



**Photo 5-39. SR-78 Bridge (No. 910009) - Removable Span**

Community Planning and Development and Transportation and under Criterion C in the area of Engineering as a high integrity example of a continuous steel girder bridge that contains a removable span and an early form of strutted piers.

early form of a strutted pier, an engineering development that provides additional lateral bracing in the event of a flood. This continuous strut also serves as a hydraulic guide wall to funnel water and debris which could collapse a bridge in the event of a flood. Pier struts have since changed from solid walls to slimmer, horizontal braces.

The SR-78 Bridge over the Kissimmee River in Okeechobee County is an excellent example of a continuous steel girder bridge that also includes a removable deck and early-form strutted piers, elements intrinsic to a bridge over a channel designed for both navigable and hydrological purposes. The SR-78 Bridge is newly recommended eligible for listing in the NRHP under Criterion A in the areas of



**Photo 5-40. US-1/SR-5 Bridge over Miami Road, Looking Southwest, Duval County (No. 720087)**

right; together they create a bridge design with distinct modern architectural influences. The elevated rather than at-grade design, as well as the brick-paved plazas, are uncommon and expensive features. The plazas beneath an elevated bridge encourage the use of this space for more than pedestrian traffic. Also noteworthy are the pier configuration and style, which represent a major divergence from the typical AASHTO girders. The girder design features a clean, rectilinear form indicative of a modernist influence. Similarly, a forced perspective which manipulates visual perception is formed by the voids between the pier columns due to their design and configuration. Knowing “the spaces along an under elevated highways affect the way we experience (a) city,” it is obvious the space beneath this bridge was

### **US-1/SR-5 over Miami Road**

Duval County

FDOT #720087, 8DU21150

This 1968 continuous steel girder bridge carries US-1/SR-5 over Miami Road in downtown Jacksonville. Engineered by C.P. Coker and constructed by the Wainer Construction Company, it measures 984 feet in length and incorporates 16 concrete spans with a cast-in-place concrete deck.

Although continuous steel girder bridges are a common type, the US-1/SR-5 Bridge is distinguished by its elevated design, incorporated brick-paved plazas, and forced perspective vantage point created by its pier configuration. Each of these elements is significant in its own



**Photo 5-41. Plaza beneath Bridge No. 720087, Duval County**

specifically designed to counteract the undesirable views and physical and psychological barriers that plagued similar urban bridges.<sup>113</sup> Incorporating a pleasant pedestrian experience and a multi-purpose space beneath this bridge creates an aesthetic experience which not only deters unwanted activity beneath it, it positively affects the value of adjacent properties and the psychological demeanor of its passersby.

This bridge is newly recommended NRHP-eligible under Criterion A in the areas of Community Planning and Development and Transportation for its significant associations with the

urban development of Jacksonville. It is also eligible under Criterion C in the area of Architecture for its high-integrity embodiment of modern architecture in bridge design.

**SR-A1A over Sebastian Inlet**  
**James H. Pruitt Memorial**  
**Bridge**

Indian River County  
FDOT #880005, 8IR1493

The 1964 prestressed concrete girder James H. Pruitt Memorial Bridge carries SR-A1A over the Sebastian Inlet near Vero Beach in Indian River County. It was built by the Clearly Brothers Construction Co. The 19-span bridge extends 1548 feet in length, and features lightweight concrete prestressed side spans of 100 feet and a main span of 180 feet.



**Photo 5-42. SR-A1A over Sebastian Inlet, Indian River County**  
**(No. 880005)**

The superstructure of the three-span main unit is made of variable depth I-girders. Each line of the I-girders is made of five precise beam elements whose end beams reach from the side piers to splice locations 35 feet from the main piers. The 65-foot long cantilever beams located over the channel piers vary from six- to nine-feet in depth and are spliced with the end beams and cantilever 30 feet into the main span. The fifth beam is a 120-foot

<sup>113</sup> Irizarry, Ramón. *Restructuring the Spaces under Elevated Expressways: A Case Study of the Spaces Below the Interstate-10 Overpass at Perkins Road in Baton Rouge, Louisiana*. Accessed at: [http://etd.lsu.edu/docs/available/etd-0530103-085516/unrestricted/Irizarry\\_thesis.pdf](http://etd.lsu.edu/docs/available/etd-0530103-085516/unrestricted/Irizarry_thesis.pdf).