

## 1.0 INTRODUCTION

The Delaware Department of Transportation (DelDOT) is proposing the replacement of BR 159 James Street over the Christina River. The existing bridge will be removed and a replacement structure will be constructed immediately east of the current bridge location. The project bridge spans the Christina River between the Town of Newport, within Christiana Hundred, and New Castle Hundred, in New Castle County (**See Figure 1**). The purpose of this historic architectural survey is to identify and evaluate resources for the National Register of Historic Places (NRHP) within the Area of Potential Effects (APE).

The survey was designed to identify all architectural resources within the APE for the project and to assess whether each identified resource might be potentially eligible for listing in the National Register of Historic Places. The Advisory Council on Historic Preservation's regulations require that the federal agency "make a reasonable and good faith effort to carry out appropriate identification efforts" {36 CFR § 800.4(b)(1)}. The survey was conducted in compliance with applicable state and Federal guidelines. State and Federal mandates that apply to the project include: the U.S. Department of Transportation Act of 1966; the National Historic Preservation Act of 1966 as amended, and its implementing regulations, 36 CFR § 800; the National Environmental Policy Act of 1969; the Archaeological and Historic Preservation Act of 1974; Executive Order 11593; the Secretary of the Interior's *Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines* (48 FR 44716-44742); and the Delaware *Guideline For Architectural and Archaeological Surveys in Delaware*, 1993.

### 1.1 Project Location

BR 159 carries James Street (Route 41) over the Christina River. The project is located within portions of the Town of Newport and New Castle Hundred, both under the jurisdiction of New Castle County. The BASF Newport Plant occupies the area immediately north of the Christina River and west of James Street. The center of Newport is several blocks north of BR 159 James Street over Christina River. A vacant parking lot is located between Route 141 and James Street, east of the project bridge. Route 141, an elevated 4-lane highway, crosses the Christina River to the east of BR 159. Commercial/industrial operations are located northeast of the project bridge along the Christina River. The areas south of the Christina River, in New Castle Hundred, is largely undeveloped and is composed of open marsh areas and landfill sites

### 1.2 Project Description

The proposed BR 159 James Street over Christina River project involves removal of the existing bascule bridge and construction of a fixed bridge span (**See Figure 2**). A rehabilitation and series of repairs have taken place over the life span of 80 years when the bridge was first constructed. According to inspection and structural engineering assessments, the structure can no longer sustain temporary repairs. The replacement bridge will be situated approximately 5 feet east of the existing bridge. The current

