10. NAME(S) OF STRUCTURE
State Bridge Number 211A

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION
19B:20-25

19B:23

12. SOURCES

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 # 494, 69-120-01

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 211A
Carters Bridge

2. LOCATION

Road 211 over Choptank River
Kent County, Delaware

3. DATE(S) OF CONSTRUCTION

C. 1920-1930

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

SG

6. CONDITION

Fair

7. DESCRIPTION

State Highway Bridge 211A is a four span steel girder bridge 135'-0" in length. The structure comprises ten rolled I-beams supported on timber abutments with straight timber wing walls. The superstructure is supported by intermediate piers comprising steel encased concrete piles 2' in diameter. Two steel pipe rails serve as the parapet. The roadway is 13'-4" wide and carries two lanes of traffic.

8. HISTORICAL DATA

Delaware Department of Transportation records indicate that Bridge 211A was repaired in 1936. The original date of construction is unknown. Repairs to the existing steel girder bridge were undertaken in 1936 under State Highway Department contract 494. Drawings for the repairs, dated May 1936, show that work was done on the I-beams, wings and abutments, and the bridge was posted for 10 tons. The contract was awarded to Leslie J. Weeden of Newport, Delaware, on July 27, 1936. The contract price was $1856.60 but the final cost of the work amounted to $2594.99. Of the total overrun of $738.39, $684.00 was attributable to the purchase of material for widening and raising the approaches which was not included in the original estimate. Further repairs, in 1986, consisted of adding lateral bracing.

9. SIGNIFICANCE

Bridge 211A possesses technological significance within the context of Delaware bridge construction. Its four-span length is unusual, as most I-beam bridges surveyed in Delaware were single spans, and the substructure, comprising steel encased concrete piles, is the only example of this type surveyed for all Delaware highway bridges. The columns, sometimes called lally columns, are examples of a substructure type which was patented in a variety of systems comprising metal cylinders filled with concrete. Additionally, the construction and repairs of State Bridge 211A reflect the continuing expansion and improvement of the road network under the auspices of the Delaware State Highway Department during the 1930s. The Department had assumed responsibility for maintenance and construction of all local roads in 1935; between 1935 and 1942, efforts focused on the improvement of rural roads and the increasing road construction in towns and cities. Many projects undertaken during that time were in response to two developments which characterized the economy of lower Delaware during the period: the increasing importance of beach resorts and the continuing predominance of agriculture.