

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N04275

1. HISTORIC NAME/FUNCTION: North and Southbound State Bridge 305 (A & B)

2. ADDRESS/LOCATION: U.S. 13

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: The bridges have been demolished.

5. SETTING INTEGRITY: U.S. 13 has been rerouted at the former location of the bridges.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
0	CRS 2 Main Building Form	N/A
0	CRS 3 Secondary Building Form	N/A
0	CRS 4 Archaeological Site Form	N/A
0	CRS 5 Structure (Building-Like) Form	N/A
0	CRS 6 Structure (Land Feature) Form	N/A
0	CRS 7 Object Form	N/A
0	CRS 8 Landscape Elements Form	N/A
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	N/A

7. SURVEYOR INFORMATION:

Surveyor name: Patti Kuhn/Sarah Groesbeck

Principal Investigator name: Patti Kuhn

Principal Investigator signature: _____

Organization: The Louis Berger Group Date: June 2012

8. OTHER NOTES OR OBSERVATIONS:

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These bridges were previously documented in 1982 without a determination of eligibility. They were evaluated in 1991 as part of the Delaware Historic Bridges Survey & Evaluation and was determined not eligible for the National Register. The bridges were demolished in the early 1990s.

This evaluation assessment is triggered by the federal undertaking initiated by DelDOT and the Federal Highway Administration as part of the SR 1 Roth Bridge to Interstate 95, Capacity Improvement Project (T200511001; Federal Aid NH-N067(26)). Further referenced information on this property as well as other in the vicinity, can be seen in the Architectural Evaluation entitled, "Architectural Survey Report, SR 1 Widening, New Castle County, Delaware."

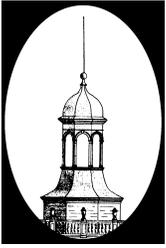
9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

c) Historic period theme(s)

- | | |
|--|--|
| <input type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY

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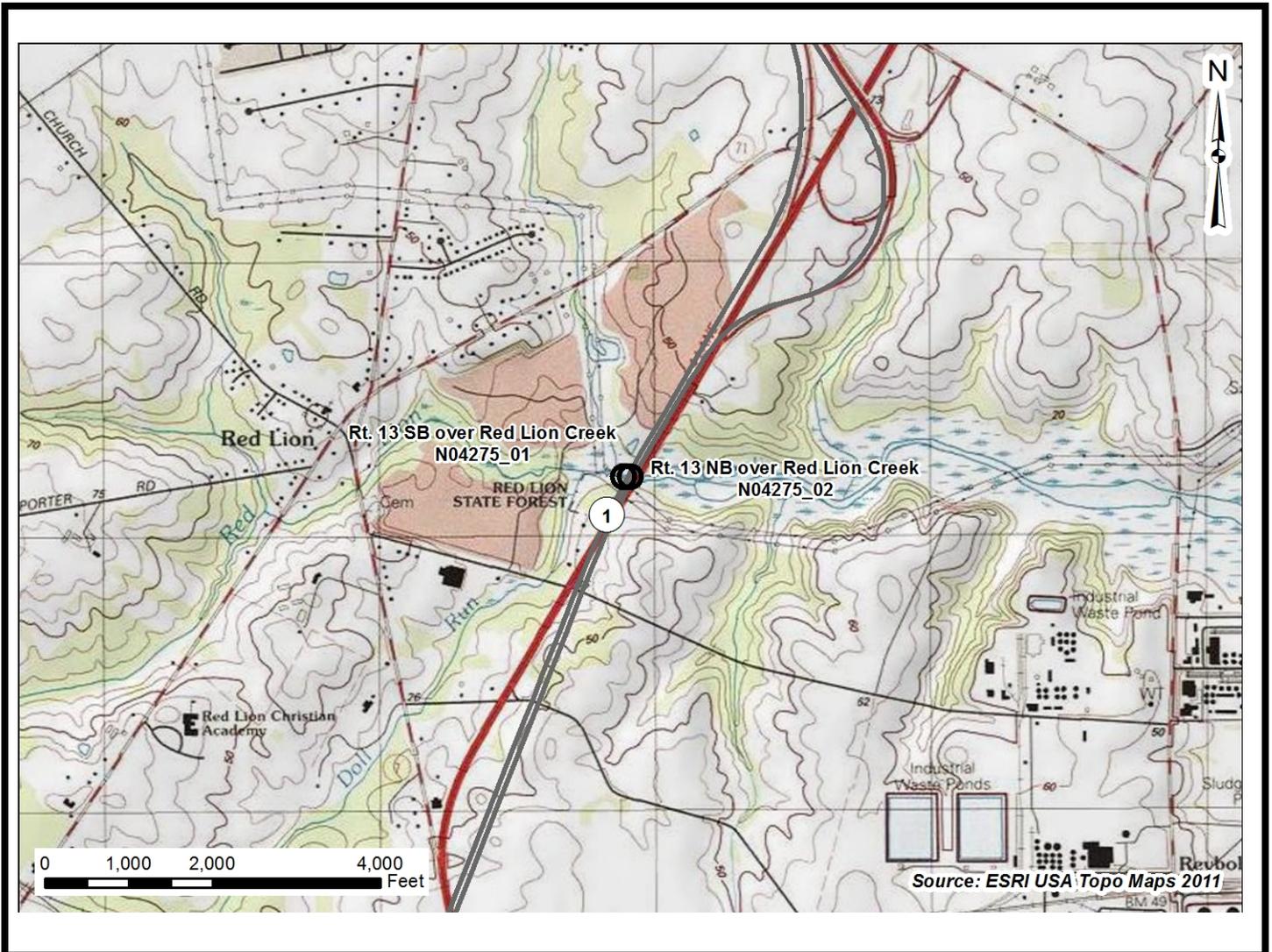
MAP FORM

