

in replacement of the one destroyed in the fire. It was built in 1902. Its length is 624 feet.

**Adams Street Viaduct.**—The Adams Street viaduct over Hogans Creek was built in 1909 by the Seaboard Air Line Railway and the St. Johns Terminal Company, in consideration of privileges granted them to operate trains across Adams and Bay Streets. It is a reinforced concrete structure of floor girders and columns, with a 40-foot roadway between curb lines and sidewalks on each side eight feet wide. The superstructure is built on pile foundations with concrete footings. Including the five approaches—two on Adams, two on Catherine, and one on Palmetto Street—the length is 1,400 feet. The roadway is paved with 9,000 yards of vitrified brick paving laid on crushed sand. The viaduct was built by Phillips and Turnbull of Jacksonville for \$90,000. It was accepted by the city August 3, 1909. The first street car crossed August 10, 1909.

**Lee Street Viaduct.**—At a Council meeting October 11, 1911, Councilman J. M. Peeler introduced a resolution to investigate the need for another viaduct over McCoys Creek to Riverside. Following this every now and then the question bobbed up and gained a momentum that ended in a bond issue September 1, 1919, in which there was a provision for building the Lee Street viaduct. It became necessary for the city to institute condemnation proceedings against a number of property owners on Park Street in Brooklyn, some of whom were negroes, in order to widen the street to furnish a proper approach; this occasioned considerable delay in starting the construction. The viaduct is a reinforced concrete structure 537 feet long, and with the approaches 1,056 feet. The roadway is 40 feet wide laid with vitrified brick, and 10-foot sidewalks on each side; width over all 60 feet. The north approach has a 5.8% grade up and the south approach slightly less. The viaduct was completed and opened for traffic November 4, 1921. It was built by C. H. Hillyer at a cost of \$270,900, of which \$89,000 was paid by the Terminal Company.

**Jacksonville-St. Johns River Bridge.**—On July 10, 1917, the voters of Duval County went to the polls and voted 3,405 for and 2,586 against a bond issue of \$950,000 for building a highway bridge across the St. Johns River at Jacksonville.