

Part Seven - Written Views of the DE SHPO and Other Interested Parties

All coordination, reviews, documentation, input, etc. with the DE SHPO as well as other interested or involved parties are provided on the following pages.



STATE OF DELAWARE
DEPARTMENT OF STATE
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS
HISTORIC PRESERVATION OFFICE
15 THE GREEN

TELEPHONE (302) 739-5685

April 8, 1997

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FAX: (302) 739-5660

MEMORANDUM TO: Joseph Wutka, Assistant Director, Planning, DelDOT

FROM: Joan N. Larrivee, Deputy State Historic Preservation Officer *JNL*

SUBJECT: Effect on resources of the Bridge 698 (Van Buren Street/
Brandywine Creek) Rehabilitation Project; State Contract No.
92-074-04; Federal Aid Project No. EBH-698(1)

In accordance with the Advisory Council's regulations (36 CFR 800.9) and in consultation with the DE SHPO and other interested parties (the City of Wilmington, New Castle County, and Friends Society of Brandywine Park), the Federal Highway Administration, through its designee, the Delaware Department of Transportation (DelDOT), has applied the Criteria of Effect and Adverse Effect to those properties within the above-mentioned project area which are eligible for, or listed in, the National Register of Historic Places. These properties are: Bridge 698 (Van Buren Street Bridge), and the Brandywine Park Historic District.

We have reviewed DelDOT's revised case report, which contains their final determinations concerning these properties, and we concur with the findings therein. Both Bridge 698 and the Brandywine Park Historic District will be adversely affected by the project. Mitigation of these adverse effects is discussed in the case report. Mitigation has focused on design details for the sections of the bridge which will be reconstructed, and rehabilitation methods for original sections that will remain. We have consulted with the FHWA, through DelDOT, concerning these measures and concur that the proposed actions are appropriate. A Memorandum of Agreement outlining the measures to be employed in protecting the historic properties affected by this project has been signed by the DE SHPO.

cc: Robert Kleinburd, FHWA
Therese M. Fulmer, Manager, Environmental Studies, DelDOT
Michael Hahn, Senior Highway Planner, DelDOT
Valerie Cesna, Preservation Planner, New Castle County Dept. of Planning
Lori Salganicoff, Preservation Planner, City of Wilmington
Susan Mulcahey Chase, Friends Society of Brandywine Park



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February 12, 1997

MEMORANDUM TO: Therese M. Fulmer, Manager, Environmental Studies, DelDOT
FROM: Gwen Davis, Archaeologist *GD*
SUBJECT: Bridge 698 (Van Buren St./Brandywine R.) Rehabilitation Project; State Contract No. 92-074-04; Federal Aid Project No. EBH-698(1); Memorandum of Agreement

I have reviewed Mike's last draft of the MOA (dated Feb. 3). I also received comments on the draft from Dan. Although the majority of our comments (memo dated Jan. 30) on the previous draft have been addressed, there are still a few issues that need to be resolved. Primarily, we are still concerned about Stipulation 3, which discusses review of plans and subsequent design changes. As we have previously stated, this stipulation should be more specific about the process we will undertake to assure that the final construction plans represent the most historically compatible design possible. The Stipulation should also specify that we, and the other consulting parties (City, County, and possibly the Friends Society), have the opportunity to review the revised plans before DelDOT signs off on them. We feel that the following language is most appropriate to address these concerns (basically the same language presented in our earlier memo, with some minor revisions).

3. Design Plans.

- a. DelDOT will take into account the comments of the DE SHPO and the consulting parties on the semi-final project plans concerning design, methods, and materials to be employed in the rehabilitation of the Van Buren Street Bridge;
- b. DelDOT will provide a copy of the revised project plans and specifications to the DE SHPO, (list any concurring parties), and consulting parties for their review and comment prior to those plans and specification being accepted as final by DelDOT.
- c. DelDOT shall submit any subsequent changes in the project plans or specifications to the DE SHPO, (list any concurring parties), and consulting parties for their review and comment prior to implementing such changes.

Memorandum to T. Fulmer
February 12, 1997
Page 2

Dan also recommends adding another WHEREAS statement, to read as follows:

WHEREAS, it DelDOT's intent to rehabilitate the Van Buren Street Bridge in a manner compatible with its historic character and setting.

Thank you for your continuing cooperation on this project. If you have any questions, please do not hesitate to call me.

cc: Joseph T. Wutka, Assistant Director, Planning, DelDOT



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DEPT. OF TRANSPORTATION
DIVISION OF PLANNING
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February 6, 1997

MEMORANDUM TO: Michael C. Hahn, Senior Highway Planner, DelDOT

FROM: Gwen Davis, Archaeologist *GD*

SUBJECT: Bridge 698 (Van Buren St./Brandywine R.) Rehabilitation Project; State Contract No. 92-074-04; Federal Aid Project No. EBH-698(1); Documentation of Adverse Effect (case report)

As Joan and I discussed with you last week, the above-referenced document should be revised to correct some inaccuracies and include additional information. Our recommended changes are listed below.

