

associations with William Scherzer. It is further distinguished in the area of Architecture/Aesthetics for its historical associations with notable bridge engineer T.B. Carrick, whose trademark was the Maltese cross design. It is the largest of the six Carrick-designed bridges. Its age, design, and role in the development of Jacksonville contribute to its importance.

Bridge of Lions

SR-A1A over Matanzas River
St. Johns County
FDOT #780074, 8SJ2460

As one of Florida's best known bridges, often used to advertise the state to tourists, the Bridge of Lions is one of the most highly visible and distinctive bridges. The historical value of the Bridge of Lions has been recognized by its listing in the NRHP in 1982. Also known as the Matanzas River Highway Bridge, it consists of 23 approach spans and an 87-foot, double-leaf, rolling lift bascule main span. The bridge totals 1,538 feet in length and carries SR-A1A over the Matanzas River, or the Intracoastal Waterway, to link St. Augustine with Anastasia Island.



Photo 5-67. Bridge of Lions, St. Johns County (No. 780074)

Architectural qualities were emphasized in all parts of the bridge design, from the graceful steel arched-girder approaches to the features meant to beautify the superstructure. The reinforced concrete roadway is lined by a classically-styled concrete railing that uses urn-shaped balusters set in panels. At the ends of the panels stand short, square columns that project above the railing. These columns serve as end posts for the balustrade, delineate the concrete piers, and support ornamental lampposts. The most prominent features on the structure are four towers, one used as a control house, that mark the corners of the bascule span. The towers reflect a Mediterranean Revival style through their octagonal shape and tiled roofs. Two large Carrera marble lions, donated by a local citizen, guard the west end and account for the more popular Bridge of Lions name.

Discussions began as early as 1917 on the need to replace an 1895 wooden bridge located on the site. Greater urgency for the project came with the booming expansion of Florida in the 1920s, when St. Augustine hoped to share in the rising tourist trade and the new resort industry, particularly with the development of Davis Shores on Anastasia Island. In 1925, the public approved building a bridge that could fit the historical character of St. Augustine, but also provide downtown with a new centerpiece and a modern transportation facility. The project, undergoing changes during construction, cost \$1,008,735, an enormous expense for a small community.

The highly regarded engineering firm of J. E. Greiner in Baltimore provided plans for the structure, designed to serve both promotional needs and artistic purposes. The city awarded the construction contract to the P. T. Cox Company of New York City, who selected the Virginia Bridge and Iron Company to fabricate and install the rolling lift bascule. Construction was completed in February 1927 after 21 months, which included the challenge of placing the timber pile supports in the Matanzas River. The "million dollar bridge" almost at once became a prominent local landmark and a new symbol for the "oldest city."

During the 1970s, over \$2.2 million in substantial mechanical and structural repairs were made. Almost three decades later, in order to address safety requirements and to correct structural problems, the Bridge of Lions underwent an extensive rehabilitation. A contract was awarded to Tidewater-Skanska on June 8, 2004, for the rehabilitation project, and following approximately five years of work, the Bridge of Lions was opened on March 17, 2010. During the rehabilitation process, much of the bridge was removed, then reassembled as it was rehabilitated. Work was designed to preserve the necessary structures and elements to maintain its historic value. Replica light fixtures and traffic railings similar to the 1927 originals were added to enhance the historic aesthetics.¹³¹



Photo 5-68. View of the Rehabilitated Bridge of Lions

(From RS&H, “Bridge of Lions Rehabilitation” at <http://www.rsandh.com/Sustainability/susProj-BOL.asp>.)

Davie Boulevard Bridge

Broward County
FDOT #860038, 8BD4772

This 410-foot double-leaf, Scherzer type rolling lift bascule bridge carries Davie Boulevard (SW 12th Street) over the South Fork of the New River in Ft. Lauderdale. Built in 1960 by Powell Brothers, Inc., it is one of only nine remaining rolling-lift bascule bridges in Florida. The structure is comprised of eight concrete beam and girder approach spans and a steel, open grid deck main bascule span measuring 93 feet in length.



**Photo 5-69. Davie Boulevard Bridge, Broward County
(No. 860038)**

The Davie Boulevard Bridge is newly recommended NRHP-eligible under Criterion A in the area of Community Planning and Development for its significant associations to the historical development of Ft. Lauderdale, and under Criterion C in the area of Engineering, as it embodies the distinguishing engineering characteristics of a mid-twentieth century rolling lift bascule design.

¹³¹ FDOT. “Bridge of Lions Rehabilitation Project.” Accessed at: <http://www.fdotbridgeoflions.com>.