

Maryland Avenue (Road 336) over Little Mill Creek

State Bridge NC-160

South of Elsmere, New Castle County

Designer/Builder: County

Engineer/Ed Daylor

1931

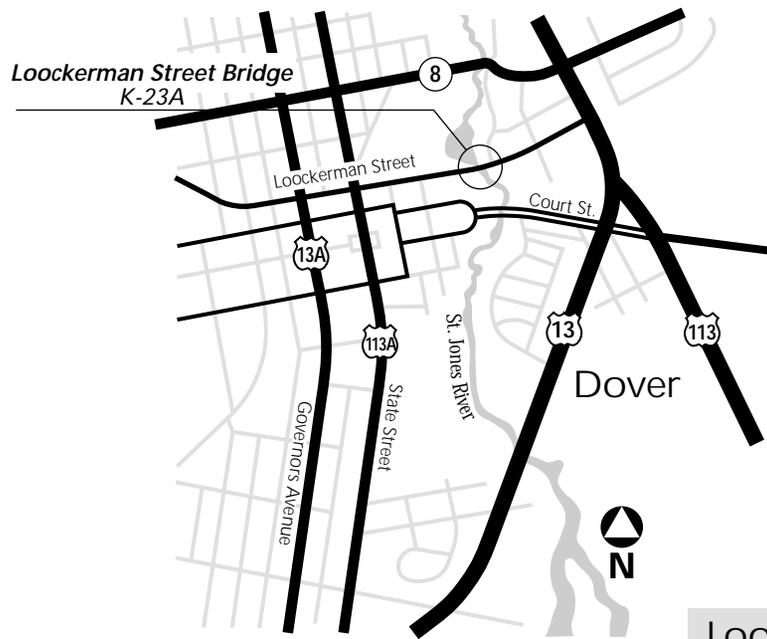


State Bridge NC-160 was built in 1931 as a replacement structure as part of improvements to widen Maryland Avenue for four lanes of traffic.

The one-span, 58'-long, 62'-wide, reinforced concrete closed spandrel arch bridge, built in 1931, is historically significant as an example of its type. It is finished with concrete balustrades. Sections of the upstream balustrade were lost and replaced in kind in 1983. Original luminaires have been removed. The bridge is supported on concrete abutments with U-shaped wing-walls. It was designed by the New Castle County Engineer and built by contractor Ed Daylor of Coatesville, Pennsylvania.

According to Levy Court records, the bridge was a replacement structure built as part of improvements to widen Maryland Avenue for four lanes of traffic. The project

Reinforced Concrete Bridges



coincided with the development of the adjacent Richardson Park, a recreation area of picnic tables, fields, and playgrounds, on the north side of the avenue. The opening of the park and bridge were celebrated by speakers and a parade on November 21, 1931. During the first half of the 20th century, arches were usually considered one of the most appropriate bridge types for park settings because of their aesthetic value.

Lookerman Street (Road 23) over St. Jones River

State Bridge K-23A

Dover, Kent County

*Designer/Builder: E. William
Martin/Snyder Engineering Company*

1934

The Lookerman Street bridge is a one-span, 57'-long, 43'-wide, reinforced concrete, closed spandrel arch bridge noteworthy for its Colonial-Revival detailing which



State Bridge K-23A has Colonial Revival detailing in keeping with the style of the nearby statehouse complex in Dover.

is in keeping with the nearby statehouse complex. The bridge has brick veneer spandrel walls and wingwalls, an arch ring emphasized by a white marble veneer, brick and white marble balustrades with urn-shaped balusters and consoles, ornamental wrought-iron lamp posts, and brick pilasters with niches accenting the wingwalls.

The bridge is historically significant for its association with prominent Delaware architect E. William Martin, who designed it for the state highway department. In 1932,