Photo 5-10. Old San Mateo Road Bridge, Putnam County (No. 764024)

Old San Mateo Road Bridge
Putnam County
FDOT #764024, 8PU1210

The Old San Mateo Road Bridge spans Mill Creek between San Mateo and Palatka. This 1916 concrete arch deck bridge is one of the oldest examples of Daniel Luten's work in Florida. It once carried a brick road. The four-span structure extends 100 feet in length. The roadway is 16 feet wide and bordered by a solid concrete railing marked with a rectangular design. The panels are divided by short concrete pilasters so that one panel is located over each arch span.

A successful bond election in 1915 enabled Putnam County to contract with the Luten Bridge Company to build this structure in 1916, under the supervision of county engineer S.G. Stallings. Construction of the span was part of a larger project to build a brick road for a distance of approximately four miles to connect the small town of San Mateo with the county seat Palatka on the St. Johns River.

The bridge is significant for several reasons. It is among the oldest Luten bridges in Florida and represents the kind of concrete structures the Luten Bridge Company would successfully promote and build throughout the state in the 1920s. This bridge also reflects the effort of Putnam County to build permanent roads and bridges prior to World War I and before the creation of a state road department. Thus, the Old San Mateo Road Bridge was determined NRHP-eligible during the 2000 survey under Criteria A and C in the areas of Transportation and Engineering, respectively.

Photo 5-11. Moore's Creek Bridge, St. Lucie County (No. 945000)

Moore's Creek Bridge
St. Lucie County
FDOT #945000, 8SL1141

The City of Fort Pierce contracted with the Palatka office of the Luten Bridge Company in 1925 to construct this 30-foot long, single-span, reinforced concrete arch deck bridge over Moore's Creek, near the banks of the Indian River. The effort resulted in a typically attractive Luten bridge with an arch narrower than the deck, which is supported on cantilevered floor beams. An ornate concrete railing contains urn-shaped balusters, and it once held decorative light fixtures. The deck and balustrade gracefully curve

over the stream. In 1990, the structure stood behind locked security gates on the grounds of a power plant and showed serious signs of deterioration.

In 1997, the City of Fort Pierce rehabilitated the structure, producing a beautiful bridge that once more represents an important landmark in the city. At the time of the rehabilitation, the substructure was in good and original condition. The rehabilitation restored the urn-shaped balusters on the bridge railings that give it a Neoclassical Revival style that, when joined to the gentle curve of the bridge arch, creates an aesthetically pleasing bridge. In addition, the rehabilitation incorporated the original bridge plate and added a new bridge plate commemorating the 1997 restoration.

The Moore's Creek Bridge is historically important as a notable example of Luten's arch deck bridges from the 1920s. Through its decorative features and its recent restoration, this bridge reflects the intention of Fort Pierce to add and maintain an attractive element to the city's riverfront.[111] It was listed in the NRHP on August 17, 2001.

Photo 5-12. Grand Canal Arch Deck Bridge, Broward County (No. 865732)

Grand Canal Arch Deck Bridge
Broward County
FDOT # 865732, 8BD3165

This 46-foot, single span, reinforced concrete elliptical arch deck bridge carries SW 18th Avenue over the Grande Canal in Ft. Lauderdale. The concrete railings feature balustrade sections alternating with solid walls, all topped by a heavy concrete cap. Its narrow arch supports a wider deck which has been cantilevered on the sides to provide for an ornamental railing and room for pedestrian traffic. The Luten Bridge Company designed and built this structure in 1925 as part of a residential development along Las Olas Boulevard, a main artery between Ft. Lauderdale's central city and the Oceanside. The bridge contributes to the architectural character of the surrounding neighborhood.

Luten reinforced concrete bridges as a group are important in the history of bridge development in Florida. They represent work by the principal builder of concrete spans in the state whose activity, in turn, reflected the efforts of state and local governments to keep up with the population growth of the 1920s. Age and type are also factors in making this bridge historically important.

The Grand Canal Arch Deck Bridge was determined eligible by the SHPO on August 11, 2000. It is significant under Criterion A in the area of Community Planning and Development for its historical associations with the finger islands of Las Olas Boulevard. It is also distinguished under Criterion C as an excellent example of a 1920s, single-span concrete arch deck bridge associated with the Luten Bridge Company. This structure also is contributing to the Las Olas Historic District.

[111] Harrington, Tim, Moore's Creek Bridge, National Register of Historic Places Registration Form, no date.