

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WI-218.

Name: WI-1661/BETHEL RD. OVER BURNETT MILL BR.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D	Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. WI-218

SHA Bridge No. WI-1661

Bridge name Bethel Road over Burnt Mill Branch

LOCATION:

Street/Road name and number [facility carried] Bethel Road

City/town Pittsville

Vicinity X

County Wicomico

This bridge projects over: Road \_\_\_ Railway \_\_\_ Water X Land \_\_\_

Ownership: State \_\_\_ County X Municipal \_\_\_ Other \_\_\_

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes \_\_\_ No X

National Register-listed district \_\_\_ National Register-determined-eligible district \_\_\_

Locally-designated district \_\_\_ Other \_\_\_

Name of district \_\_\_\_\_

BRIDGE TYPE:

Timber Bridge \_\_\_:

Beam Bridge \_\_\_ Truss -Covered \_\_\_ Trestle \_\_\_ Timber-And-Concrete \_\_\_

Stone Arch Bridge \_\_\_

Metal Truss Bridge \_\_\_

Movable Bridge \_\_\_:

Swing \_\_\_ Bascule Single Leaf \_\_\_ Bascule Multiple Leaf \_\_\_

Vertical Lift \_\_\_ Retractable \_\_\_ Pontoon \_\_\_

Metal Girder \_\_\_:

Rolled Girder \_\_\_ Rolled Girder Concrete Encased \_\_\_

Plate Girder \_\_\_ Plate Girder Concrete Encased \_\_\_

Metal Suspension \_\_\_

Metal Arch \_\_\_

Metal Cantilever \_\_\_

Concrete X:

Concrete Arch \_\_\_ Concrete Slab X Concrete Beam \_\_\_ Rigid Frame \_\_\_

Other \_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:**

**Setting:** Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X

**Describe Setting:** Bridge No. WI 1661 carries Bethel Road over Burnt Mill Branch in northern Wicomico County. The setting around the bridge is predominantly wooded. The stream is flowing from west to east.

**Describe Superstructure and substructure:**

Bridge No. WI 1661 is a three span concrete slab bridge built in 1967. Each span is 20'-2" in length. The total bridge length is 61'-1". The bridge width from parapet to parapet is 33'-0". The parapets are solid with attached metal railings. The bridge substructure consists of timbers piles.

**Discuss Major Alterations:**

This bridge was converted into a concrete slab bridge in 1967 when the original deck was removed. The deck and parapets are modern. The wooden piles underneath remain from an earlier structure.

**HISTORY:**

**WHEN was the bridge built:** 1967 (deck and parapets) \_\_\_\_\_

**This date is:** Actual X \_\_\_\_\_ Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

**Other (specify)** Imprint on bridge \_\_\_\_\_

**WHY was the bridge built?**

The need for a more efficient transportation network and load capacity.

**WHO was the designer?**

State Highway Administration

**WHO was the builder?**

State Highway Administration

**WHY was the bridge altered?**

New deck was constructed in 1967 to enhance bridge safety and load capacity.

**Was the bridge built as part of an organized bridge-building campaign?**

Unknown.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

A - Events \_\_\_\_\_ B- Person \_\_\_\_\_

C- Engineering/architectural character \_\_\_\_\_

This bridge does not have National Register significance

**Was the bridge constructed in response to significant events in Maryland or local history?**

Unknown.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

There is no evidence to suggest that the construction of this bridge effected the growth or development of this area. This is a rural area, the nature of which has changed little during the past century.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

This bridge is not located in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type?**

No, this bridge is not a significant example of its type.

**Does the bridge retain integrity of important elements described in Context Addendum?**

No, the bridge does not retain the integrity of its original design because the deck and parapets were replaced in 1967.

**Is the bridge a significant example of the work of a manufacturer, designer and/or engineer?**

No, this bridge is not a significant example of the manufacturer.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further evaluation is necessary to determine National Register significance.

**BIBLIOGRAPHY:**

County inspection/bridge files X SHA Inspection/bridge files\_\_

Telephone conversation with Jim Miller, County Engineer for Wicomico County, August 11, 1995.

**SURVEYOR/SURVEY INFORMATION:**

**Date bridge recorded** 8/95

**Name of surveyor** Daniel Moriarty

**Organization/Address** P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

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WI - 218

Wisconsin County

MATT HANSEN

218

HANSEN'S STORE

WISCONSIN COUNTY, WISCONSIN

1905



WI-218

10/15/93

10/15/93

2:00

10/15/93

10/15/93

10/15/93

10/15/93



WJ 218

Wicomac County

Wagon Road

2705

April 1917

FR-GE W-661, 2000 S. Route 20, Service 2000

2000



WJ-218

W. 50m to center

1/2 m to center

2/3 m

3/4 m to center

4/5 m to center, LOOKING DOWN CENTER 'E'

4/5 m



