10. NAME(S) OF STRUCTURE

State Bridge Number 430

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION

30B:11A-19



30B:11A

12. SOURCES

Mack, Warren W. "A History of Motor Highways in Delaware", in Reed, Henry Clay, Delaware: A History of the First State, vol.2, pp.535-550 (NY: Lewis Historical Publishing Co., 1947).

Delaware State Program. Delaware State Highways; The Story of Roads in Delaware.... [Newark, Delaware: Press of Kells, 1919].

Federal Writers' Project. Delaware: A Guide to the First State. (New York: Viking Press, 1938).

Delaware State Archives. New Castle County Levy Court Records. Specifications, Proposals, Contract and Bond files.

Delaware State Archives. New Castle County Road Commissioners Records, 1750-1940.

Delaware DOT records: Photo Archives

Plans on file at Delaware DOT: Levy Court

13. INVENTORIED BY:	**AFFILIATION**	**DATE**
P.A.C. Spero & Company with Kidde Consultants for Delaware DOT		April-November 1988

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

State Bridge Number 430

2. LOCATION

Road 460 over Waterway
H & H Corners, New Castle, Delaware

3. DATE(S) OF CONSTRUCTION

1928

4. USE (ORIGINAL/CURRENT)

Vehicular

5. RATING

CF

6. CONDITION

Good

7. DESCRIPTION

State Highway Bridge 430 is a single span concrete frame bridge with concrete abutments and U-shaped wing walls. It spans 8'-0". The deck is 20'-0" wide and carries two lanes of traffic. The fascia of the frame and wing walls has a corbeled band decorated with a horizontal striation. The concrete parapet has a corbeled cap. It consists of two square end blocks, each 3'-0" long, and decorated with incised squares and raised corbeled caps. The wall between the end blocks is 19'-5" in length. It is ornamented with two incised rectangles with an incised square between them.

8. HISTORICAL DATA

Delaware Department of Transportation records state that Bridge 430 was built in 1928. The bridge plaque confirms this and states that Bridge Number 430 is in Appoquinimink Hundred. This bridge replaced a previous timber bridge with a span measuring 7'-6". Drawings dated October 1, 1928 on file at the Delaware Department of Transportation document the design, materials, and construction of Bridge 430. The design was prepared by the Office of the County Engineer, and was applicable to Bridge 419 as well, which was identical to 430 except for a two foot longer span. Built under the authority of the Levy Court, the county allocated $10,383.76 for the bridge's construction.

9. SIGNIFICANCE

State Bridge Number 430 is an example of a concrete frame bridge, like the commonly built concrete slab and girder bridges, of standardized design and simply embellished. These common types were constructed during the early growth period and the period of rapid expansion of the state road network. The need to rapidly expand the transportation network resulted in standardized, "cookbook" designs. Most of the concrete bridges surveyed in Delaware, like the steel girder bridges, represent an economical and expedient engineering solution that proved functional across the nation over an extensive period of time. Typically they are not distinguished technologically or aesthetically; while exceptions exist, their embellishment is generally limited to standardized, simple incised geometric designs breaking up the visual mass of the solid concrete parapet. This treatment is handled in a formulaic manner, and is so common as to be "generic". The ubiquitousness of these concrete types, and their non-innovative technological and aesthetic character, prompted engineering historian Carl Condit to observe that the,"number ...is so great and the design and appearance so nearly uniform that it is difficult to select examples that are more noteworthy than others". Bridge 430 was designed by the Office of the New Castle County Engineer and built under the jurisdiction of the Levy Court. The rigid frame type was not adopted by the State Highway Department engineers until 1931, with the design of Bridge 488N, also included in this survey. Bridge 430 appears to be in good structural condition and is unaltered, and is considered a good representative example of this type.