

10. NAME(S) OF STRUCTURE
State Bridge Number 68

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION
44B:17-29



44B:21

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 records: Annual Reports; contract files.

Plans on file at Delaware DOT: Contract #BNC-72

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 68

2. LOCATION

Kirk Road over Millrace
New Castle County, Delaware

3. DATE(S) OF CONSTRUCTION

1925/1932

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

SG

6. CONDITION

Fair: Calcium deposits on underside of bridge; wing walls broken up and pulling out.

State Highway Bridge 68 is a 19'-0" concrete encased steel girder span, carrying two lanes of traffic on a 27'-3" wide deck. Constructed at a 20-degree skew, the bridge rests on random rubble stone abutments. The wing walls are of the same construction; the southern wing walls are flared, while the northern wing walls have a U-shaped configuration. Seven concrete encased girders support the deck. The wing walls rise to form end blocks, which are spanned by a stone parapet. A small stone building is built into the side of the bridge.

Delaware Department of Transportation records state that Bridge 68 was built in 1925; some of the substructure appears to have been built earlier. Original plans are no longer available; however, plans for a 1932 alteration are on file. Bridge 68, illustrated in the New Castle County archives of the 1920s, was a pony truss built on rubble abutments of possibly earlier origin. The New Castle Levy Court awarded the rehabilitation contract to Charles H. Dunleavy of Coatesville, Pennsylvania on October 11, 1932 for \$1045. Specifications for the "rebuilding" of Bridge No. 68 described the previous structure as a pony truss bridge on rubble masonry walls and abutments. The rehabilitation work was to include removal of the existing pony truss and preparation of the abutments to receive the new concrete encased girder superstructure. The project also included re-aligning the western wingwall and corner of the abutment to widen the approach. Existing abutments were re-used as was old masonry, including the granite coping. Drawings dated September 1932 prepared by the office of the New Castle County Engineer (on file at Delaware Department of Transportation) document the configuration and construction details of the present structure. These drawings provide detailed specifications for the scheme for placement of steel reinforcing bars within the concrete.

Bridge 68 is a small, single-span concrete encased girder bridge incorporating stone elements of a previous structure which could be associated with a nearby mill. This combination of concrete and stone masonry in a steel girder bridge was a decorative variant among the girder bridges of New Castle County. Bridge 68 is an example of one type, also illustrated in the New Castle County photo archives, which included masonry abutments and wing walls with an attractive masonry parapet and a stone or concrete cap.