1. **page 1, 4th & 6th para.; and page 11, 3rd para.:** clarify that Brandywine Park Historic District, and Van Buren Street Bridge as a contributing element of the District, are listed in the National Register of Historic Places.
2. **ca. p. 4:** add a diagram indicating the existing profile of the bridge, for comparison with proposed shown in Figure 2. The diagram you used for the public workshops would be sufficient.
3. **p. 6, 9th para.:** The statement "All the proposed work above (with its additive elements) will not be seen or detected from a visual or aesthetic standpoint" is confusing, and should either be revised or deleted. The changes within the deck and arches (i.e., removal of the waterline and fill, addition of new beams) would not be visible, but other changes (i.e., parapets, deck architectural details) which will directly result from the replacement of the deck and superstructure will be visible.
4. **p. 7, 5th para.:** second and third sentences are contradictory; the parapets are part of the "architectural treatment".
5. **p. 10, 4th para.:** replace the word "nominated" with "inventoried". (The bridge is listed in the National Register as part of the Brandywine Park Historic District, but it has not been nominated for listing as an individual structure.)
6. **p. 12, last para.:** We disagree that Adverse Effect Criterion (2) is not applicable. By altering significant features of the bridge (i.e., parapet), the project will alter the character of the setting of Brandywine Park Historic District. That character does contribute to the property's qualification for the National Register. Also, note that the regulatory citation of the adverse effect criteria is 36 CFR Part 800.9(b).

7. p. 13, 3rd para.: revise as follows: "..., archaeological resources are not expected within the project area."

8. p. 15, 3rd para.: Statements that closure or reduction of vehicular traffic on the bridge would lead to "loss of economic time" and "add extra emissions into a non-attainment area", and that "Environmental Justice as well as conservation of energy and natural resources established under the FHWA would be violated" are questionable. To what does the first phrase refer?. How would traffic being diverted to surrounding, nearby roads increase the overall volume or emissions of the area, or affect energy conservation and natural resources?

9. pp. 15-16: The overall discussion of construction alternatives (essentially beginning with the fourth full paragraph on page 15) centers on the balustrade issue and does not reflect the variety of alternatives discussed among the agencies and the public. This actually does a disservice to FHWA and DelDOT (particularly yourself), which have expended considerable time and effort to consider a range of ideas and include public comment. Adding the diagrams used in the public workshop would immediately illustrate the various alternatives considered. We also recommend several changes to the text.

Before going into the discussion of the parapet/guard rail issue, describe DelDOT's original preferred alternative--significant widening to include two fourteen foot lanes, two five foot sidewalks, and the Texas T type parapet. This alternative represented the most radical change to the original historic structure, and would have resulted in the most severe adverse effects. Describing this alternative would serve as a balance, demonstrating the more compatible design achieved through our extensive consultation under Section 106. Next, explain that alternative design issues focused on compromises concerning the travel lane, and therefore, overall bridge width and the parapet design.

On a technical note (top of page 16), stating that a design exception on the balustrade couldn't be given due to waivers "already being granted on the narrow width of the travel surface" is somewhat misleading. As I recall, DelDOT's bridge design section said that a guard rail would be necessary if the original parapet design were used, regardless of whether the bridge were widened or not.

10. p. 16, last para.: clarify the statement "intermediate number of varying balustrade sections", or delete entire sentence.

11. p. 17, Part V: The first four paragraphs of this section involve very specific details of the project and do not really directly address the mitigation of the adverse effects. These paragraphs could be placed in the previous section, or deleted entirely if the information they contain is already covered in that section.

Memorandum to M. Hahn
February 6, 1997
Page 3

In the third paragraph, asserting that the "balustrade design...**closely** mimics the original design" (emphasis mine) is a bit of an overstatement. Also, the last sentence is unclear. If you are referring to the details of the panel beneath the balusters, I would say that panel insets will provide varied planes and the appearance of depth on what would otherwise be a monotonous solid concrete wall.

The actual discussion of mitigation measures begins with the 5th paragraph. In the 7th paragraph, note that this measure also mitigates adverse effects under Criterion 2 (see comment no. 6 above), and name the "other consulting parties". Also, I recommend revising the last sentence, and adding others, to more clearly define the result of all the parties' considerable efforts on the bridge design, e.g., the following statements:

"The design of new sections of the bridge will satisfy FHWA and DelDOT's goal of providing barriers which conform to AASHTO standards, but will also address preservation concerns for visual compatibility with the historic structure and setting. Architectural details of the bridge will be replicated where possible (spandrel walls and staircases), and will incorporate similar elements of the existing design where replication is not feasible (balustrade). Rehabilitation of the few remaining original portions of the bridge will employ methods and materials compatible with the historic concrete. Finally, DelDOT will continue to consult with the DE SHPO and other interested parties to ensure that the final construction plans and specifications include appropriate instructions to the contractor regarding design details and construction methods and materials.

