pigeon Key from the bridge showing more of the key. This picture was taken before the railing was completed on the bridge.

Photo. F.

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View of bridge from Pigeon Key,  
looking south west toward Little  
Duck Key.

Photo. G.

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View looking east from Pigeon Key toward  
Knights Key

Photo. H.

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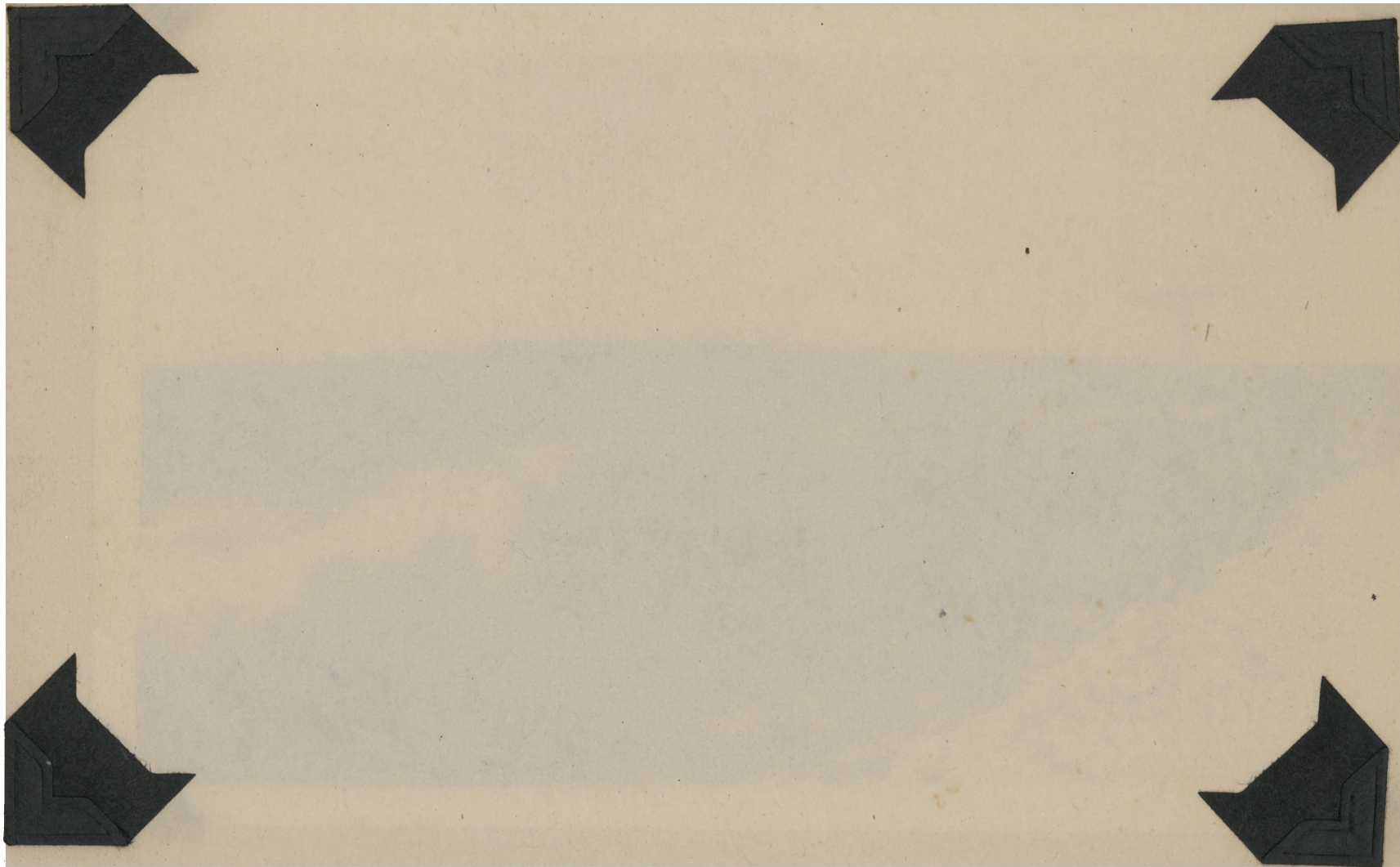


On Bahia Honda Key, looking east along south side of  
highway.

Photo. I.



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View showing coccoanut palms along south side of  
highway on Bahia Honda Key. (Looking east.) The  
color of the water beyond is brilliant emerald green.

Photo. J.

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On Bahia Honda Key looking west along north side  
of highway. Note the marl fill slope at right.  
A ramp constructed on the side of this fill slope  
would be required to reach a parkway area below.

Photo. K.

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View on south side of highway on west end of West  
Sumnerland Key. The concrete wall shown follows  
the right-of-way as far as the key shown at extreme  
left and would afford very good decking for boats.  
The area now occupied by stacks of lumber could be  
used for parking area. By means of a concrete stair-  
way and pipe railing on the abutment wall in the  
foreground access could be gained to the cat-walk  
referred to in paragraph 2, page 9.

Photo. 1.

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View of north elevation of bridge between  
Little Buck and Lagoon Key, taken from ferry  
boat.

Photo. 1.

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A good view of Igeon Key, looking east and showing  
almost entire area.

Photo. N.

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Looking south to Summerland Key from high  
bridge to Bahia Honda Key. Photo. 0.

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View from west end of Summerland Key, looking east.

Photo. P.

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The High bridge between West Cumberland and Debie  
Houde. The railroad formerly ran on the lower deck  
but the distance between the trusses was too narrow  
for the highway and so the latter was run over the  
top of the trusses, elevating the roadway approx-  
imately sixty feet above the water. The view of the  
surrounding keys and the green water from this  
height is magnificent. The lower deck is recommended  
for use as a fishing platform in paragraph 1, page 2.

Photo. C.



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Close up view showing upper and lower decks  
of the West Switzerland - Bahia Honda Bridge

Photo. P.

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Close up of east end of Long Key Viaduct. The catwalk referred to on page 3 could be suspended from the under side of the bridge deck. The walk could be extended from span to span as the occasion demands.

photo. C.

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View of east end of Long Key Viaduct. Note the marl fill in foreground which would require top dressing before area could be used for parking.

photo. T.

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On Bahia Honda Key, looking east and showing  
area of highway, showing good sand beach and  
area suitable for development.

Photo. U.

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Looking east toward Bahia Honda Key from  
high bridge. Showing trailer camp or  
cottage development site.

Engto. V.

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View of Bahia Honda Key from high bridge,  
looking east, showing beach at right and  
trailer camp or cottage development site  
at left.

Photo. 7.

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Looking east toward Bahia Honda Key  
from highest point on high bridge.

Photo. X.

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Showing under structure of bridge and possibilities for suspending cat-walk under projecting deck.

Photo. Y.



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Another good view of the steel span type of bridge  
completed.

Photo. 7.

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Taken from west end of Long Key looking east  
toward Long Key fishing camp which was destroyed  
by the hurricane in 1933. Only the narrow portion  
of right-of-way is owned by the District.

Photo. 21.

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On west end of Long Key looking east on  
north side of highway.

Photo. ED.

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View of docks on Hog Key, north side of highway, looking east. The water is deep enough here to provide docking space for pleasure boats. Parking space on the lower level could be reached by means of a ramp from the highway.

Photo. CC.