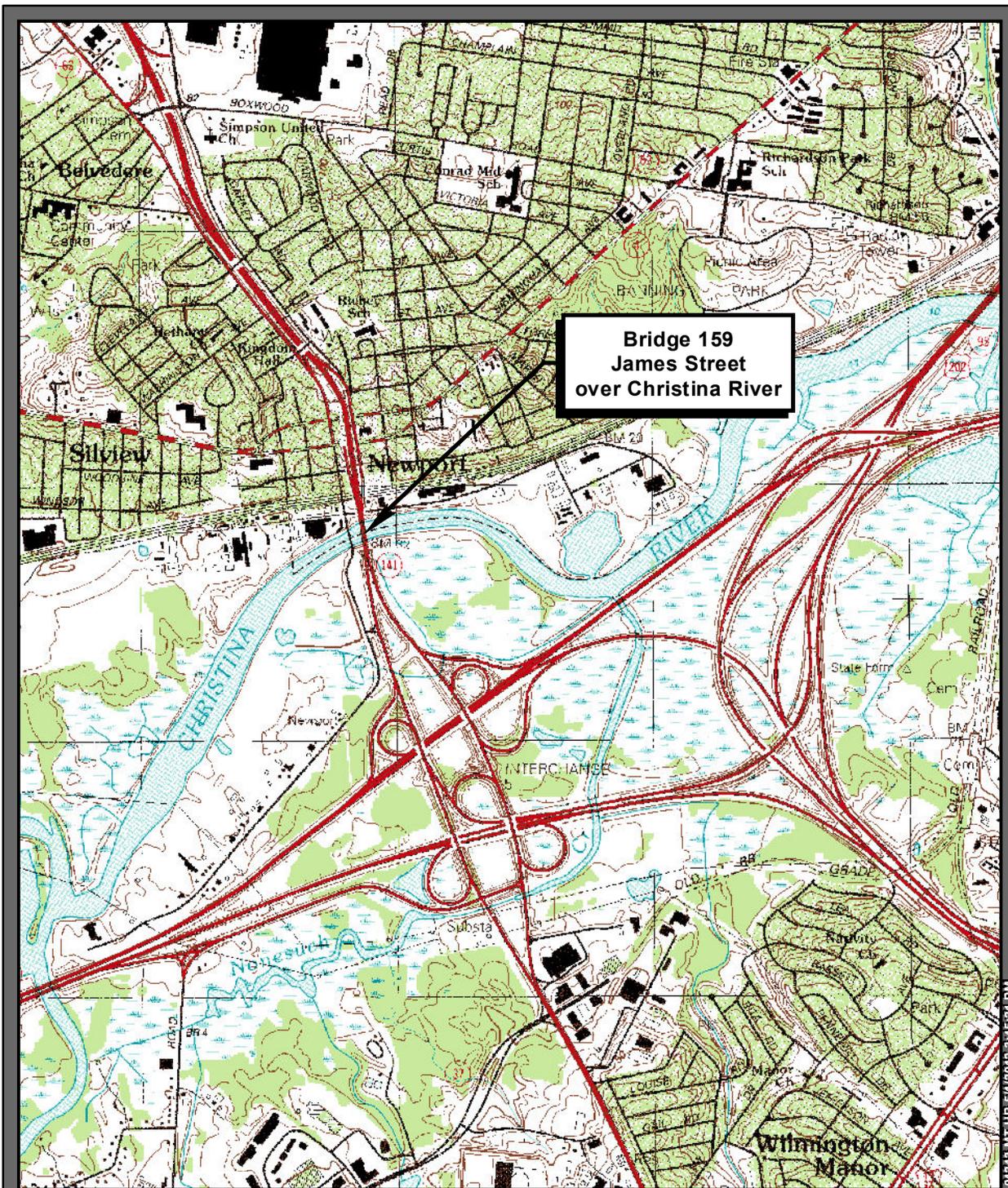
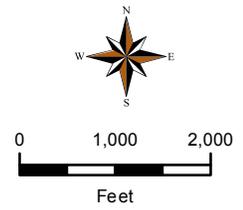
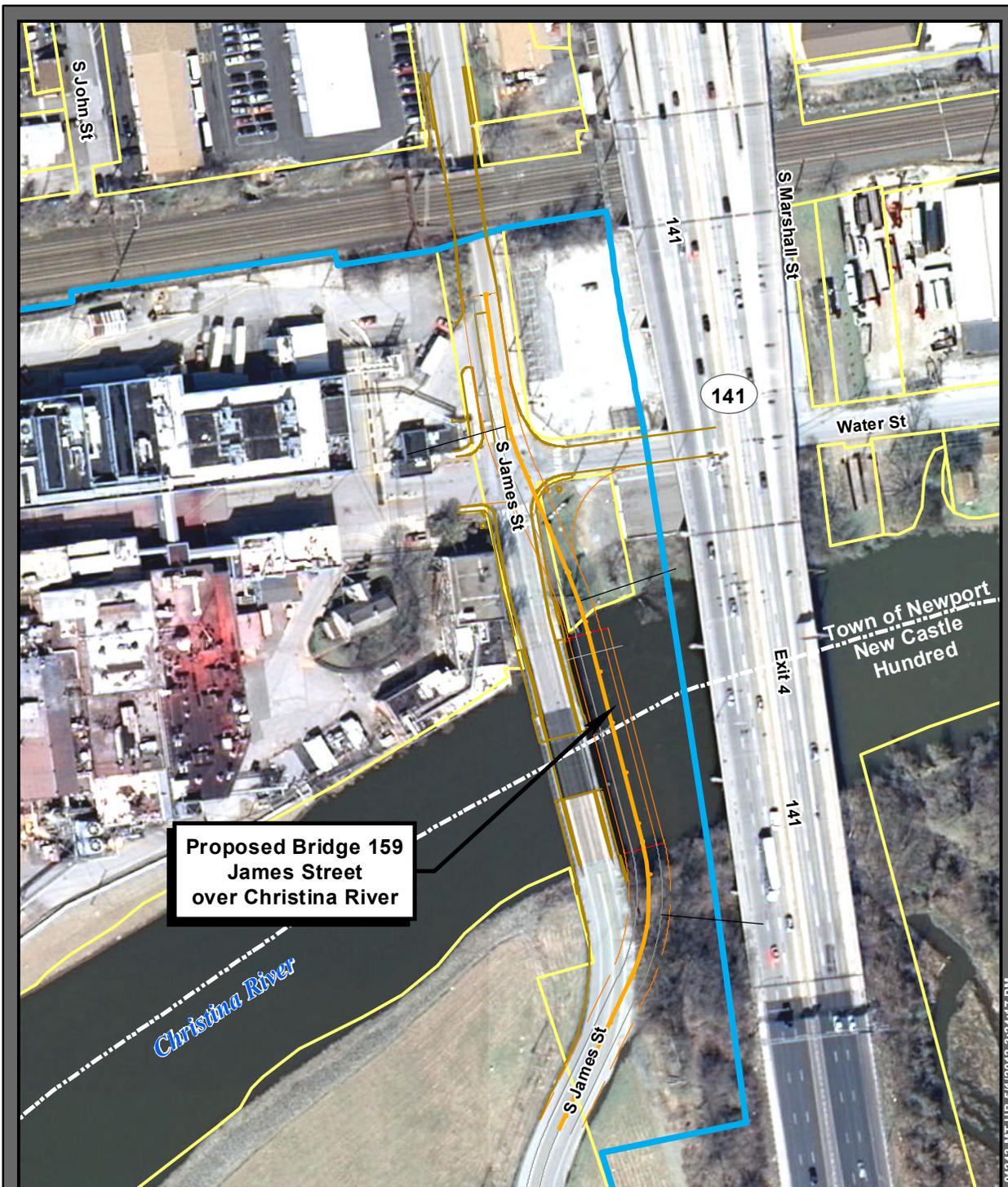