Thank you for your consideration of these comments. We look forward to seeing the revised case report and MOA (the latter discussed under separate cover), and finalizing the Section 106 process for this important, and extensive project. We continue to appreciate your dedicated efforts on behalf of this historic property.

cc: Joseph T. Wutka, Assistant Director, Planning, DelDOT
Therese M. Fulmer, Manager, Environmental Studies, DelDOT



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DEPT. OF TRANSPORTATION
DIVISION OF PLANNING

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December 30, 1996

MEMORANDUM TO: Michael C. Hahn, Senior Highway Planner, DelDOT

FROM: Gwen Davis, Archaeologist *GD*

SUBJECT: Bridge 698 (Van Buren St./Brandywine R.) Rehabilitation Project; State Contract No. 92-074-04; Federal Aid Project No. EBH-698(1); draft case report and MOA

We have reviewed the case report and MOA. We will provide final comments on the documentation after we meet with DelDOT. However, I would like to offer some preliminary remarks at this time to help expedite the review process. In particular, we suggest some revisions to MOA, as noted below. A revised draft should be circulated to the parties which have been invited to concur in the Agreement as soon as possible.

MEMORANDUM of AGREEMENT

Stipulation 2: What will DelDOT's "work plan" be included in? Perhaps this statement could be simplified, e.g., "DelDOT shall photograph various phases of the Bridge deck removal, and will document, in place, the 48" water main contained within the Bridge. Copies of the photographs will be included with the final HABS/HAER documentation to be prepared under Stipulation 1."

This is probably all that's needed in the MOA. DelDOT would then devise a plan for the contractor, or include a special provision in the final plans, as necessary, that would ensure the contractor provides appropriate access to the job site to allow this work.

Stipulation 3: This important stipulation provides for additional discussion among the consulting parties on project design plans and specifications. The statement needs to clarify who is responsible for what, however. We currently have the semi-final plans, and will be commenting on a number of details. I believe that other consulting parties plan to comment as well. If final plans are not developed prior to FHWA's sending the documentation to the Council, the MOA stipulation should cover the next steps of review, such as:

3. Design Plans.

a. DelDOT will take into account the comments of the DE SHPO, the City, and the County on the semi-final project plans concerning design, methods, and materials to be employed in the rehabilitation of the Van Buren Street Bridge;

b. DelDOT will provide a copy of the final project plans and specifications to the DE SHPO, City, and County, and take into account any further comments prior to letting the contract;

Memorandum to M. Hahn
December 30, 1996
Page 2

c. DelDOT shall submit any subsequent changes in the project plans or specifications to the DE SHPO, City and County for their review and comment prior to implementing such changes.

Stipulation 4: The first part of this statement is really covered under Stipulation 3, and could be deleted here. Concerning the preservation of the balustrade, has it been confirmed that the City and County wish to pursue this? The stipulation says "several sections" will be saved; will the City and/or County choose which sections, or will it be a matter of which parts survive the removal? I suggest you request some input from these agencies before finalizing this stipulation.

There are a few other minor suggestions noted on the enclosed copy of the MOA. We may request the addition of two other stipulations. First, the contractor should provide sample sections (actual-size) of the proposed balustrade for review by the DE SHPO, City, County and other interested parties prior to installation. If the consulting parties are still considering variations of the design, several sections should be constructed to allow comparison. Similar provisions were made for the Rtes. 92 and 100 project a few years ago. Second, as stated in my previous memo to you, we need more information on the temporary bridge that will be used by the contractor during the rehab. If it appears the installation, use or removal of the structure could affect the mill race or other elements of the Park, the MOA would have to stipulate appropriate protection and/or mitigation measures.

CASE REPORT:

Detailed comments on this document will not be provided at this time. One thing I would like to suggest, however, is that additional diagrams be included to more clearly represent the existing conditions of the bridge, and the alternatives that have been considered in our consultation. Such information should be readily available, as was used for the public hearing.

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to call me.

Enclosure

cc: Joseph Wutka, Assistant Director, Planning, DelDOT



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STATE OF DELAWARE
DEPARTMENT OF STATE
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December 20, 1996

MEMORANDUM TO: Michael C. Hahn, Senior Planner, DelDOT

FROM: Gwen Davis, Archaeologist *GD*

SUBJECT: Bridge 698 (Van Buren St./Brandywine R.) Rehabilitation Project; State Contract No. 92-074-04; Federal Aid Project No. EBH-698(1); semi-final plans

Dan, Gary and I met today to go over the semi-final plans for the above-referenced project. In general, the plans are progressing well, but there are a number of details that we would like to discuss further. Dan suggested that we meet with you on-site, so as to facilitate comparison of existing and proposed bridge features. We would appreciate it if DelDOT's engineering consultant (KCI) were represented at the field review, as well as other appropriate consulting parties. The following identifies some of the issues we would like to address.

