

immediately adjacent to it, the original railings were removed and replaced with a modern type. Dense undergrowth obscures the structure.

Because of its cultural and technical worth, the structure rates as a principal historic bridge in Florida. It is a demonstration of the unique and experimental half-arch construction undertaken by an important Florida bridge builder. The highly visible role assigned the bridge at the entrance to the Belleview Hotel gives it additional importance. Despite the removal of the original railing and the construction of the new adjacent bridge, the significant substructure remains undisturbed. The Luten Half-Arch Bridge was determined NRHP-eligible during the 2000 survey under Criteria A and C in the areas of Community Planning and Development and Engineering and Architecture, respectively.

### **Frame Bridges**

#### **Atlanta and St. Andrews Bay Railway Frame Bridge**

Jackson County  
FDOT #530003, 8JA1849

This 1940 rigid frame bridge carries the present-day Bay Line Railroad corridor over US-90/SR-10 in Cottondale, Jackson County. It was constructed by the Atlanta and St. Andrews Bay Railway. The bridge features a single 52-foot reinforced concrete slab span cast in place with its two abutments and wingwalls. A slotted railing, typical of the era, flanks the railroad deck. A Masonry Vernacular style control house is located on the northwest side of the bridge.



**Photo 5-21. Atlanta and St. Andrews Bay Railway Frame Bridge, Jackson County (No. 530003)**

Completed in 1908, the Atlanta and St. Andrews Bay Railway ran between Panama City and Dothan, Alabama. It provided connections to the Louisville and Nashville, Central of Georgia, and Atlantic Coast Line railroads. The line was renamed the Bay Line Railroad in 1994.

This bridge is newly recommended as NRHP-eligible. It is significant for its role in railroad transportation history, and thus, meets NRHP Criterion A in the area of Transportation. As one of the oldest remaining early examples of this bridge type, and one of only two rigid frame bridges in Florida, it also is significant under Criterion C in the area of Engineering as a rare example of its type.