10. NAME(S) OF STRUCTURE
State Bridge Number 501

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION
17B:22-28

17B:24

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.

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 501
Washington Street Bridge

2. LOCATION

Washington Street over Mispillion River
Milford, Kent County, Delaware

3. DATE(S) OF CONSTRUCTION

1933

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

SG

6. CONDITION

Good

7. DESCRIPTION

State Highway Bridge 501 is a 40'-0" steel girder bridge, 38'-4" wide and carrying two lanes of traffic with a sidewalk on each side. The structure consists of rolled steel girders supported by concrete abutments and U-shaped concrete wing walls and is built at a 15° skew. The parapet is concrete and decorated with incised rectangles and plain end blocks. The deck is also concrete and has been surfaced with asphalt.

8. HISTORICAL DATA

Delaware Department of Transportation records state that Bridge 501 was built in 1933. Original drawings are no longer available.

9. SIGNIFICANCE

Bridge 501 is typical of the steel girder bridges built in Delaware during the period 1926-1935, when efforts focused on the consolidation and improvement of the primary road system and development of the secondary system. It remains in good structural condition and appears unaltered. Steel girder bridges were built prolifically across the United States from the late nineteenth century throughout the twentieth century. By the end of the nineteenth century, the girder bridge was established in all its forms: plate girders, I-beams and concrete encased I-beams. All girder types continued in use into the twentieth century. In 1900, girder bridges were used for spans less than 100 feet long, but by 1930, spans were built up to 150'. Most steel girder bridges surveyed in Delaware were small, single spans. Bridge 501 is a good, representative example of a single span rolled girder bridge. The I-beam is visible in elevation and the solid concrete parapet is detailed with a typical rectilinear design used in the 1920s and 1930s.