1. temporary trestle (plan sheet no. 5)--need description of the structure, how and where it will be installed; possible need for protective measures for the millrace.
2. bridge dimensions (plan sheet no. 12)--proposed out-to-out width of structure is .570m (ca. 22") wider than the original (our understanding was that the total widening would be no more than 12").
3. surface coating (plan sheet no. 12, note no. 5)--effect of "water based penetrating coating".
4. reconstruction of rubble masonry wall (plan sheet no. 12)--appropriate methods/materials for reconstruction need to be specified in the plans.
5. spandrel wall design (plan sheet nos. 28 and 29)--compare proposed detail profile with existing.
6. staircase repairs (plan sheet nos. 30-33)--railing details (compare with existing).
7. parapet design/railing details (plan sheet no. 45)--The proposed shape of posts is much improved over that presented in September. However, the shape of cap is not consistent throughout plans (that depicted in "rail attachment detail" is close to what was suggested by the design subcommittee). The panel profile still needs modification; the subcommittee recommended a full inset, not grooved outline.

Memorandum to M. Hahn
December 20, 1996
Page 2

8. lighting (plan sheet no. 51)--proposed ornamental light pole is not appropriate to the period and setting of the bridge and park.

We look forward to meeting with you. In the meantime, if you have any questions, please do not hesitate to call me.

cc: Robert Kleinburd, Federal Highway Administration, Dover
Carl Highsmith, Federal Highway Administration, Baltimore
Joseph Wutka, Assistant Director, Planning, DelDOT
Chao Hu, Assistant Director, Design, DelDOT
Muhammad Chaudhri, Bridge Design Engineer, DelDOT
Kash Srinivasan, Dept. of Public Works, City of Wilmington
Lori Salganicoff, Preservation Planner, City of Wilmington
Valerie Cesna, Preservation Planner, New Castle County
Susan Mulchahey Chase, Friends Society of Brandywine Park



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October 29, 1996

MEMORANDUM TO: Michael C. Hahn, Senior Planner, DelDOT

FROM: Gwen Davis, Archaeologist *GD*

SUBJECT: Rehabilitation of Bridge 698, Van Buren St./Brandywine River, Wilmington, DE; public workshop of Sept. 25, 1996

Thank you for inviting the DE SHPO to attend the public workshop on the above-referenced project. The preliminary plans presented indicate that plans for the project are progressing. However, as we discussed, there are a number of balustrade details which were identified by the design subcommittee in June that need to be included in the next set of plans.

First, the recommended design consisted of an entirely recessed horizontal panel for the base, topped by a ledge on which the balusters would rest, punctuated by intermediate pedestals running from beneath the rail to the base of the parapet. This was identified as "option 5" on the concept plans you faxed to Gary on June 5. What was presented at the workshop was actually "option 3", consisting of an interior recessed rectangle in each panel section. The plans should be revised to reflect the details decided upon in option 5.

Second, the design for the balustrade cap should be closer to the existing profile and section. The top should be like a very low pitched gable, and should overhang an indented section which abuts the top of the balusters.

Third, the baluster shape needs to be adjusted. The neck should be somewhat elongated. The rounded portion would occur near the very bottom of the post, not near the center as shown on the current plans. Also, the subcommittee suggested that the overall size of the post be "slimmed down". They apparently noted the possibility that these changes to the balusters could affect the spacing of the posts. We request that the revised plans show a couple of mock-ups depicting how the spacing would look with the redesigned posts. Based on the new dimensions of the posts, the consultant should review the length of each balustrade section and determine how the new size posts would be placed within them: (1) if the current number of posts was maintained; and (2) if more posts were added.

On several occasions, we have discussed the issue of lighting on the rehabilitated bridge. As I recall, the concept plans showed lights placed in the original locations on the parapet, on the pedestals over the two main piers. However, you have indicated that there may be problems with this

Memorandum to M. Hahn
October 29, 1996
Page 2

approach, given current requirements or guidelines for proper illumination. It would be helpful if the revised plans could include different options for lighting on the bridge. The interested parties could then review the options and hopefully come to some consensus.

We thank you for your continued diligence toward developing an appropriate rehabilitation plan for the Van Buren Street Bridge. We look forward to seeing the revised plans. If you have any questions concerning these comments, please do not hesitate to call me.

cc: Robert Kleinburd, Federal Highway Administration, Dover
Carl Highsmith, Federal Highway Administration, Baltimore
Joseph Wutka, Assistant Director, Planning, DelDOT
Chao Hu, Assistant Director, Design, DelDOT
Muhammad Chaudhri, Bridge Design Engineer, DelDOT
Kash Srinivasan, Dept. of Public Works, City of Wilmington
Lori Salganicoff, Preservation Planner, City of Wilmington
Valerie Cesna, Preservation Planner, New Castle County
Susan Mulchahey Chase, Friends Society of Brandywine Park



STATE OF DELAWARE
DEPARTMENT OF STATE
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS
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OFFICE OF THE DIRECTOR

April 12, 1996

Mr. Michael C. Hahn
Senior Highway Planner
Office of Planning
Department of Transportation
P. O. Box 778
Dover, Delaware 19903

Dear Mike:

Thank you for the update on the design options for Bridge 698 (Van Buren Street Bridge). I am encouraged by the progress to date on efforts to both accommodate community concerns about safety traffic flow and design and your efforts to design the rehabilitation in a manner that is sensitive to the historic character of the bridge and its park setting.

