

**Sunny Isles Bridge No.2**

Miami-Dade County  
FDOT #874218, 8DA6433

This 1925 bridge is one of three that carry Atlantic Avenue over Ocean Canal in Sunny Isles Beach. The two other bridges were replaced in 1993. This 41-foot, single-span reinforced concrete arch deck bridge was designed by W.E. Reynolds to complement the Mediterranean Revival architectural theme of the area. The outer walls are faced with rubble stone, and the stuccoed, whitewashed inner surface of the railings creates a distinctive appearance.



**Photo 5-16. Sunny Isle Bridge #2, Miami-Dade County  
(No. 874218)**

The bridge's age and apparent use as a focal point and promotional element in the community's development contribute to this bridge's historical importance. Additionally, it maintains its historic physical integrity. This bridge was determined NRHP-eligible during the 2000 survey under Criterion A in the area of Community Planning and Development. It is also eligible under Criterion C in the areas of Engineering and Architecture as both an early example of an arch deck bridge and for its aesthetic values embodied in its rare shallow arch and limestone facing.

**North Crystal Springs Bridge  
over Hillsborough River**

Pasco County  
FDOT #144002, 8PA0637

This 1923 concrete arch deck bridge carries North Crystal Springs Road over the Hillsborough River in Crystal Springs, Pasco County. It was designed by the Luten Bridge Company and was constructed by the Pasco County Board of County Commissioners under the direction of engineer J.W. Turner. The 167-foot reinforced concrete bridge is supported by four arches filled in with dirt. The roadway is flanked by solid parapet walls cast-in-place with a rectangular pattern seen on many bridges from this time. A plaque at the center of each railing notes the builder as the Luten Bridge Company of York, Pennsylvania.



**Photo 5-17. North Crystal Springs Bridge, Pasco County (No.  
144002)**

Between 1923 and 1926, Pasco County financed a major road improvement program that included the construction of this bridge. The North Crystal Springs Bridge was determined NRHP-eligible during the 2000 survey under Criterion A for its significant historical associations with this program. It also is

eligible under Criterion C in the area of Engineering as an example of a multiple-span arch deck bridge designed by the Luten Bridge Company.



**Photo 5-18. Philippe Parkway Bridge, Pinellas County (No. 150009)**

**Philippe Parkway over Mullet Creek**

Pinellas County

FDOT #150009, 8PI8742

This 1926 arch deck bridge carries Philippe Parkway over Mullet Creek in Safety Harbor. It was designed and constructed by the Luten Bridge Company, as designated by the plaques on the northwest and southeast corners of the railings reading “1926 Luten Bridge Co. York, PA.” The 57-foot long, single-span, reinforced concrete arch deck bridge features a Neoclassical Revival style balustrade along its western railing and a simple rectangular concrete balustrade along its eastern railing. Five lampposts stand atop each railing. In 2007, the City of Safety

Harbor enhanced this bridge to serve as the northern gateway into the city. These enhancements included restoring the historic appearance of the bridge, stamping the roadway surface with a brick pattern, and adding bollocks along the sidewalk to protect pedestrians from automobile traffic.

This bridge retains its historic physical integrity and is an excellent example of a Luten bridge. Therefore, it was determined NRHP-eligible during the 2000 survey under Criterion C in the areas of Architecture and Engineering as an example of an early arch deck bridge designed with Neoclassical Revival style features by the Luten Bridge Company.



**Photo 5-19. Moss Rainbow Arch, Pinellas County (No. 150113)**

**Moss Rainbow Arch**

Pinellas County

FDOT #150113, 8PI8730

The Moss Rainbow Arch carries Coachman Road (SR-590) over Alligator Creek. It was erected in 1927 by the Luten Bridge Company, the most active and widespread builder of concrete arch bridges in Florida through the 1920s. Made of reinforced concrete, the 37-foot long, single-span bridge uses a design in which the arch springs from the abutment and passes through the railing to cross over the waterway. Hangers suspended from the arch connect with the