

Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Bridge over Bear Creek ~~(No. 147)~~ *Bridge # 0336500*

Location:

Street/Road name and Number: MD 157 (Peninsula Expressway) over Bear Creek

City/Town: Dundalk X vicinity

County: Baltimore

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

NR listed district

NR determined eligible district

locally designated

other

Name of District

Bridge Type:

Timber Bridge

Beam Bridge

Truss-Covered

Trestle

Timber-and-Concrete

Stone Arch

Metal Truss Bridge

X Movable Bridge

Swing

Bascule Single Leaf

X 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

Concrete Arch

Concrete Slab

Concrete Beam

Rigid Frame

Other

If other:

Type Name

Description:

Describe Setting: 03365 00

Bridge No. ~~147~~ carries MD 157, the Peninsula Expressway, over Bear Creek in a roughly northwest-southeast direction connecting Dundalk to Sparrows Point. The west end of the bridge rests on a spit of land between Bullneck Creek and Lynch Cove. There is a movable (swing) railroad bridge and railroads tracks to the north of the bridge and a marina north of the tracks. To the west of the bridge is a county brick maintenance building.

Describe Superstructure and Substructure:

The MD 157 bridge over Bear Creek is a four lane, double leaf trunnion bascule. A trunnion bascule span swings upward around a central pivot at the center of rotation. Fenders built in the water at the corner of each movable span protect the spans from possible impact from boats passing through the channel. The movable span is 90 feet between centerline of trunnions, 72.5 feet between live load shoes, and provides a clearance of 63'6" between fenders. The structure, built in 1960 of concrete and steel, carries a clear roadway width of 42' and is posted for 19 tons. A very narrow walkway on each side of the roadway allows the bridge tender to access the controls within the tender's house and also allows foot traffic to cross the bridge. The bridge tender's house is located on the north side of the bridge to the west of the movable span. It is rectangular in shape, the lower two-thirds are concrete, the upper third is glass. On the west facade, a metal door with a glass panel permits access to the house from the bridge. Some of the windows appear to be original two over two steel sash. The roof is flat.

Baltimore County's 1986 and 1988 bridge inspection programs recommend deck replacement. The bridge superstructure is scheduled to be replaced.

Discuss major alterations:

There have been no structural repairs or alterations. Minor repairs and maintenance of the mechanical and electrical systems have been carried out as part of routine maintenance.

History:

When Built: 1960

Why Built: *As part of Peninsula Expressway project, to provide access to Sparrows Point without having to go through Dundalk.*

Who Built: *Baltimore County*

Who Designed: *Wilson T. Ballard Co.*

Why Altered: *N/A*

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

No, this bridge was not built as part of an organized bridge-building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

Criterion A: Events

Criterion B: Person

X Criterion C: Engineering/Architectural Character

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

0336500

Bridge No. ~~147~~ and the Peninsula Expressway were likely constructed as a result of industrial expansion in Sparrows Point. Bethlehem Steel consistently employed approximately 29,000 workers between 1950 and 1970, most of whom would need to travel to Sparrows Point from elsewhere. Previously, commuter trains and streetcar service provided access to the Steel complex. A movable toll bridge was constructed c.1932 from Dundalk to Sparrows Point at a point south of the current bridge. This earlier bridge was between Peach Orchard Creek and Bullneck Creek. SHA maps show the earlier bridge at that location until at least 1986, when it appears to have been closed. By 1994 the bridge is no longer visible on any maps, presumably removed sometime between 1987 and 1994.

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?

It does not appear that the construction of this bridge had any significant impact on the growth and/or development of the area. Rather one would assume that this bridge was built in response to growth and development in the highly industrial area of Sparrows Point.

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

The bridge is not located in an area that would eligible for historic designation.

Is the bridge a significant example of its type?

The MD 157 bridge over Bear Creek is a significant example of a trunnion bascule bridge and one of few still extant in Maryland. However, because it is less than 50 years old, it is not eligible for listing in the National Register.

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

This bridge retains integrity of location, setting, design, materials, workmanship, feeling and association. It has not been significantly altered. It is operational and still in use. It continues to connect the Dundalk area with Sparrows Point as it did when it was built.

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

This bridge was constructed too recently to determine whether or not it is a significant example of the work of Wilson T. Ballard Co.

Should this bridge be given further study before significant analysis is made and why?