The key issue as I see it now is the parapet design. In our opinion, the closer the final parapet design is to the original, the more compatible the rehabilitation will be to the historic design qualities of the bridge, as we stated in our April 25, 1995 memo (enclosed for your reference), replacement of the parapet with a style similar to "Detroit Superior" would constitute an adverse effect. In this scenario, the Section 106 compliance process will require a full case report and Memorandum of Agreement. Stipulations in such an agreement would include recordation and rehabilitation in a manner consistent with the Secretary of Interior's Standards for Rehabilitation. The Case Report would need to demonstrate that there was no reasonable alternative to the replacement of the parapet as proposed.

In our discussions on April 11, you indicated that DelDOT was exploring an option that would retain the existing parapet by providing the crack protection with a cabling system within the parapet. If such a system is workable from your point of view and it preserves the significant qualities of the parapet, we would consider a No Adverse Effect approach to the Section 106 compliance for this project.

Mr. Michael C. Hahn
April 12, 1996
Page Two

We look forward to continuing consultation on this project.
Please do not hesitate to contact us to discuss design
alternatives as your planning proceeds.

Sincerely yours,



Daniel R. Griffith
Director/State Historic Preservation Officer

Enclosure

cc: Robert Kleinburd; FHWA
Raymond D. Harbeson; Chief Engineer/Dir. of Preconst.
Eugene Abbott; Director of Planning
Joseph T. Wutka; Asst. Director of Planning
Muhammad T. Chaudhri; Bridge Design Engineer
Therese M. Fulmer; Manager Environmental Studies
Gwen Davis; State Historic Preservation Office
Valerie Cesna; Preservation Planner



Delaware Department of Transportation
Anne P. Canby
Secretary

PUBLIC WORKSHOP
REHABILITATION OF VAN BUREN
STREET BRIDGE, WILMINGTON
CONTRACT #92-074-04

The Delaware Department of Transportation (DeIDOT) announces a public workshop on rehabilitation options for the Van Buren Street Bridge in downtown Wilmington. A variety of conceptual designs with alternative treatment options have been developed in consultation with government agencies. Area residents, commuters, and interested community members are invited to participate in the design and engineering process. Various historic preservation perspectives and concerns will also be addressed within the alternative scenarios. The public is encouraged to voice their opinions on the materials presented, ask questions, and offer helpful insight into the initial planning stages in the restoration of this bridge.

The designs will be available for review and discussion at the Warner School Cafeteria located at 801 W. 18th Street, Wilmington on December 13, 1995 between 4:00 PM and 8:00 PM. DeIDOT staff members will be on hand to discuss the project on an individual basis.

Interested persons are invited to express their views, in writing or on a provided questionnaire form, regarding the options for the project. Comments will be received at DeIDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DeIDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-739-4313 or write to the Office of External Affairs at the above address.

PUBLIC NOTICE



Delaware Department of Transportation
Anne P. Canby
Secretary

PUBLIC WORKSHOP
REHABILITATION OF VAN BUREN
STREET BRIDGE, WILMINGTON
CONTRACT #92-074-04

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DEPT. OF TRANSPORTATION
DIVISION OF PLANNING

The Delaware Department of Transportation (DelDOT) announces a public workshop on rehabilitation of the Van Buren Street Bridge in downtown Wilmington. Plans to be displayed have been developed based on public, and various governmental agency input received over the passed year. Area residents, commuters, and interested community members are invited to participate in the design and engineering process. Various historic preservation perspectives and concerns have been addressed. The public is encouraged to voice their opinions on the materials presented, ask questions, and offer helpful insight into the restoration of this bridge.

The designs will be available for review and discussion at the Pierre S. duPont Elementary School cafeteria, 701 West 34th St., Wilmington on September 25, 1996 between the hours of 4:00pm and 8:00pm. DelDOT staff members will be on hand to discuss the project on an individual basis.

Interested persons are invited to express their views, in writing. Comments will be received on site or can be mailed to DelDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-739-4313 or write to the Office of External Affairs at the above address.

PUBLIC NOTICE

FRIENDS SOCIETY OF
Brandywine Park



18 September 1995

Mr. Michael Hahn
Environmental Studies Office
Department of Transportation
P. O. Box 778
Dover, Delaware 19903

Dear Mike,

Thanks very much for including the Friends Society in the continuing discussions regarding the work to be done on the Van Buren Street Bridge. I am sure we will eventually arrive at a course of action that is agreeable to all the interested parties. Of course, in the coming weeks if there is any way I may be of assistance, do not hesitate to contact me. You may feel free to call me at home [429-0646] since that is where I do most of my work.

