Newly Recommended NRHP-Eligible Bridges: Pre-1960

Some bridges which lacked distinction during the 2000 survey were reevaluated as significant. The majority of these (See **Table 7-1)** are concrete tee-beam and arch deck bridges dating to the 1920s and 1930s. Other newly recommended NRHP-eligible bridges have attained historicity since the previous inventory. The Big Prairie Canal Bridge in Sumter County, a tee-beam, and the Jupiter US-1/SR-5 Bascule Bridge in Palm Beach County are two noteworthy examples.

The **Big Prairie Canal Bridge** (No. 184000) in Sumter County carries CR-558/Old Leesburg Road over Big Prairie Canal. Constructed in 1926, this one-span, 30-foot long reinforced concrete tee-beam bridge features rectangular recessed panels on solid concrete railings (**Photo 7-5**), a typical feature of 1920s bridges. The bridge was reconstructed in 1982 with in-kind materials. While previously described as "small, plain, and utilitarian," and thus, ineligible for listing in the NRHP, as a result of the 2010 update, the Big Prairie Canal Bridge is now recommended eligible as an early example of its type. It is the only 1920s reinforced concrete tee-beam bridge in Sumter County that retains integrity.

Photo 7-5. Big Prairie Canal Bridge, Sumter County (No. 184000).

The **Jupiter US-1/SR-5 Bascule Bridge** (No. 930005) over the ICWW in Palm Beach County was built in 1958. This trunnion style bascule bridge consists of 17 prestressed concrete approach spans and a 725-foot-long steel main span. Total length of the structure is 843 feet. The bridge, distinguished by the four-leaf, double bascule design, is newly recommended NRHP-eligible under Criterion C in the area of Engineering as a rare example of its type.

Photo 7-6. Main Four-Leaf Bascule Span of Jupiter US-1/SR-5 Bascule Bridge, Palm Beach County (No. 930005).

Photo 7-7. Looking East from the Main Span of the Jupiter US-1/SR-5 Bascule Bridge.