

10. NAME(S) OF STRUCTURE

State Bridge Number 617

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

37A:25-32



37A:30

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).

Delaware State Archives. New Castle County Levy Court Records. Specifications, Proposals, Contract and Bond files.

Delaware State Archives. New Castle County Road Commissioners Records, 1750-1940.

12. SOURCES

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 617

2. LOCATION

Old Lancaster Pike over Waterway
Montgomery Woods, New Castle County, Delaware

3. DATE(S) OF CONSTRUCTION

C. 1810-1840

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

SA

6. CONDITION

Deteriorated: Large section of southeast wing wall has been broken off by impact. Southwest wing wall has overturned some and is braced by counterforts. Calcium deposits and moisture in arch underside.

State Highway Bridge 617 is a 10'-3" stone arch span, constructed on approximately a 10-degree skew; it carries two lanes of traffic on a 23'-0" wide deck. The abutments and flared wing walls were constructed of rubble masonry, with a rubble keystone and voussoirs defining the arch. The spandrel walls form a parapet which is capped with concrete. Field investigation indicates that the bridge has been widened on both sides, but the workmanship suggests this occurred during the historic period.

Delaware Department of Transportation records for Bridge 617 do not document the date of construction and drawings are not on file at the Department.

Delaware Department of Transportation photographic archives contain records for extant New Castle County bridges of the 1920s. At that time there were approximately 20 remaining stone bridges in the county. All were constructed of uncoursed or semi-coursed rubble masonry. Varying from five to twenty feet in span length, the majority were single spans; at the time of the 1920s inspection, there was only one two-span stone bridge. Although it is in deteriorated condition, Bridge 617 is significant as one of four historic stone arch roadway bridges in Delaware. The original construction of Bridge 617 appears to have been associated with the Newport-Gap Turnpike, later known as the Lancaster Pike. The first turnpike chartered by the Delaware General Assembly, this road was authorized on January 30, 1808. Upon its completion, this road was cited as the first turnpike not only in Delaware, but in the nation. The route ran from Newport, Delaware to Gap Tavern in Lancaster County, Pennsylvania, to link with a toll road to Philadelphia. The Newport-Gap Turnpike represented an important commercial link between Lancaster County, Pennsylvania and New Castle County, Delaware. This turnpike provided a direct, maintained route between the farms of Lancaster County and the ports of Wilmington and Newport. Access to these ports stimulated the trade economy of both areas.