

Deep Creek Arch Deck

Volusia County
FDOT #794081, 8VO7105

In the early 1920s, probably 1920 or 1921, Volusia County contracted with the Luten Bridge Company to build this four-span, reinforced concrete arch deck bridge on Deep Creek. The bridge once occupied a key location on a locally important roadway, called the St. Johns River Scenic Road (now CR-3) that joined DeLand and Barberville. The structure extends 108 feet in length and is 23 feet wide; each arch span measures 28 feet long. The multiple arch span features a solid concrete parapet with rectangular design. Short wing walls extend from the abutments.



Photo 5-13. Deep Creek Arch Deck, Volusia County (No. 794081)

The Luten Bridge Company built this structure from a design widely used by the firm throughout Florida in the 1920s. It is very similar in design and construction to the Old San Mateo Road Bridge in Putnam County, among others. Its arch deck bridges were well engineered, soundly constructed, aggressively sold, and competitively priced, all of which accounted for their popularity.

The Deep Creek Arch Deck Bridge was determined NRHP eligible by the SHPO on May 3, 2006. It is significant under NRHP Criterion A in the area of Transportation and under Criterion C in the area of Engineering as a fine example of a multiple arch span from the 1920s, as well as for its association with the Luten Bridge Company. Bridges of this age and type are a dwindling resource.

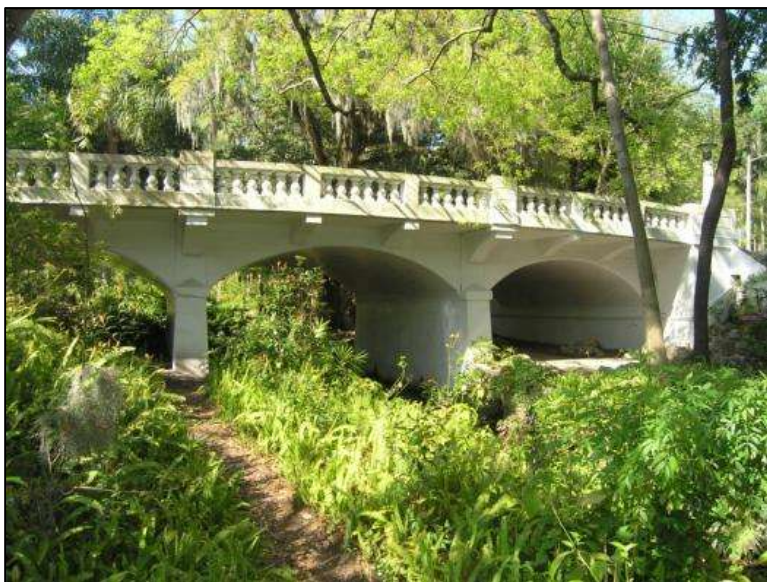


Photo 5-14. Washington Street Bridge, Orange County (No. 755806)

Washington Street Bridge

Orange County
FDOT #755806, 8OR3190

This bridge, which carries Washington Street over Fern Creek in Orlando, represents an especially nice example of a reinforced concrete arch deck bridge. It is located near a city park within an attractive, older residential section of Orlando. Three 20-foot long arches form the substructure that supports the deck, and cantilevered floor beams widen the bridge to provide walkways on both sides. The concrete railing consists of urn-shaped balusters in panels separated by low pilasters, giving the bridge a classical appearance. The style extends to the

light fixtures, which are set upon tapered posts that stand on the railings at both approaches to the bridge. The brick roadway of this bridge adds an interesting aesthetic quality.

Morton Hagartney, an Orlando city engineer, designed this bridge, which was constructed in 1926 by the Concrete Steel Bridge Company of Florida. Headquartered in New York, the firm was a recognized leader in construction technology and maintained an office in Miami Beach. Thus, the Washington Street Bridge is distinguished by its type, age, decorative elements, and association with a well-known bridge building company. It gains additional value because it represents an excellent example of architectural quality and demonstrates how a bridge can achieve more than a functional role to become a central piece and distinctive asset within an urban neighborhood. It is located within the locally-designated (1994) Lake Lawsona historic district. The Washington Street Bridge was determined NRHP-eligible during the 2000 survey under Criteria A and C in the areas of Community Planning and Development, Engineering and Architecture.

Seybold Canal Bridge
Miami-Dade County
FDOT #876400, 8DA2384

In the 1910s, German-born baker and businessman John Seybold began developing one of Miami's earlier subdivisions, Spring Garden. As part of the development, probably in 1919, he built this 62-foot long concrete arch deck bridge to carry Northwest 7th Street over the Seybold Canal. This barrel arched bridge has a pronounced arched rib, and large, geometrically-shaped, concrete caps top the heavy, square abutments. The approaches that extend up to the abutments have solid concrete walls, with a panel design, and canted inward between posts. The decorative railings feature cast I-shaped balusters with concrete caps.



**Photo 5-15. Seybold Canal Bridge, Miami-Dade County
(No. 876500)**

The Seybold Canal Bridge was determined NRHP eligible by the SHPO in 1987. It is significant under NRHP Criterion A in the area of Community Planning and Development for its association with the early suburb planned and envisioned by entrepreneur John Seybold. It is also distinguished by its age, type, and architecture, and thus, is eligible under Criterion C in the areas of Engineering and Architecture.