

Viaducts and Bridges

Bridge (Broad) Street Viaduct.—Prior to 1890 there was a wooden bridge across McCoys Creek at the foot of Bridge Street and the railroad tracks were flush with the street. Several people were killed at this point by trains. In 1888 the question of a viaduct over the railroad tracks was strongly advocated, but the yellow fever epidemic delayed the matter and it did not assume concrete form until December 19, 1889, with a formal agreement entered into by the City, the County, the S. F. & W., J. T. & K. W., and F. C. & P. Railroads and the Jacksonville Street Railway Co., each agreeing to pay one-sixth of the cost, estimated at \$9,000 each. The contracts for the substructure were awarded to W. A. McDuff and for the superstructure to Groton Bridge Co. Actual work began in March, 1890. Rapid progress was hampered by property owners, who claimed injury on account of changing the street grades. The work was completed and the viaduct opened for traffic in December, 1890. This was a steel viaduct supported by steel supports with a floor of wood. The total length was 1,100 feet, and that of the main bridge 834 feet.

This viaduct became too light for the traffic and was demolished in July, 1903, to make way for its modern successor (the present viaduct), built by the railroads and street car company. The new viaduct was completed in January, 1905. In three weeks it was noticed that a portion of the span was settling; here a wonderful engineering feat was performed—the whole end of the reinforced concrete structure was raised to the proper level by jacks and built up to. The viaduct is maintained at the expense of the railroads and street car company.

Duval Street Viaduct.—The original Duval Street viaduct was a wooden structure built by the Atlantic, Valdosta & Western Ry., in 1899, in consideration of certain rights granted it by the city. The A. V. & W. Ry. was required to keep the bridge in repair. The bridge was 17 feet above ground; had a 30-foot driveway and six-foot sidewalks on each side. Practically all of the structure was destroyed in the fire of May 3, 1901.

The present Duval Street reinforced concrete viaduct was also built by the Atlantic, Valdosta & Western Railway