

**10. NAME(S) OF STRUCTURE**

State Bridge Number 709

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

9B:3-10



9B:5

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 Road Papers. 1875-1940. ms. State Archives, Dover, Delaware.

Delaware DOT records: contract files.

Plans on file at Delaware DOT: Contract #643

**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 709

## 2. LOCATION

Route 24 over Herring Creek  
Winding Creek Village, Sussex County, Delaware

## 3. DATE(S) OF CONSTRUCTION

1938

## 4. USE (ORIGINAL/CURRENT)

Vehicular

## 5. RATING

CBC

## 6. CONDITION

Good

Delaware State Highway Bridge 709 is a 28'-0" two span continuous concrete box culvert with concrete abutments, parapet, and flared wing walls. Incorporated in the structure is a spillway for Burton Mill Pond. Each span of the bridge measures 12'-0"; the solid concrete parapet consists of two panels on each side of the road. Each panel is simply ornamented with two incised rectangles. The bridge measures 36'-0" wide and carries two lanes of traffic with right and left shoulders. On the west elevation, under the deck, 6" x 10" wood posts form sheeting which controls the creek flow.

Delaware Department of Transportation records indicate that Bridge 709 was built in 1938, under contract 643 (Federal Aid Project 167B). It was constructed as part of a larger road improvement project, involving the widening, with concrete pavement, of 9.022 miles of road between Harmon School and Midway. The preliminary route report prepared by the Bureau of Public Roads, U. S. Department of Agriculture, indicated the rationale for this undertaking: "in addition to carrying a rather heavy volume of summer traffic to beach points, this project serves a substantial area of average farm land. [It] extends through the town of Millsboro [which] provides a railroad shipping point for local farm produce." The contract for this work was awarded to Walter Roach and Sons of Georgetown, Delaware, for the bid price of \$64,210.20. The project was begun June 28, 1939, and completed on July 1, 1940. Construction progress encountered delays due to heavy beach traffic. Original drawings, dated 1938, provide for removal of a previous structure which included a timber spillway. The first structure was built in 1927 under contract CS57; it had been extended in 1932.

Bridge 709 is an example of a concrete, combined-use structure, serving as a bridge and water flow control structure. This dual-purpose type of structure was found predominantly in Kent and Sussex counties; these bridges serve as examples of creative design solutions to unusual site conditions, reflecting a specialized engineering response to the water management necessities of lower Delaware. Additionally, the construction of State Bridge 709 reflects 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. The project of which this bridge was a part was undertaken 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.