

Table 6-6. Steel and Concrete Arch Culverts

FDOT No.	FMSF No.	Year Built	County / District	Route Carried / Feature Intersected
280036 [^]	8BF00730	1940	Bradford / 2	CR-18 over Braggs Branch
280037 [^]	8BF00731	1940	Bradford / 2	CR-18 over Gum Creek
280038 [^]	8BF00732	1940	Bradford / 2	CR-18 over Branch of Sampson River
374002*	8SU00394	1940	Suwannee / 2	180 th Street over Little Creek
374004*	8SU00395	1940	Suwannee / 2	164 th Street over Little Creek
374006*	8SU00396	1919 / 1943	Suwannee / 2	61 st Road over Little Creek
374012*	8SU00397	1932	Suwannee / 2	98 th Terrace over Rocky Creek

[^] Unadorned, arched culvert.
 * Stone-faced, arched culvert.



Photo 6-21. CR-18/Sampson River Branch Culvert, Bradford County (No. 280038)



Photo 6-22. 164th Street / Little Creek Culvert, Suwannee County (No. 370004)

Railroad Grade Separation Bridges: Statewide

The six bridges featured in this category (**Table 6-7**) are either simple concrete tee-beam or steel girder railroad grade separations that conform to State Road Department standard plans. Most feature the slotted concrete railings common to this bridge type. With one exception, these bridges, constructed between 1934 and 1940, are considered the best surviving examples of a dwindling resource type; three railroad grade separations (Dunnellon Overpass in Marion County [1936]; Milton Overpass in Santa Rosa County [1937]; and the Maxville Overpass in Duval County [1937]) have been lost since the 2000 survey. Therefore, due to their age, integrity, increasing rarity, and at-risk condition, all six are newly recommended as NRHP-eligible under Criteria A and C in the areas of Transportation and Engineering, respectively.

Table 6-7. Railroad Grade Separation Bridges.

FDOT No.	FMSF No.	Year Built/ Recons.	County/ District	Name/Route Carried /Feature Intersected
080001	8HE389	1936	Hernando/7	SR-45 over CSX Railroad
114089	8LA2043	1934	Lake / 5	Mt. Dora Overpass/Highland Street over SCL RR
270001	8BA0423	1936	Baker / 2	Sanderson Overpass/US-90/SR-10 over CSX RR
720026	8DU11299	1940	Duval / 2	Baldwin Overpass/US-301/SR-200 over abandoned CSX RR
740022	NA1270	1936	Nassau / 2	US-301/SR-200 over SCL RR
880001	8IR1516	1928 / 34	Indian River / 4	US-1 SB/SR-5 over Old Dixie Highway/FEC RR

The Mt. Dora Overpass/Highland Street Bridge is one of the best examples of this group (**Photo 6-23**). This 183-foot long bridge consists of four concrete tee-beam spans. It has a 4-foot pedestrian walkway and features the slotted concrete railing characteristic of its type. The concrete piers feature strut bracing for additional support.



Photo 6-23. Mt. Dora Overpass/Highland Street Bridge, Lake County (No. 114089)



Photo 6-24. US-301/SR-200 over SCL RR, Nassau County (No. 740022)



Photo 6-25. 1940 Baldwin Overpass, Duval County (No. 720026)



Photo 6-26. 1936 Sanderson Overpass, Baker County (No. 270001)

Removable Span Bridges

In his book, *Movable Bridge Engineering*, Terry L. Koglin notes that of the approximately 1900 operable movable bridges in the U.S., only 80 include removable spans.¹⁵¹ The earliest bridges of this type were located in California and included the 1904 Alamitos Bay and Anaheim Bay railroad bridges in Long Beach and Seal Beach, California, respectively. Florida's earliest bridges of this type date to the 1920s and crossed the West Palm Beach Canal. The original Shands Bridge which carried SR-15 over the St. Johns River in St. Johns County also was identified by Koglin as having a removable span. Florida's extant removable span bridges include the four girder bridges listed in **Table 6-8**. The bridge that carries SR-78

¹⁵¹ Koglin, Terry L. *Movable Bridge Engineering*, (Hoboken, NJ: John Wiley & Sons, Inc., 2003), 21. Accessed at: <http://books.google.com/books>.