

10. NAME(S) OF STRUCTURE

State Bridge Number 137A

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION

22:B13-18



22B:15A

Mack, Warren W. "A History of Motor Highways in Delaware", in Reed, Henry Clay, Delaware: A History of the First State, vol.2, pp.535-550 (NY: Lewis Historical Publishing Co., 1947).

Delaware State Program. Delaware State Highways; The Story of Roads in Delaware... [Newark, Delaware: Press of Kells, 1919].

Federal Writers' Project. Delaware: A Guide to the First State. (New York: Viking Press, 1938).

Hancock, Harold Bell. A History of Kent County, Delaware. (Dover, Del.: Dover Litho Printing Co., 1976).

Delaware State Archives. Kent County Road Records 1875-1940.

Delaware DOT records: Annual Reports; contract files.

Plans on file at Delaware DOT: Contract #493

13. INVENTORIED BY:

AFFILIATION

DATE

P.A.C. Spero & Company with Kidde Consultants for Delaware DOT

April-November 1988

HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

1. NAME(S) OF STRUCTURE

State Bridge Number 137A

2. LOCATION

Dickerson Street over Duck Creek
Clayton, Kent County, Delaware

3. DATE(S) OF CONSTRUCTION

1936

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

TB

6. CONDITION

Good

State Highway Bridge 137A is a 15'-2" single span timber girder bridge with a timber substructure and superstructure. The bridge has been built at a 30 degree skew. The superstructure rests on timber bents, each comprising six piles 12" in diameter supporting a 10" x 12" header, or cap. Twenty-three 4" x 14" girders support the deck which is constructed of 4" x 10" planks. The deck has been paved over. The bridge is 36'-3" wide and carries two lanes of traffic on a 21'-8" roadway. The wing walls are straight and composed of 4" x 10" planks. The simple wood railing, 3'-0" in height, is constructed out of 6" x 8" posts and 3" x 8" rails.

Delaware Department of Transportation records state that Bridge 137A was built in 1936. Original drawings, dated May 1936, show the configuration of the bridge as it was built. The roadway was 21'-8" wide and was supported by sixteen beams, 4" x 14" in section. E.F. Hammond of Georgetown, Delaware received the contract to construct two timber bridges, of which Bridge 137A was one, for a combined bid price of \$1660.00. The two bridge projects called for 11,000 feet of creosoted timber. Indicative of the speed with which such structures were capable of being erected, the anticipated completion date for the two bridges was just two months after the execution of the contract. The bridge has been altered since its original construction, but still retains a high degree of integrity.

State Bridge No. 137A is significant as a representative example of a typical southern Delaware timber bridge which appears to retain much of its original fabric. The majority of bridges surveyed on secondary roads in southern Delaware are simple timber bridges, mostly single spans, consisting of timber stringers on pile bents with wood decks and railings. Their structural configuration is simple and represents the continued use of one of the most primitive types of early bridges. Most of the bridges surveyed in Delaware date to the 1930s, although some are attributed earlier dates by the Department. Historic photographs illustrate that the type was built widely prior to the 1920s; it continued to be built in the 1940s. These bridges represent a specific engineering response to conditions characteristic of the region: they present a low-cost solution to the need for short spans crossing the numerous small waterways of southern Delaware. The structural simplicity of the type, the use of readily available materials, and the speed of erection also made it an ideal choice for use as a replacement bridge in emergency situations, such as after the disastrous floods of September 1935 when approximately 100 bridges were destroyed in Delaware.