

APPENDIX A: DeIDOT SURVEY, BRIDGE 1-100 (2006)

INTRODUCTION

The Delaware Department of Transportation (DelDOT) is replacing Bridge 1-100 on Old Kennett Road, west of Centerville, New Castle County, Delaware (State Contract # 25-071-05; Federal Aid # EBRN-N243(2)). Replacement of Bridge 100 is due to significant deterioration, including a major crack along its downstream wingwall. Project plans consist of the replacement of the bridge with a concrete box culvert.

Bridge 100's date of construction is unknown, although a 1921 photograph provides evidence that it was built at least by this date. Although the bridge meets the 50-year age criteria, it was not evaluated in *Delaware's Historic Bridges*, as it did not meet the established minimum 20ft. length criteria. DelDOT, on behalf of the Federal Highway Administration (FHWA), is hereby evaluating Bridge 50B for the National Register of Historic Places as part of this Section 106 undertaking. Therefore, DelDOT cultural resource staff, recognized as meeting the Secretary of the Interior's Professional Qualification Standards in the fields of history and architectural history, completed the following evaluation.

SUMMARY

Based on lack of significance, Bridge 100 is not recommended eligible for the National Register of Historic Places.

LOCATION: Old Kennett Road (N243), over unnamed tributary to Red Clay Creek in New Castle County, Delaware

AGE: Circa 1920

DESCRIPTION: Concrete box culvert with flared wingwalls and capped parapet

DIMENSIONS: Width: 19.00ft (roadway)
20.75 ft. (curb to curb)
23.00 ft. (out to out)

Length: 6.00 ft.

RELEVANT MAPS/

CONTRACTS: Survey of Beers Atlas (1868), 1937 and 1954 aerial photographs indicate no adjacent properties.

HISTORY: As evidenced by 1921 photograph, the bridge was built by at least this time. Bridge 100 was likely built by New Castle County. Preliminary research has not indicated as-built construction plans.

EVALUATION

Bridge 100 is evaluated for the National Register of Historic Places as a concrete box culvert. As explained in the *Delaware Bridge Survey*, reinforced concrete box culverts were built initially in the first decade of the 20th century and were often used for crossing minor or seasonal streams and were built for spans in the range of 8'-15'. According to the Delaware Bridge Survey, in order for a concrete box culvert to be eligible under Criterion C, it would need to be an early, unaltered example, and historically associated with larger water control projects, such as the reconstruction of millpond spillways and dams. Although a relatively early example of the concrete box culvert type, it is a common type and does not have known associations with milling or other historic activities. In addition, Bridge 100 suffers from loss of historic integrity, exhibited by large cracks and spalls with exposed rebar identified at several locations on the structure. In attempts to fix these conditions, metal tie-rods and braces have been attached to the headwalls. Based on these reasons, Bridge 100 is not significant under Criterion C.

Furthermore, Bridge 1-100 does not maintain associations with events that have made a significant contribution to the broad patterns of our history. Based on survey of Beers Atlas (1868) and aerial photographs from 1937, 1954 and 1961, no adjacent properties were or are located near the bridge. In addition, the bridge does not appear to relate to a broader collection of bridges along Old Kennett Road. As many portions of Old Kennett Road have been widened, so the bridges contemporary with Bridge 100 have been replaced. Moreover, due to its common design and utilitarian function, it is not likely that Bridge 100 is associated with a person significant in state, local or national history. The bridge is a simple design, therefore no further information likely to be gained from further investigations of the structure. Therefore, Bridge 100 is not significant under Criterion A, B and D.

In summary, Bridge 1-100 is recommended not eligible for the National Register of Historic Places, due to lack of significance as a concrete box culvert. Moreover, Bridge 100 does not maintain associations with a known historic property, landscape or district.

CONCLUSION

In summary, Bridge 1-100 is recommended not eligible for listing in the National Register of Historic Places, as it is not a significant example of a concrete box culvert.



Location Map-Bridge 100





East Elevation



South Approach