1. ADDRESS/LOCATION: U.S. 13
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

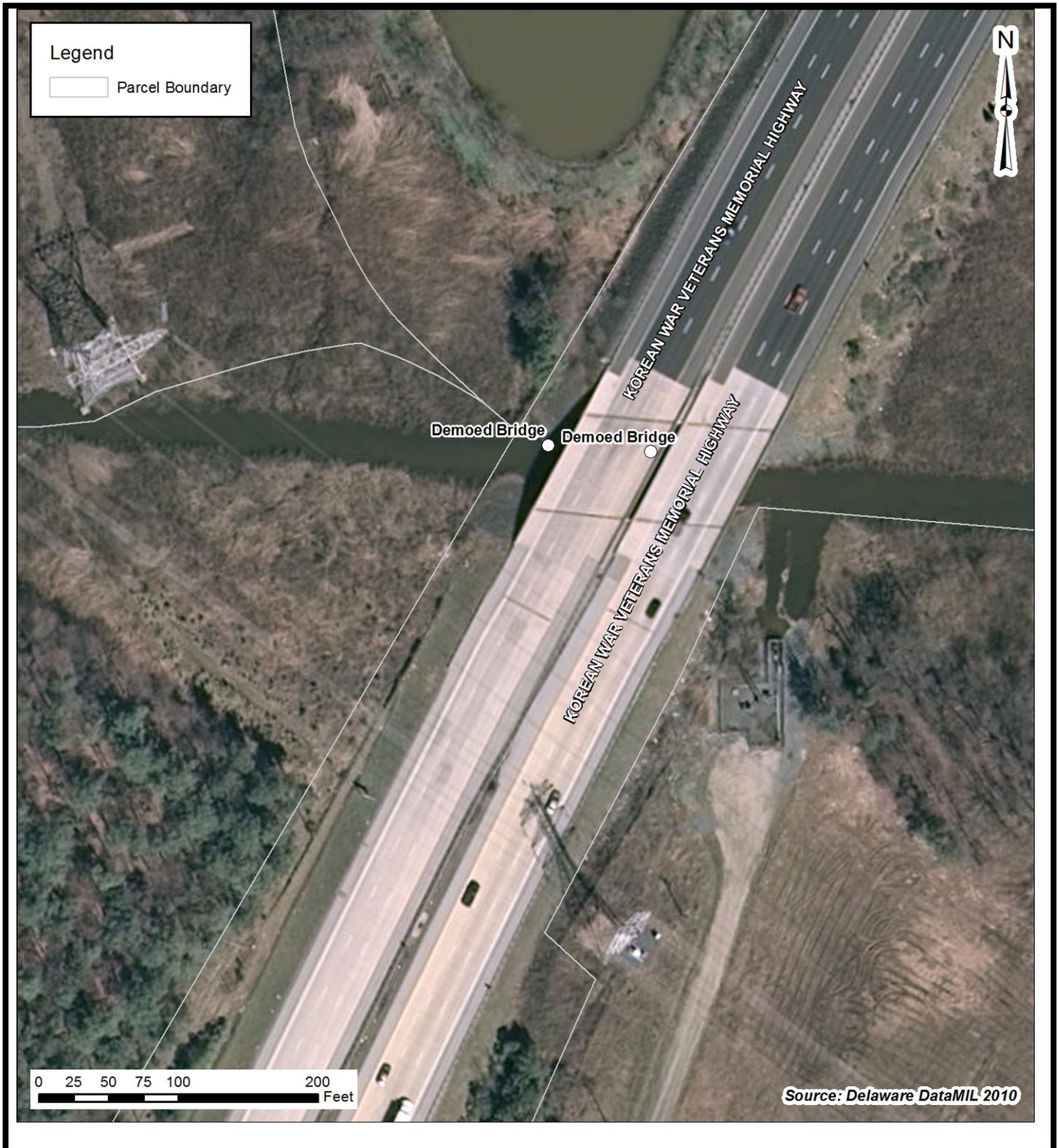
INDICATE NORTH ON SKETCH



4. SITE PLAN:

CRS # N04275

INDICATE NORTH ON PLAN



USE BLACK INK ONLY

5. 1964 HISTORIC AERIAL:

CRS # N04275

INDICATE NORTH ON PLAN



USE BLACK INK ONLY

BEGIN

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Use black ink and completely fill each box. Entries above the ruled line will appear on fiche labels.

CRS

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STATE OF DELAWARE

DIVISION OF

HALL OF RECORDS • DOVER • 19901

HISTORICAL & CULTURAL AFFAIRS

FICHE TITLE FRAME

Date ordered:

Camera:

Date filmed:

Operator's Signature:

The images on this microfiche are unaltered photocopies of the material contained in the survey files, Bureau of Archaeology and Historic Preservation-

Inventory

HABS/HAER INVENTORY

N-4275.1

See "HABS/HAER Inventory Guidelines" before filling out this card.

1. NAME(S) OF STRUCTURE

State Bridge Number 305A

3. DATE(S) OF CONSTRUCTION

1922

2. LOCATION

U.S. 13 Southbound over Red Lion Creek
Tybouts Corner, New Castle, Delaware

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

CA

6. CONDITION

Good

State Highway Bridge 305A is a single span, filled solid spandrel concrete arch bridge with a clear span of 35'-0" and an arch rise of 4'-6". It carries two lanes of traffic. The total horizontal clearance is 37'-0". The substructure consists of concrete abutments with flared concrete wing walls. The concrete parapet has two plain end blocks and a corbeled cap. The parapet between the end blocks is lower and ornamented with incised horizontal rectangles.

Delaware Department of Transportation records state that Bridge 305A was built in 1922. The DuPont Parkway bridges crossing Red Lion Creek (305A and 305B) are similar to each other in construction. The 1922 (southbound) bridge is somewhat longer and narrower than the 1929 bridge. These structures were constructed as part of a major highway building project first proposed by Coleman T. DuPont in 1911.

State Bridge Number 305A is an example of a solid spandrel, filled concrete arch bridge, a common type constructed during the early growth period and the period of rapid expansion of the state road network. Better articulated examples of this type exist, and it is not considered a good representative example of the type.



BEGIN

S	T	A	T	E	B	R	I	D	G	E	3	0	5	B
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Use black ink and completely fill each box. Entries above the ruled line will appear on fiche labels.

CRS

N	-	4	2	7	5	•	0	0	2
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STATE OF DELAWARE

DIVISION OF

HALL OF RECORDS • DOVER • 19901

HISTORICAL & CULTURAL AFFAIRS

FICHE TITLE FRAME

Date ordered:

Camera:

Date filmed:

Operator's Signature:

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Inventory

HABS/HAER INVENTORY

N-4275.2

See "HABS/HAER Inventory Guidelines" before filling out this card.

1. NAME(S) OF STRUCTURE

State Bridge Number 305B

2. LOCATION

U.S. 13 Northbound over Red Lion Creek
Tybouts Corner, New Castle County, Delaware

3. DATE(S) OF CONSTRUCTION

1929

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

CA

6. CONDITION

Good: Parapet concrete is deteriorated with exposed reinforcements.

State Highway Bridge 305B is a single span filled, solid spandrel concrete arch bridge with a clear span of 35'-0" and an arch rise of 4'-6". It carries two lanes of traffic. The total horizontal clearance is 37'-0". The substructure consists of concrete abutments with flared wing walls. The concrete parapet has a corbeled cap and plain end posts. The parapet between the end posts is lower and decorated with incised horizontal rectangles.

Delaware Department of Transportation records state that Bridge 305B was built in 1929. The DuPont Parkway bridges crossing Red Lion Creek (305A and 305B) are similar to each other in construction. The 1929 (northbound) bridge is somewhat shorter and wider than the earlier southbound one. Both structures were constructed as part of a major highway building project first proposed by Coleman T. DuPont in 1911.

State Bridge Number 305B is an example of a solid spandrel, filled concrete arch bridge, a common type constructed during the early growth period and the period of rapid expansion of the state road network. Better articulated examples of this type exist, and it is not considered a good representative example of the type.

7. DESCRIPTION
8. HISTORICAL DATA
9. SIGNIFICANCE

