



**Photo 5-27. Myrtle Avenue Bridge, Duval County (No. 724258)**

**Myrtle Avenue Bridge**

Duval County

FDOT #724258, 8DU11915

This 39-foot long, concrete tee-beam bridge, completed in 1930, carries Myrtle Avenue over McCoy Creek in Jacksonville. Though of standard design and construction methods, it is distinguished as a high integrity example of its type that features a concrete railing with a unique stylized Maltese Cross pattern in each panel, the hallmark of district bridge engineer T.B. Carrick. Carrick's bridges are becoming increasingly rare due to bridge replacement or maintenance alterations. For example, of the group of five Carrick-designed bridges built along Old Kings

Road during the mid-1920s, four (FDOT #s 724072, 724180, 724181, and 724182) have been replaced. Thus, the Myrtle Avenue Bridge is among the few remaining examples of its type which embody the work of Carrick. It was determined NRHP-eligible during the 2000 survey under Criterion C in the areas of Engineering and Architecture for its age, type, aesthetics and association with T.B. Carrick.



**Photo 5-28. SR-109/University Avenue over SR-10A, Duval County (No. 720075)**

**SR-109/University Avenue over SR-10A**

Duval County

FDOT #720075, 8DU21151

This 1952 reinforced concrete tee-beam bridge carries SR-109/University Blvd. over SR-10A/Arlington Expressway in Jacksonville. The four-span bridge has a cast-in-place concrete deck and is 196-feet in length. The bridge railing and support piers feature the stepped and rounded forms and triple-stripped decorative elements characteristic of the Art Deco movement. The bridge railing has stepped segmental arch piers where the slotted concrete

railing integrates with the substructure. The support piers also have shallow arched voids. These decorative elements are distinct from common AASHTO bridges of this period.

The bridge remains in good condition and possesses unique architectural detailing which distinguishes it from other bridges of its type and age. Therefore, it is newly recommended NRHP-eligible under Criterion

C in the area of Architecture for its embodiment of Art Deco detailing applied to a high-integrity concrete tee-beam bridge.

**Ten Mile Creek Bridge**  
Levy County  
FDOT #340045, 8LV0513

This 1933 reinforced concrete tee-beam bridge carries CR-336 over Ten Mile Creek near Inglis in Levy County. It is the only 1930s bridge of its type in Levy County, and one of only 11 unaltered historic 1930s concrete tee-beam bridges remaining in Florida.

The historic plaque commemorates the bridge construction which was a joint effort between the State Road Department and the U.S. Bureau of Public Roads.



**Photo 5-29. Ten Mile Creek Bridge, Levy County (No. 340045)**

The bridge is newly recommended NRHP-eligible under Criterion A in the area of Transportation for its historical associations with the Florida State Road Department and the U.S. Bureau of Public Roads. It also is eligible under Criterion C in the area of Engineering as a high integrity example of a reinforced concrete tee-beam bridge in rural Levy County.



**Photo 5-30. US-90 over Macavis Bayou, Santa Rosa County (No. 580013)**

**US-90 (SR-10) over Macavis Bayou**  
Santa Rosa County  
FDOT #580013, 8SR1930

This 1937 reinforced concrete tee-beam bridge carries US-90 (SR-10) over Macavis Bayou, just east of Milton. The Tidewater Construction Company and the George D. Auchter Construction Company built this bridge from approved State Road Department plans. At 264 feet long, this eight-span bridge features a cast-in-place concrete deck with a tee-beam superstructure. The cast concrete railings along the deck feature a slotted design often seen in 1930s bridges in Florida. The bridge is supported by seven precast concrete pile bents.

The construction of the US-90 (SR-10) Bridge over Macavis Bayou was part of a larger \$225,000 road and bridge project undertaken east of Milton in the 1930s, which also included the relocation of a portion of SR-1, the construction of an overpass (no longer extant) that carried SR-1 over the L&N Railroad corridor, and the dredging of Macavis Bayou (then called Marquis Bayou). This bridge was determined NRHP-