

DELAWARE HISTORIC HIGHWAY BRIDGE SURVEY
POTENTIALLY NATIONAL REGISTER ELIGIBLE BRIDGES

Steel Girder Bridges

<u>Str. No.</u>	<u>Str. Type</u>	<u>Date</u>	<u>County</u>	<u>Significance</u>
2	SG	1933	NEW CASTLE	a unique example of a steel girder bridge, the girder comprises a truss encased in concrete
3	SG	1934	NEW CASTLE	an exceptional, multiple span example of a steel girder bridge, despite the deterioration evident
8F	SG	1920	KENT	comprising four spans, presents an uncommon variant of the concrete encased steel girder bridge type; in Delaware, most such structures are only a single span in length
20	SG	1932/ 1963	NEW CASTLE	an exceptional example of a concrete encased steel girder bridge
68	SG	1925	NEW CASTLE	an unusual concrete encased steel girder bridge, encompassing masonry elements, including a small stone building
89	SG	1939	NEW CASTLE	an exceptional example of a concrete encased steel girder variant, with masonry articulation suggesting a traditional stone bridge
119	SG	1938	NEW CASTLE	plate girder bridge with decorative concrete parapets; an exceptional example of a common type
155	SG	1931	NEW CASTLE	decorative plate girder bridge; appears to be in good structural condition and is unaltered, and is considered a good representative example of a common type

182	SG	1922	NEW CASTLE	appears to be in good structural condition and is unaltered, and is considered a good representative example of a common type
211A	SG	n.d.	KENT	its five-span length is unusual, as most steel girder bridges in Delaware comprise a single span; the substructure is also unusual construction for Delaware hwy bridges
239	SG	1932	SUSSEX	a representative example of a common type, the concrete encased steel girder bridge
257	SG	1937	NEW CASTLE	features rock-face ashlar details and good craftsmanship; an exceptional example of masonry articulated rolled steel girder bridge
257E	SG	1940	SUSSEX	significant as a multiple span girder bridge and for its Art Moderne-influenced architectural detailing, which is uncommon among the Delaware highway bridges of the period
404S	SG	1915/ 1930	SUSSEX	good representative example of a common type, and significant as an intact bridge associated with the initial phases of the construction of the DuPont Highway
407	SG	1931/ 1935	NEW CASTLE	an embellished example of a combination concrete encased girder bridge and a water control structure
501	SG	1933	KENT	a representative example of its type
505	SG	1903	KENT	an unusual steel girder variant, the combination of masonry substructure with a steel girder superstructure is unusual in Kent County

543	SG	1934/ 1946	NEW CASTLE	features rock-face ashlar embellishment and good craftsmanship; an excellent example of a masonry articulated steel girder bridge
575	SG	1928	NEW CASTLE	unlike the majority of historic steel girder bridges surveyed in Delaware, which are simple spans, this bridge is a cantilevered structure; it is located within the Brandywine Village Historic District
684	SG	1942	NEW CASTLE	an exceptional example of multiple span, embellished concrete encased steel girder bridge
686	SG	1938/ 1978	NEW CASTLE	an exceptional example of a multiple span, embellished concrete encased steel girder bridge
809	SG	1916/ 1941	SUSSEX	a good example of a concrete encased girder bridge located in the Milton Historic District; although its one elevation has been altered, the structure in its entirety appears to be in character with its surrounding environment and may be a contributing element in the district

Concrete Bridges

42A	CS	1933	KENT	an intact example of an unusual combination bridge and water flow control structure, and a good representative example of a concrete slab bridge
70	CS	n.d.	NEW CASTLE	a masonry embellished example of the concrete slab bridge type; this variant occurs only in New Castle County

23A	CA	1934	KENT	one of two bridges in Dover featuring extensive Colonial Revival detailing designed by Wilmington architect E. William Martin. It is significant for the high artistic value of its design.
120	CA	1922	NEW CASTLE	an example of a proprietary type designed by the nationally significant Luten Bridge Company of York, PA.
160	CA	1931	NEW CASTLE	this embellished arch contributes to the park setting and is considered a good representative example of the concrete arch type
202	CA	1919	SUSSEX	a typical example of a concrete arch bridge constructed during the period following the enactment of the State Aid Road Law in 1919, which made possible the rapid expansion of Delaware's transportation network
237	CA	1919	SUSSEX	an example of a proprietary type designed by the nationally significant Luten Bridge Company of York, PA.
246	CA	1942	NEW CASTLE	a good example of a concrete through arch and the only example surveyed in Delaware
336	CA	1922	NEW CASTLE	this concrete arch bridge appears to be in good structural condition and is unaltered, and is considered a good representative example of this type; located within the Cooch's Bridge Historic District
337	CA	1912 / 1932	NEW CASTLE	a good example of a small concrete arch bridge; located within the Cooch's Bridge Historic District

383	CA	1910	NEW CASTLE	an example of a proprietary type designed by the nationally significant Lutten Bridge Company, and is the earliest known example of its type in Delaware
576	CA	1922 / 1966	NEW CASTLE	the only example of a long span, open spandrel arch bridge surveyed in Delaware
698	CA	1906	NEW CASTLE	the only example of a multiple span solid spandrel, filled concrete arch bridge surveyed in Delaware
698B	CA	ca. 1920	NEW CASTLE	an unusual horseshoe arch bridge; with stone facing; an integral element of the park's picturesque setting
300	CF	1934	NEW CASTLE	appears to be in good structural condition and is unaltered, and is considered a good representative example of the concrete frame bridge type
430	CF	1928	NEW CASTLE	appears to be in good structural condition and is unaltered, and is considered a good representative example of the concrete frame bridge type
488N	CF	1931	NEW CASTLE	appears to be in good structural condition and is unaltered, and is considered a good representative example of the concrete frame bridge type
200	CF	1912	SUSSEX	an example of a highway structure which incorporates both a bridge and a water flow control structure, a relatively unusual combination