On a personal note, I wanted to let you know of my interest in doing consulting work for DelDOT should the opportunity arise. My work for the Friends Society as historian is done basically as a consultant and is not full-time. What is the procedure by which one registers with the Department of Transportation to be considered for future projects? I would be grateful if you could let me know.

Again, thank you for the consideration you have shown our organization. We look forward to working with you on the public meetings to inform local groups and park neighbors of impending repairs.

Sincerely,

A handwritten signature in cursive script that reads "Susan".

Susan Mulchahey Chase
Park Historian

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Dept. of Transportation
Transportation Planning



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June 28, 1995

MEMORANDUM TO: Michael C. Hahn, Senior Highway Planner, DelDOT
FROM: Gwen Davis Coffin, Archaeologist *GD*
SUBJECT: Bridge 698 Rehab.; Van Buren Street over Brandywine River;
Wilimington, New Castle Co., Delaware; Contract No. 92-074-04;
Federal Aid Project No. BH-698(1)

I would like to thank you and DelDOT's Bridge Design section for coordinating the June 3, 1995, scoping meeting for the above-referenced project. It was helpful to have diverse state, county, and local interests represented for discussion of this important and complicated project.

During the field review, we observed that the "Van Buren Street Bridge" is clearly in need of major repairs. The severity of the historic structure's deterioration is not yet fully documented. We learned that DelDOT's consultant, KCI, Inc., will conduct test borings of the concrete arches to determine their stability. The results of these tests will, of course, guide determinations as to the extent and nature of necessary repairs. Nevertheless, the DE SHPO would like to address some of the specific measures currently proposed by DelDOT, as presented at the meeting.

KCI, Inc., is to prepare a structural inspection report and feasibility study for the project. As I understand it, DelDOT's Bridge Design section is proposing to explore two options in the study, essentially involving: (A) rebuilding/rehabilitating the structure to its existing dimensions; and (B) reconstructing both the super and substructure to widen the bridge. It is expected that both options would include replacing the deck, parapets, and two arches on the south side. For the design of the replacement parapets, DelDOT suggested a type known as the "Texas T" design, similar to that employed on the 16th Street Bridge. The waterline and earthen fill within the bridge would also be removed.

We have several comments and recommendations concerning the proposed content and direction of the feasibility study.

DelDOT has cited safety concerns and current road design standards as reasons for exploring "Option B". However, as we have discussed on several occasions, the DE SHPO does not consider this option desirable. The Van Buren Street Bridge is located in, and is an integral part of, an historic park setting. The structure was not intended to serve as a major City thoroughfare. Based

Memorandum to M. Hahn
June 28, 1995
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on comments made at the meeting, it is my impression that neither the City nor the County wish to encourage increased use of, or higher speeds on the bridge. Widening the structure may inadvertently result in such undesirable changes. Therefore, we feel that the feasibility study must include a comprehensive analysis of traffic volumes (including current level of service), traffic patterns, and accident data. This information will allow reviewers to fully assess the need for Option B. The potential effects that construction of a wider structure might have on surrounding landscape or structural features (e.g., the historic millrace and stairways) should be considered as well. The study should clearly demonstrate the advantages and disadvantages of this option.

If safety problems on the bridge are demonstrated to exist, DelDOT must consider whether or not widening the structure is the only effective solution. DelDOT should closely coordinate the feasibility study with the City's planning and transportation departments to determine if options such as closing the bridge to automobile traffic, or allowing only one-way traffic over the bridge, are possible. The use of "traffic calming" measures should also be examined.

In previous correspondence, the DE SHPO has also expressed concern over the proposed design for the replacement parapets. We feel strongly that DelDOT should study the possibility of replacing the parapets in-kind, understanding that this might require an exception to the federal road standards. It is our opinion that the location and function of the Van Buren Street Bridge may warrant such an exception. However, at the scoping meeting, DelDOT indicated no plans to explore this option in the feasibility study, apparently on the assumption that the Federal Highway Administration would not accept it. As I stated at the time, I think it is imperative that DelDOT seek clarification on this issue from FHWA before proceeding with the study.

Other potential aspects of the superstructure design discussed at the meeting include replacing the lighting fixtures with a type similar to historic light designs, and using "Belgian block" in resurfacing the deck. It could be useful to include cost estimates for these features in the feasibility study. These data may guide recommendations for the final rehabilitation design, regardless of the selected option.

As a side note, issues concerning the timing of construction on the project, and the problems of coordinating this work with the City's plan to construct a new waterline adjacent to the Bridge were also discussed at the scoping meeting. The possibility of DelDOT taking on the first stage of the waterline project, either as a financial obligation or in actual implementation, was mentioned. In the Meeting Minutes, however, DelDOT is not clear about how/if this issue has been resolved (see item number 2, memo dated June 12). If DelDOT does undertake the implementation of the project, please be aware that our existing Memorandum of Agreement with the City, the U.S. Army Corps of

Memorandum to M. Hahn
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Engineers, and the Advisory Council on Historic Preservation stipulates specific measures to be carried out by the construction contractor(s). The City would be required to ensure that DelDOT executes these measures as stipulated.

