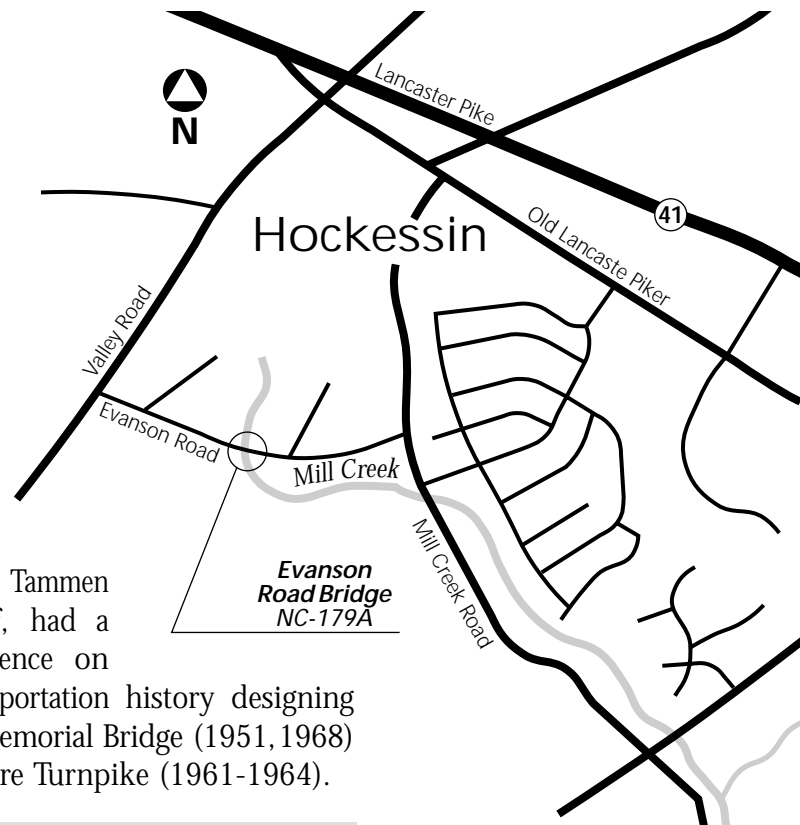




ABOVE: The Evanson Road bridge is one of three nearly identical extant late-19th-century Warren truss bridges in Delaware. Metal truss bridges were once common in New Castle County, with over 90 documented examples.

BELOW: The Evanson Road bridge as it appeared in 1921.



Howard Needles Tammen & Bergendorff, had a significant influence on Delaware's transportation history designing the Delaware Memorial Bridge (1951, 1968) and the Delaware Turnpike (1961-1964).

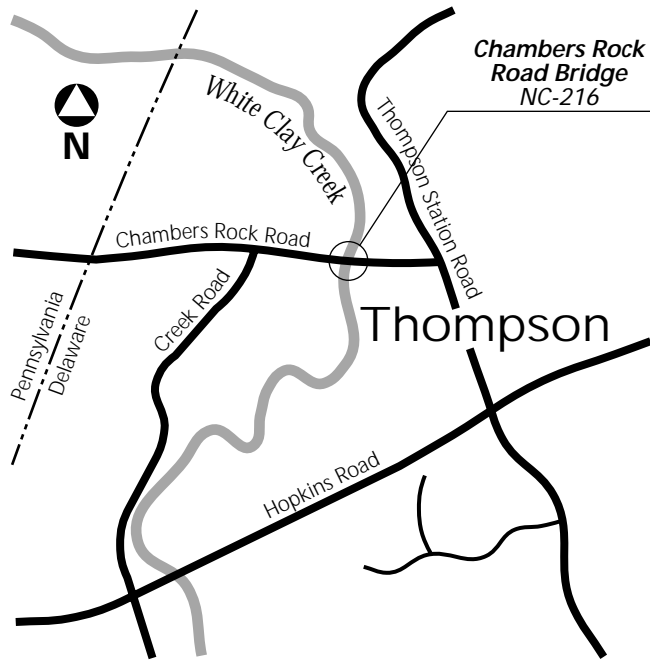
Evanson Road (Road 285) over Mill Creek

*State Bridge NC-179A
Hockessin, New Castle County
Designer/Builder: Edge Moor Bridge Works
ca. 1890*

The Evanson Road bridge is one of three nearly identical Warren pony truss bridges surviving in New Castle County.

The 20'-long, two-panel, riveted, Warren pony truss bridge is composed of wrought-iron angles for the chords, diagonals, and verticals. DelDOT records do not document its date of construction or builder, but based on the style of construction and similarity to two other extant bridges in New Castle County, the bridge dates to ca. 1890 and is likely the work of the Edge Moor Bridge

Truss Bridges



Warren pony truss bridges, such as the Thompson's Station Bridge erected in 1928, were a common highway bridge type from the first three decades of the 20th century.

Works of Wilmington, the fabricator of the other two bridges (State Bridge NC-66 and NC-424).

The bridge underwent emergency repairs in 1995. The truss lines were cleaned and repainted, and a laminated timber slab deck was constructed that bears on the stone abutments. The trusses now serve as railings. Although the bridge has been altered, the truss lines are considered significant due to their rarity and age.

Chambers Rock Road (Road 329) over White Clay Creek

State Bridge NC-216

Thompson's Station Bridge

Newark, New Castle County

Designer/Builder: New Castle County

Engineer's Office/Belmont Ironworks

1928

The Thompson's Station Bridge is a 66'-long, Warren with verticals pony truss

bridge that was fabricated in 1928. It has standard built-up members composed of angles, channels and plates. In 1995, DelDOT rehabilitated the structure. The truss lines were disassembled, and severely rusted members, including all of the lower chords, were replaced in-kind. Rivets at the panel points were replaced by high-strength bolts. A new laminated timber deck replaced the older steel grate deck.

New concrete abutments and wingwalls were built and then faced with stone.