

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

State Bridge Number 476

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

26B:31-36A



26B:36A

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.

Delaware DOT: Structures Division files.

**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 476

## 2. LOCATION

Road 483 over Paw Paw Branch  
Green Spring, New Castle County, Delaware

## 3. DATE(S) OF CONSTRUCTION

1933

## 4. USE (ORIGINAL/CURRENT)

Vehicular

## 5. RATING

CS

## 6. CONDITION

Good: Cracks and chipped concrete in northeast end post.

State Highway Bridge 476 is a 20'-3" concrete slab span, carrying two lanes of traffic on a 19'-9" wide deck with a 15° skew. The superstructure rests on concrete abutments with U-shaped wing walls. The fascia of the slab is corbeled and the bottom edge is shaped as a segmental arch. There is a concrete parapet consisting of large, bevel-topped end blocks spanned by a concrete balustrade with a corbeled rail. The bridge appears unaltered and in good structural condition.

Delaware Department of Transportation records state that Bridge 476 was built in 1933, and a date stamp on the bridge confirms this. Drawings are no longer available for this bridge.

State Bridge 476, constructed in 1933, is a typical example of a concrete slab bridge, a commonly built type, of standardized design and simply embellished, reflecting the continuing expansion and improvement of the road network under the auspices of the Delaware State Highway Department. It was constructed during the period 1926-1935, when Department efforts were focusing on improving the primary system and developing the secondary system. On the primary roads, highways were widened to accommodate increasing traffic, while secondary roads were increasingly developed to provide local access to the primary roads. 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. 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".