Thank you for inviting our input on the proposed feasibility study. We hope you find these comments useful. If you have any questions, please do not hesitate to contact me.

cc: John Gilbert, Div. Administrator, Federal Highway Administration, Dover
Robert Kleinburd, Federal Highway Administration, Dover
Carl Highsmith, Federal Highway Administration, Baltimore
Joseph Wutka, Manager, Project Planning, DelDOT
Muhammad Chaudhri, Bridge Design Engineer, DelDOT
Kash Srinivasan, Dept. of Public Works, City of Wilmington
MaryAnna Ralph, Preservation Planner, City of Wilmington
Valerie Cesna, Preservation Planner, New Castle County
Susan Mulchahey Chase, Friends Society of Brandywine Park



**DEPARTMENT OF PLANNING
2701 CAPITOL TRAIL
NEWARK, DELAWARE 19711**

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Dept. of Transportation Planning

(302) 366-7780
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June 22, 1995

Michael C. Hahn
Location & Environmental Studies Office
Department of Transportation
P.O. Box 778
Dover, Delaware 19903

RE: Van Buren Street Bridge Feasibility Study

Dear Mike:

Thank you for inviting us to participate in the scoping meeting held on June 8, 1995. In follow-up we would like to offer some comments on the bridge and its relationship to the park, and to request that certain issues be addressed in the feasibility study.

As you know, New Castle County and the City of Wilmington are in the midst of developing a master plan for Brandywine Park. Named, the "Century Plan," the goal is to establish recommendations and policies to manage growth and change in a way that will protect, enhance, and restore the historic, environmental, and scenic resources in the park. The first phase of the plan, the "Essential Plan," provides an inventory and assessment of features in the park, a survey of user preferences, and goals and objectives for future use and development of the park. Work on the remaining components of the Century Plan continues. This is an extensive planning effort involving two local governments, the park "Friends" group, city residents, and a consultant team representing five areas of expertise. We want to see DelDOT work within our ongoing planning process as the proposed repairs to the Van Buren Street Bridge move forward.

Letter to M. Hahn

June 22, 1995

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Preservation and restoration of historic features are among the primary goals established in the Essential Plan. Because of its central location within the park and the beauty of its design, the Van Buren Street Bridge is identified as one of the most important historic features in the park. Any changes to it will affect not only the bridge itself, but also the appearance and circulation pattern of the rest of the park. Therefore, our desire is to see the design and scale of the bridge preserved as is.

At the meeting, there was some discussion about widening the bridge. We are opposed to this idea. The purpose of the bridge is to provide access within the park. We are aware that it is also used by some as a route to cut across the city. However, we do not want to encourage through traffic in this area of the park. There are several other larger bridges on the Brandywine designed to carry high volume traffic. A wider bridge would encourage more traffic and consequently put unwanted pressure on other sensitive areas of the park. Low volumes of traffic are all that can be accommodated on historic Monkey Hill, located on the northeast side of the bridge.

We would like to encourage discussion of an appropriate arrangement of vehicular lanes and sidewalks on the bridge within the existing 24 foot wide dimension. Various circulation plans are being considered as part of the park Century Plan. Major bicycle/pedestrian routes have been proposed on the north and south banks of the river, using the Van Buren Street Bridge as the central crossing point. Because the condition of the bridge is as yet unknown, we also ask that use of the bridge exclusively for pedestrians be explored as an option.

The railing is a very important design feature for the bridge. Any replacement in a different design is unacceptable. This is a case where an exception from the Federal design standards should be requested. We are prepared to make or support such a request. The railing is an integral part of this historic bridge and the accident rate here is extremely low. Conditions at either end of the bridge and the narrowness of the bridge discourage high travel speeds. Repaving the bridge to its original material, Belgian block, would serve to calm traffic further.

It is our understanding that the bridge was originally equipped with light fixtures. We ask that you consider replacing this safety feature in a design appropriate to the historic period of the bridge.

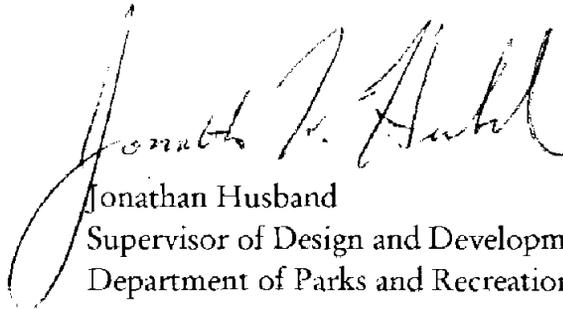
Letter to M. Hahn
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We recognize the bridge needs urgent attention to its deteriorated condition and we welcome the study being undertaken by DelDOT and its consultants. Because the Van Buren Street Bridge is such a beloved city monument and it is a prominent feature in a historic park, care must be given to the way it is treated. We look forward to further discussion.

