

included this bridge as part of a large contract awarded to the Luten Bridge Company to construct bridges and culverts as part of an improved roadway to Venice. A major endeavor at the time, and in a region somewhat remote from the county seat at Bradenton, the project came under the supervision of the district Engineer-in-Chief, Charles A. Brown. The local newspaper reported that a seven-man crew, along with a foreman and superintendent, built the bridge of solid concrete, reinforced with steel barbs every 12 inches. Observing that the concrete abutments were placed on rock foundations, the newsman concluded that the structure would "stand all the ravages of time."

The Osprey Avenue Bridge represents an important early effort at road improvement between Sarasota, Osprey, and Venice and should be considered an important historic bridge. It retains its historic physical integrity and is an excellent example of pre-World War I Luten bridges. Therefore, it was determined NRHP-eligible during the 2000 survey under Criterion A in the area of Transportation and under Criterion C in the areas of Architecture and Engineering as an example of an early arch deck bridge designed with Neoclassical Revival style features by the Luten Bridge Company.



**Photo 5-7. Little Payne Creek Bridge, Hardee County
(No. 060034)**

CR-664/Little Payne Creek Bridge

Hardee County

FDOT #060034, 8HR0374

This 96-foot, three-span reinforced concrete arch deck bridge crosses Little Payne Creek, west of Bowling Green. It was built by the Luten Bridge Company in 1915 for the county (then DeSoto County, before the creation of Hardee County), which also included building a bridge across Payne Creek (No. 064069). The bridge served as an improved road that connected with routes to Bradenton. Cantilevered floor beams support the deck which is wider than the arch substructure, a feature characteristic of many Luten concrete bridges. A cast-in recessed panel design appears on the solid concrete railings.

The Little Payne Creek Bridge was determined NRHP eligible by the SHPO on September 24, 2009. It is significant under Criterion C in the area of Engineering as one of Florida's earliest arch deck bridges and for its historical associations with the Luten Bridge Company, a leader in building lower cost reinforced concrete structures.