

10. NAME(S) OF STRUCTURE

State Bridge Number 160

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

71A:32-36



71A:32A

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).

Spero, Paula A. C. A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia. (Charlottesville, Virginia: Virginia Highway & Transportation Research Council, 1984).

New Castle County Engineer Correspondence Records, DE Archives

Delaware State Archives. State of Delaware, New Castle County Levy Court, Specifications, Proposals, Contract and Bond, ms., State Archives, Dover, DE.

Delaware State Archives. New Castle County Road Commissioners Papers, various years 1750-1940, ms. State Archives, Dover, Delaware.

Delaware DOT records: Photo Archives.

Plans on file at Delaware DOT: Contract #BNC-46, 833-074-04

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 160

2. LOCATION

Maryland Avenue over Little Mill Creek
Wilmington, New Castle County, Delaware

3. DATE(S) OF CONSTRUCTION

1931

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

CA

6. CONDITION

Good: Some spalling and calcium stains on underside.

State Bridge Number 160 is a filled, solid spandrel concrete arch bridge with a span length of 50'-0" and an arch rise of 7'-0". It carries four lanes of traffic and a 6'-0" sidewalk on each side for a total horizontal clearance of 48'-0". The substructure consists of concrete abutments with concrete u-shaped wing walls. The parapet consists of a concrete railing and open rectilinear concrete balustrade above the arch. Solid concrete blocks top the wing walls. An incised line along the arch ring provides emphasis.

Delaware Department of Transportation records state that Bridge 160 was built in 1931 by the Levy Court of New Castle County. Original drawings are on file at the Department. These drawings show the bridge's configuration and construction details, including ornamental light standards no longer on the bridge. The drawings indicate the existence of an earlier stone bridge at this site, stating "rip rap new fill with masonry available from present bridge". Also noted was that a millstone on a pedestal to the south of the bridge was from Richardson Mill, located approximately 100 yards away; dating to about 1684, it was one of the first mills in Delaware. The contractor for construction of the 1931 concrete bridge was Ed. Daylor of Coatesville, Pennsylvania for approximately \$15,000. The Warner Company of Wilmington supplied the concrete used in construction. The roadway width was designed to accommodate the future addition of a trolley line as well as vehicular traffic. According to the drawings, the bridge is designed to carry both a 32 ton trolley and a 20 ton truck. The construction of the bridge coincided with another Levy Court project, the development of Richardson Park adjacent to the bridge. The opening of the bridge and park was commemorated with a celebration involving speakers and a parade on November 21, 1931.

State Bridge Number 160 is an example of a solid spandrel, filled concrete arch bridge, ornamented in a simplified 1930s version of "park style" bridges. This embellished arch contributes to the park setting and is considered a good example of the type.