

Metal Girder Bridges

Construction Company of Wilmington. The department instructed the contractor to match the stone for the bridge with stone used by Mr. Haskell, owner of an adjacent estate property. The bridge is another example of the department's efforts to match its bridges with the existing landscape. Nationally, stone veneers were applied frequently to steel girder and other bridge types like reinforced concrete arches and slabs beginning in the early 20th century. In northern New Castle County, the practice reached its height during the 1930s.

State Route 82 (Mt. Cuba Road) over Red Clay Creek

State Bridge NC-119

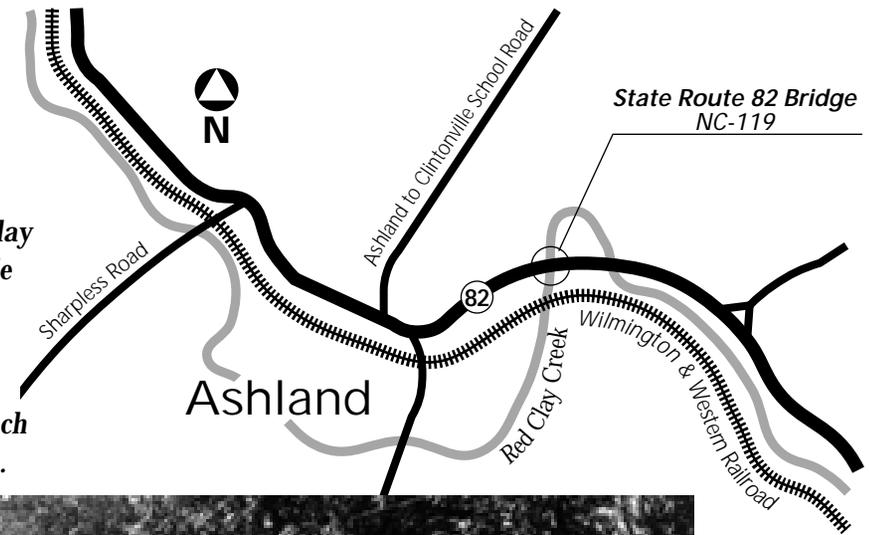
Ashland, New Castle County

Designer/Builder: Delaware State Highway Department/Olivere Paving & Construction Company

1939

Built in 1939 by the state highway department, the State Route 82 bridge is

The 1939 State Route 82 bridge (State Bridge NC-119) over Red Clay Creek has distinctive Moderne-style stepped pylons at the corners. It illustrates the adoption of then-current architectural styles to embellish common bridge types, such as the steel thru girder bridge type.





The photo shows the bridge as it appeared when completed in August 1939. The adjacent truss railroad bridge, which carries a single track of the Wilmington & Western Railroad, still exists.

a one-span, 110'-long, 27'-wide, steel thru girder bridge with distinctive Moderne-style stepped pylons at the corners. The concrete wingwalls are finished with concrete parapets with stepped end posts. The superstructure consists of two, 7'-deep, built-up girders with I-beam floorbeams carrying a concrete slab deck. The bridge is supported on concrete abutments.

The thru girder bridge is an example of a common 20th-century bridge type with fine custom details, illustrating the adoption of Moderne-style parapets by the state highway department in the late 1930s. Moderne style railings continued to be used by the department through the 1950s. Thru girder bridges were most often built as utilitarian structures devoid of embellishment, and this bridge illustrates the extra efforts that Delaware's state highway department often took with custom details.

The previous bridge at this crossing was a covered bridge that was destroyed by a

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flood on July 13, 1938. The state highway department bridge department designed the replacement bridge and awarded the contract to Olivere Paving & Construction Company of Wilmington for approximately \$28,500 in December 1938. A portion of the replacement cost was funded by the federal New Deal program administered by the Public Works Administration.

State Route 20 Eastbound (*Stein Highway/ Tull Crossing*) over Conrail (*Delaware Railroad*) and Cedar Street

State Bridge S-257E

Seaford, Sussex County

Designer/Builder: Delaware State Highway Department/M. J. McDermott

1940-41

The 21-span, 567'-long bridge consists of a 40'-long encased steel multi girder main span over the railroad, and continuous, variable-depth, reinforced concrete slab ap-

proach spans. The bridge is finished with handsome concrete parapets with bush hammer-finish panels and red diamond-shaped tiles. It is supported on arched concrete bents with brackets. The bridge has no history of significant alterations or modifications, although it has been converted from two-way to one-way traffic.

Built in 1940-41 for the state highway department, the State Route 20 bridge is historically significant as a complete example of a New Deal-era grade crossing elimination bridge with Moderne-style details. The bridge, also known as "Tull Crossing," was designed to eliminate a grade crossing with the Delaware Railroad, a division of the Pennsylvania Railroad, on the northeast end of Seaford. In the early 20th century,

grade crossings posed an increasingly dangerous junction between railroad and highway traffic, accounting for thousands of fatalities in the United States. Railroads took measures to eliminate dangerous crossings, especially in congested urban areas where automobile traffic also caused delays to the railroad's own traffic, but it was not until after 1919 and the era of federal and state funding for highways and bridges that

