

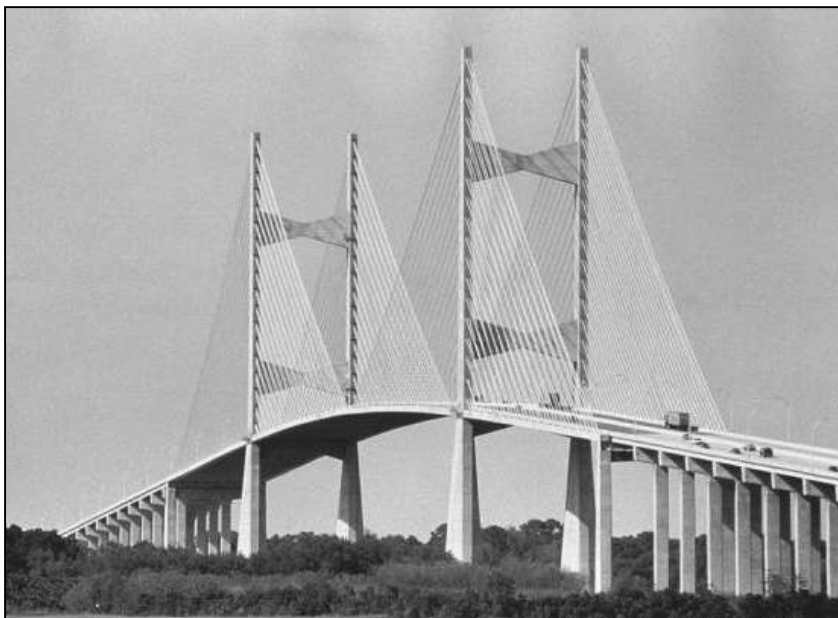
**Napoleon Bonaparte  
Broward Bridge**

“Dames Point Bridge”

Duval County

FDOT #720518, 8DU21148

The Napoleon Bonaparte Broward Bridge at Dames Point spans the St. Johns River northeast of downtown Jacksonville. Two miles long and 175 feet above the main channel of the river, the Napoleon Bonaparte Broward Bridge connects northern Duval County with the Arlington and Beaches area of Jacksonville via SR-9A. In 1979, the Jacksonville Transit Authority hired Howard, Needles, Tammen



**Photo 5-46. Dames Point Bridge, Duval County (No. 720518)**

and Bergendoff (HNTB) to design the main span. HNTB, in consultation with Dr. Ulrich Finsterwalker, developed the cable-stayed design. In 1985, the contract for bridge construction was awarded to the joint-venture contractor Pensacola-Tyger.<sup>116</sup> Opened to traffic in 1989, it is a distinguished example of the simplicity of the cable-stayed bridge.

The central span of the bridge is 1,300 feet between the two “H-shaped” towers, which are 471 feet above the waterline at the top. The towers “embody some very architecturally pleasing shapes with rectangular columns having their main axis rotated from an east-west orientation at the water and twisting through a 90 degree arc as they rise to a north-south orientation at the deck.”<sup>117</sup> The concrete and steel deck is suspended by 168 steel cables that extend from the towers and connect to the edge girder of the span at 35-foot intervals. The cables consist of steel cable sheathed within steel pipe.

It is the second cable-stayed bridge to be built in Florida. Until 2003, when the Sidney Lanier Bridge in Brunswick, Georgia was completed, the Napoleon Bonaparte Broward Bridge at Dames Point was the only bridge in the United States to feature the harp (parallel) stay arrangement on two vertical planes, a design that rivals suspension bridges for strength and beauty. While this bridge is less than 50 years old, it has been excluded by the FHWA from the Advisory Council for Historic Preservation’s Section 106 Exemption Regarding Effects to the Interstate Highway System, and it is eligible for listing in the NRHP under Criteria C in the area of Engineering. Because it has achieved exceptional significance within the past 50 years, Criterion Consideration G applies.

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<sup>116</sup> “Keeping Up Your End,” *SPANS* (Volume 4, July 2006), 1-3.

<sup>117</sup> “Keeping Up Your End,” 2000, 2.