Sincerely,



Valerie Cesna
Historic Preservation Planner
Department of Planning



Jonathan Husband
Supervisor of Design and Development
Department of Parks and Recreation

cc: Maryanna Ralph, Wilmington Planning Department
Susan M. Chase, Friends Society of Brandywine Park
Gwen Coffin, SHPO



STATE OF DELAWARE
DEPARTMENT OF STATE
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS
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HISTORIC PRESERVATION OFFICE

April 25, 1995

MEMORANDUM TO: Joseph Wutka, Manager, Project Planning, DelDOT

FROM: Daniel R. Griffith, State Historic Preservation Officer 

SUBJECT: Bridge 698 Rehabilitation Project (Van Buren St., Wilmington)
State Contract No. 92-074-04; Federal Aid No. BH-698(1).

I would like to offer some initial comments on the above-referenced, federally funded project. The DE SHPO is in the process of resolving issues concerning the previous Memorandum of Agreement among the City of Wilmington, the Corps of Engineers, and the Advisory Council on Historic Preservation for a related project, i.e., the construction of the new water main in the Brandywine River. We can now focus our attention on DelDOT's proposal to rehabilitate the Van Buren Street Bridge.

The "Van Buren Street Bridge" is listed in the National Register as a contributing element of Brandywine Park, and has also been determined eligible as a significant structure in its own right. According to DelDOT's letter of January 3, 1995, the extensive rehabilitation project will result in significant alterations of this property. As proposed, the project will likely have Adverse Effects on the bridge, and possibly Brandywine Park as well. The proposed permanent removal of the historic waterline (contained in the bridge) and the replacement of the parapets are of particular concern.

The removal of the waterline will eliminate an historic function of the bridge. This and other aspects of the deck replacement (i.e., removal of earthen fill, addition of new structural supports) will also constitute alteration of the bridge's original design. However, based on the information provided by DelDOT thus far, it appears that these changes are necessary to ensure the survival of the structure. These losses may be somewhat mitigatable through appropriate recordation.

The replacement of the parapets will result in the loss of one of the character defining visual aspects of the structure. The ornate balustrade is noted as an important feature of the bridge itself (Spero et al, 1991). The overall aesthetic qualities of the Van Buren Street Bridge also contribute to the setting of the surrounding Park. Currently, DelDOT proposes to replace the balustrade with a "Texas T-type" parapet; this design meets current Federal road standards. Although this parapet type is certainly more appropriate than others, and has been considered an acceptable alternative for other bridges, I do not feel it is adequate for this particular structure in

Memorandum to J. Wutka
April 25, 1995
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this particular setting. I urge DelDOT and the FHWA to consider replacing the parapets in kind.

Other rehabilitation measures indicated in your previous letter appear relatively minor (e.g., parging the headwalls, cleaning/repairing the steps). Provided that appropriate materials and methods are employed, these measures can be accomplished to meet the Secretary of Interior's Standards for Rehabilitation. We can discuss additional features, such as the replacement of lighting on the bridge, as DelDOT develops its design plans.

We look forward to continuing our consultation with DelDOT and FHWA on this important rehabilitation project. If you have any questions concerning these initial comments, please do not hesitate to contact me.

cc: Robert Kleinburd, FHWA
Michael Hahn, DelDOT



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MAY 31 1995

Dept. of Transportation
Transportation Planning

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May 24, 1995

Gwen Davis Coffin
State Historic Preservation Office
15 The Green
Dover, Delaware 19901-3611

Re: Van Buren Street Bridge

Dear Gwen:

In response to your letter of May 2, 1995, I want to let you know that New Castle County will participate in the Section 106 review process for the Van Buren Street Bridge rehabilitation project. We are in the midst of preparing a master plan for the park, which includes priorities for preserving historic features. Jonathan Husband, Parks Planner, is heading that effort. He and I will participate in the review. Our initial comments on the project will be transmitted later.

A private group called The Friends Society of Brandywine Park is very active in promoting the park and they have been involved in our planning process. I would suggest they be invited to participate in the review. Susan Mulchahey Chase, the Park Historian employed by The Friends, has conducted quite a bit of research on the Van Buren Street Bridge and on other aspects of the park. Because the National Register nomination for

Letter to G. Coffin
May 24, 1995
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Brandywine Park is short on information, her ideas would be especially valuable.

Thank you for bringing me up to date on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Valerie Cesna". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Valerie Cesna
Historic Preservation Planner

cc: Jonathan Husband
Robert Kleinburd, FHWA
Joseph Wutka, DelDOT ✓
Michael Hahn, DelDOT
Sandra Poppiti, Executive Director, Friends Society of Brandywine
Park, 1801 N. DuPont St., Wilmington DE 19806
William Cohen, President, Friends Soc. of Brandywine Park, 1801
N. DuPont St.. Wilm. DE 19806
Susan Chase, Park Historian, 923 Lovering Ave., Wilm. DE 19806