

maneuverability that might be required for severe and unique defense measures; this is more common for the Intracoastal Waterway bridges.

Commodore Point Expressway Bridges: Duval County

One could argue that the design and implementation of any roadway is intended to be an expressway. It is simply the magnitude of the system itself which has become increasingly more complex and expensive with time. The 1967 Commodore Point Expressway in Jacksonville is one such system. The complex of bridges and linear roadways included in this expressway represent an early form of a new trend in transportation engineering. In contrast to the multi-county 312-mile long Florida’s Turnpike, the Commodore Point/Hart Bridge Expressway carries five miles of SR-228 from downtown Jacksonville to its intersection with US-90/SR-212. This transportation artery represents the result of overlapping urban planning and transportation engineering to forecast and devise the best system to efficiently and safely move people and goods.

Twenty bridges are incorporated into the Commodore Point Expressway (**Table 6-9**). Of these, the most notable is the **Isaiah D. Hart Bridge** (No. 720107) (See Chapter 5, page 5-4) designed by the civil engineering firm Sverdrup & Parcel of St. Louis, Missouri. The partially-elevated expressway features an assortment of well-maintained, 1960s bridge types and construction methods including: steel stringers, steel floor beam/girder system, and cantilevered truss bridges. This group of bridges is collectively notable for embodying achievements in transportation engineering and development, in addition to the design and engineering association with Sverdrup & Parcel, an American civil engineering company. However, at this time, none is newly recommended as NRHP-eligible.

Table 6-9. Identified Commodore Point Expressway (SR-228) Bridges.

FDOT No.	FMSF No.	Year Built	Feature Intersected w/SR-228	Bridge Type*
720488	DU21387	1967	Adams Street from Hart Ramp	CS Girder
720489	DU21388	1967	Monroe Street to Hart Ramp	PSC Girder
720490	DU21389	1967	Duval Street from Hart Ramp	CS Girder
720493	DU21390	1967	Talley Rand Avenue	PSC Girder
720494	DU21391	1967	Duval Street	CS Girder
720495	DU21392	1967	Adams Street	Steel Girder
720496	DU21393	1967	Adams Street	PSC Slab
“Isaiah D. Hart” Bridge / 720107	8DU1555	1967	St. Johns River	CS Through Truss (Cantilevered)
720113	DU21372	1967	US-90 (SR-10)	Steel Girder
720114	DU21373	1967	Washington Street	CS Girder
720283	DU21383	1967	Ryar Road	PSC Girder
720112	DU21371	1967	Ryar Road	PSC Girder
720276	DU21378	1967	SR-115	CS Girder
720105	DU21366	1967	SR-115	CS Girder
720280	DU21380	1967	Little Pottsburg Creek	PSC Girder
720109	DU21368	1967	Little Pottsburg Creek	PSC Girder
720284	DU21384	1967	US-90/SR-10/Beach Blvd.	PSC Girder
720115	DU21374	1967	US-90/SR-10/Beach Blvd.	PSC Girder
720285	DU21385	1967	Highland & Art Museum Drive	PSC Girder
720116	DU21375	1967	Highland & Art Museum Drive	PSC Girder

* CS – Continuous Steel; PSC – Prestressed Concrete



Photo 6-29. SR-228 at Adams Street Prestressed Concrete Bridge (No. 720496)



Photo 6-30. SR-228 at US-90 Steel Girder Bridge (No. 720113)



Photo 6-31. SR-228 (Leg G) Bridge (No. 720490)



Photo 6-32. SR-228 at Ryar Road Prestressed Concrete Girder Bridge Pair (Nos. 720112/720283)

Overseas Highway Bridges, Monroe County

The Overseas Highway is a system of 23 bridges (**Table 6-10**) in Monroe County connecting the islands of the Florida Keys to the Florida mainland. The group includes one steel through truss bridge (Bahia Honda, No. 900016/900045) and 22 concrete arch deck bridges. The **Bahia Honda Bridge** (Nos. 90016/900045), **Long Key Viaduct** (No. 900094), and **Seven Mile Bridge/Knight's Key Bridge** (No. 900101) were listed in the NRHP in 1979; the other 20 concrete arch deck structures were listed in 2004. The Overseas Highway bridges are eligible under Criterion A in the areas of Transportation and Community Planning and Development.