69	CG	n.d.	NEW CASTLE	a masonry embellished example of a concrete girder bridge; located within the Rockland Historic District
329	CC	n.d.	SUSSEX	a combination bridge and water flow control structure, an unusual type
709	CC	1938	SUSSEX	an intact example of a combination bridge and water flow control structure, an unusual type

Timber Bridges

*118	TB	ca. 1850- 1880 / 1982	NEW CASTLE	one of only two remaining covered bridges in the State. The structures were jointly listed on the National Register of Historic Places in 1973.
123A	TB	1933	KENT	a typical Delaware timber bridge which appears to retain much of its original fabric; a good representative example of the type
*137	TB	1850 - 1880 / 1969	NEW CASTLE	one of only two remaining covered bridges in the State. The structures were jointly listed on the National Register of Historic Places in 1973.
137A	TB	1936	KENT	as a typical Delaware timber bridge which appears to retain much of its original fabric; a good representative example of the type
456	TB	1934	NEW CASTLE	a two-span timber bridge which appears to retain much of its original fabric; a good representative example of its type; multi-span timber bridges are relatively uncommon
494	TB	1930	SUSSEX	a typical Delaware timber bridge which appears to retain much of its original fabric; a good representative example of its type

593	TB	n.d.	NEW CASTLE	a good example of the simple timber beam bridge
680	TB	1 9 3 7 / 1985	SUSSEX	a typical example of a Delaware timber bridge
708	TB	1 9 3 9 / 1983	SUSSEX	exceptional for its 375' 20-span length; most timber girder bridges in Delaware comprise only one span from about 8' to 20' in length
713	TB	1937	SUSSEX	a typical example of a Delaware timber bridge which appears to retain much of its original fabric
9A	TS	1 9 3 6 / 1970	KENT	a rare composite structure, comprising a multiple-span timber substructure and concrete slab superstructure; has considerable technological significance
445	TS	1937	SUSSEX	a rare composite structure, comprising a three span composite timber-concrete bridge, has considerable technological significance
707	TS	1938	SUSSEX	a rare composite structure, comprising a multiple span timber substructure and composite timber-concrete superstructure, has considerable technological significance

Masonry Bridges

39C	SA	n.d.	KENT	one of only five Delaware stone arch highway bridges and the only stone arch highway bridge in Kent County; constructed in 1900, it reflects the early development of the road system in response to the increasing popularity of the bicycle and automobile at the turn of the century
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177	SA	ca. 1840/ 1965	NEW CASTLE	one of only five remaining historic stone arch highway bridges in Delaware
330	SA	n.d.	NEW CASTLE	as one of only five historic stone arch highway bridges in Delaware
617	SA	n.d.	NEW CASTLE	one of only five historic stone arch highway bridges in Delaware
P-1 (Old 701)	SA	n.d.	NEW CASTLE	one of only five extant historic stone arch highway bridges in Delaware; located within the Brandywine Park Historic District

Movable Bridges

21A	BASC	1929	KENT	one of only seven remaining bascule bridges in Delaware, and the only movable bridge surveyed in Kent County. It is a rolling lift bascule, like the Scherzer type.
151	BASC	1925	SUSSEX	one of only seven remaining historic bascule bridges carrying vehicular traffic in Delaware
152	BASC	1923	SUSSEX	one of only seven remaining bascule bridges in Delaware and a contributing element in the Laurel Historic District
159	BASC	1 9 2 9 / 1986	NEW CASTLE	this rolling lift, plate girder bridge is one of only seven remaining historic bascule bridges carrying vehicular traffic in Delaware
161	SW	1 9 2 6 /1969	SUSSEX	one of only two remaining historic swing bridges on Delaware highways and a contributing element in the Laurel Historic District
393	SW	1928	NEW CASTLE	one of only two remaining historic swing bridges on Delaware highways

497	BASC	1 9 3 3 / 1971	NEW CASTLE	one of only seven remaining historic bascule bridges carrying vehicular traffic in Delaware
577	BASC	1932	NEW CASTLE	one of only seven remaining historic bascule bridges carrying vehicular traffic in Delaware
688	BASC	1 9 2 7 / 1982	NEW CASTLE	one of only seven remaining historic bascule bridges carrying vehicular traffic in Delaware

Metal Truss Bridges

1	MT	1 9 2 8 / 1979	NEW CASTLE	the only through truss surveyed, this bridge is an exceptional example of a twentieth century metal truss bridge, located at an historic crossing, and incorporating an older substructure
66	MT	n.d.	NEW CASTLE	one of only six remaining metal trusses still carrying vehicular traffic in Delaware. Additionally, this is one of two surviving examples of an early truss type built throughout New Castle by the nationally significant Edgemoor Bridge Works of Edgemoor, DE.
112	MT	1929	NEW CASTLE	one of only six intact historic metal highway truss bridges in Delaware
179A	MT	n.d.	NEW CASTLE	one of only six intact historic metal truss highway bridges in Delaware
216	MT	1928	NEW CASTLE	one of only six intact historic metal truss highway bridges in Delaware
424	MT	n.d.	NEW CASTLE	one of only six remaining metal trusses still carrying vehicular traffic in Delaware. Additionally, this is one of two surviving examples of an early truss type built throughout New Castle by the nationally significant Edgemoor Bridge Works of Edgemoor, DE.

Metal Arch Bridge

495	MA	1942/ 1927	NEW CASTLE	the only example of a metal arch bridge surveyed in Delaware; although it is less than fifty years old, this long span arch bridge is significant as the sole representative of this bridge type
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