

10. NAME(S) OF STRUCTURE

State Bridge Number 673

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

9B:27-30



9B:29

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).

Carter, Dick. The History of Sussex County. (Georgetown, Delaware: Community Newspaper Corp., 1976).

Hancock, Harold Bell. The History of Sussex County, Delaware. [s.l. : s.n.] 1976.

Delaware State Archives. Sussex County Levy Court Records.

Delaware State Archives. Sussex County Road Records, 1875-1940.

Delaware DOT records: contract files.

Plans on file at Delaware DOT: Contract #232

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 673

2. LOCATION

Road 48 over Morris Mill Pond
Morris Mill, Sussex County, Delaware

3. DATE(S) OF CONSTRUCTION

1932

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

CS

6. CONDITION

Good

Delaware State Highway Bridge 673 is a 22'-0" single span concrete slab bridge with concrete abutments and flared concrete wing walls. The substructure rests on concrete footings supported by timber piling. The roadway is 24'-0" wide. The 2'-6" concrete parapet is simply ornamented with three incised rectangles and a slightly overhanging top rail with chamfered edges. Built-up end blocks have beveled caps and a slight overhang of the slab creates a horizontal edge which is continued along the wingwalls.

Delaware Department of Transportation records indicate that Bridge 673 was constructed in 1932 under contract 232 (Federal Aid Project 100). The bridge was built as part of a road improvement project involving construction of a gravel road between Stockley and Zoar Camp, a distance of 2.72 miles. This project included six 15' pipe culverts and two bridges; the estimated cost of all these improvements was \$21,949.00. The contract was awarded to the Old Line Construction Company of Chestertown, Maryland. The bridges were originally planned to carry a 20' roadway, but this dimension was changed to 24'-0". Original drawings, dated January 1932, show the bridge's configuration and construction details. The steel reinforcement consists of standard bars of 1/2", 5/8" and 1" diameters. Bridge 673 was reported complete on July 14, 1932.

State Bridge No. 673 is a single span concrete slab bridge, a commonly built type, of standardized design and simply embellished. It is a typical example of the numerous concrete slab bridges constructed by the State Highway Department during the period 1926-1935, when Department efforts focused on the consolidation and improvement of the primary road system and the development of the secondary system. The need to rapidly expand the transportation network resulted in standardized, "cookbook" designs. Most of the concrete bridges surveyed in Delaware, like the steel girder bridges, represent an economical and expedient engineering solution that proved functional across the nation over an extensive period of time. Typically they are not distinguished technologically or aesthetically; while exceptions exist, their embellishment is generally limited to standardized, simple incised geometric designs breaking up the visual mass of the solid concrete parapet, such as seen on the parapet of Bridge 673. This treatment is handled in a formulaic manner, and is so common as to be "generic". The ubiquitousness of these concrete types, and their non-innovative technological and aesthetic character, prompted engineering historian Carl Condit to observe that the, "number ...is so great and the design and appearance so nearly uniform that it is difficult to select examples that are more noteworthy than others".