Figure 1 - Project Location Map  
 Bridge 159 James Street over Christina River  
 Town of Newport and New Castle Hundred,  
 New Castle County, Delaware



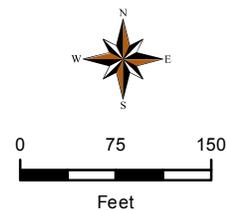
Source: Wilmington South, DE 7.5' USGS Quadrangle, 1993



04243 MT HB 5/1/2012 3:24:17 PM

Figure 2 - Aerial View of Project Plans  
 Proposed Bridge 159 James Street over Christina River  
 Town of Newport and New Castle Hundred,  
 New Castle County, Delaware

 Historic Architecture APE



Source: Delaware DataMIL, 2010

bridge will be used and remain open to maintain traffic throughout the construction process. Therefore, approach roadway work for alignment shifts will be necessary. Upon completion, the old bridge and approaches will be removed.

At this juncture, the proposed replacement bridge is believed to have a 40' clear width throughout the travel deck. As proposed, the bridge will have a 10' minimum vertical navigational (at mean high water) clearance and a 50' minimum horizontal navigational clearance. The 3-span structure will consist of a pre-stressed spread concrete box beam superstructure. Cast-in-place concrete abutments and piers on pile foundations are also proposed. An existing gas line and other utilities will be relocated or adjusted in this effort. Other incidental details such as parapet detail, scupper needs, sidewalk, lighting, scour, approach drainage work, or other enhancements have not been fully investigated at this stage.