

105th Street culvert over Daisy Creek (No. 364060; **Photo 6-20**) is the largest, with five spans and a length of 109 feet. The smallest of the three is the two-span, 34-foot, **NE 145th Avenue culvert** over an unnamed canal (No. 364150). These three structures are all stone-faced, and each possesses an engraving of the initials "WPA" following "Marion County" and "1940" on the interior surfaces of their bridge railings. They are the only bridges identified in the state on which the WPA left such a marking.



Photo 6-19. SE 137th Avenue Creek Culvert, Marion County (No. 364120)



Photo 6-20. NE 105th Street Culvert over Daisy Creek, Marion County (No. 364060)

In addition to the New Deal-era arched bridges and culverts, other similar resources constructed in the 1930s and 1940s were identified. These concrete and steel arch culverts exhibit uncommon design trends for their type during this time. The Bauhaus and International style influences and cost-constraints of the Great Depression meant an end to high-style, ornate structures seen throughout America's built environment. Beginning in the 1930s, adorned structures became increasingly rare. For concrete culverts, this was exhibited as a shift from an arched to a boxed form and from a stone-faced to an unadorned façade. As concrete gained further acceptance as a bridge building material, cast-in-place, unadorned concrete box culverts emerged in the 1930s as the dominant culvert type; box culverts have been the prevalent form ever since.

Seven corrugated steel arch culverts located in Bradford and Suwannee Counties (**Table 6-6**) exhibit the changing design trends that mark the end of an era. Due to their integrity, increasing rarity, and at-risk condition, with the exception of No. 374002, the culverts are newly recommended NRHP-eligible under Criterion C in the area of Engineering. They are considered high integrity examples of a dwindling resource type. Further in-depth research, beyond the scope of this inventory survey, may reveal that the 1940s stone-faced arched culverts are associated with the WPA, CCC, or other New Deal-era road building programs. Both the **Braggs Branch culvert** (No. 280036) and the **Gum Creek culvert** (No. 280037) are described and illustrated in Chapter 5 (See page 5-33).

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