No further study is required to determine that the bridge lacks historical significance.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

Surveyor:

Name: Heather M. Confer Date: October 8, 1998
Organization: SHA Telephone: 410-545-2899
Address: 707 N. Calvert St. Baltimore MD 21202

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	
Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None	
Comments: <u>ALTHOUGH IT IS IS AN EXAMPLE OF A</u> <u>PASCALA GFT, IT WAS CONSTRUCTED IN 1960 AND</u> <u>THUS IS NOT ELIGIBLE.</u>	
<u>[Signature]</u>	<u>11/20/98</u>
Reviewer, Office of Preservation Services	<u>12/3/98</u> Date

[Handwritten signature]

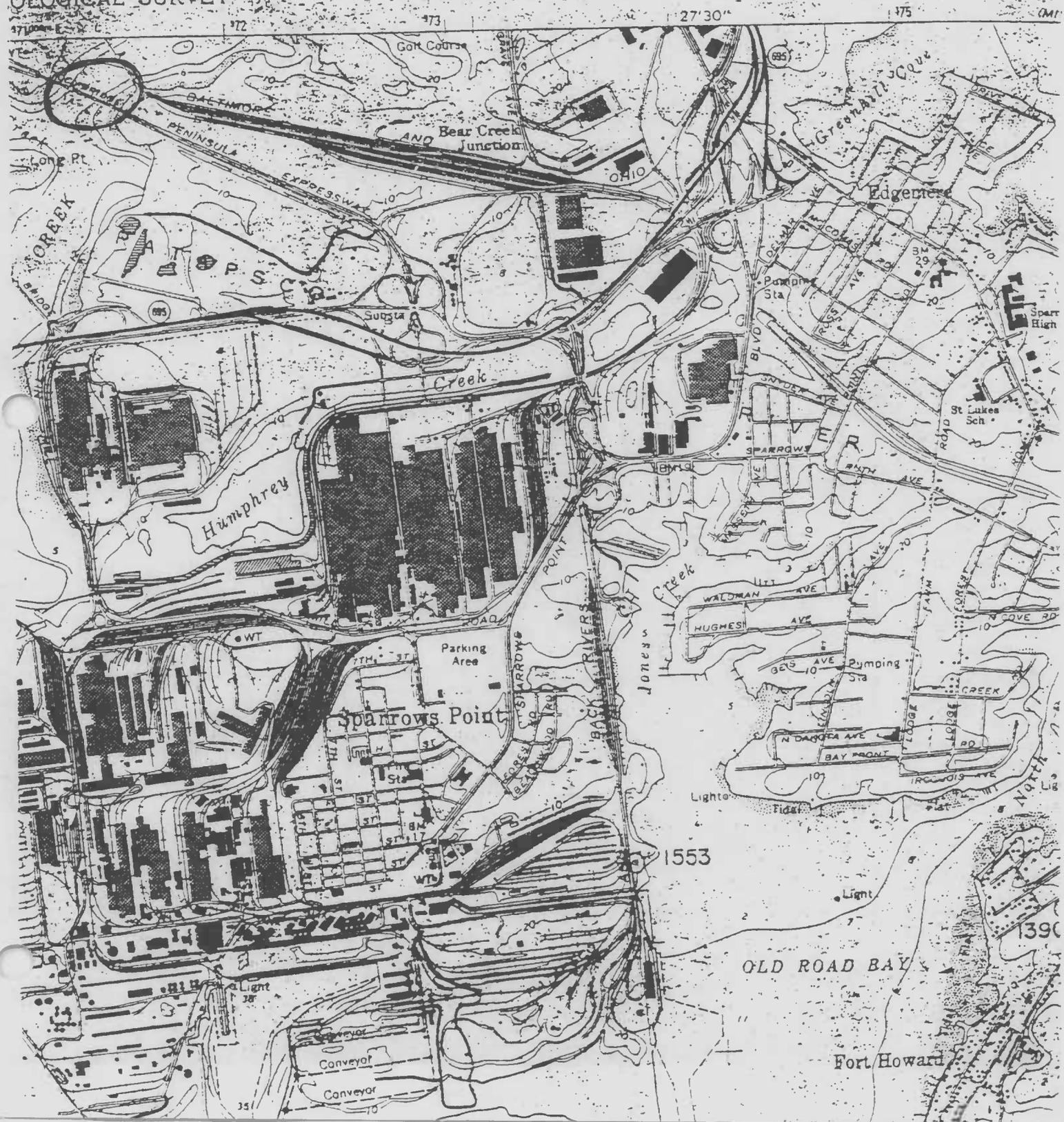
5272 2nd Point

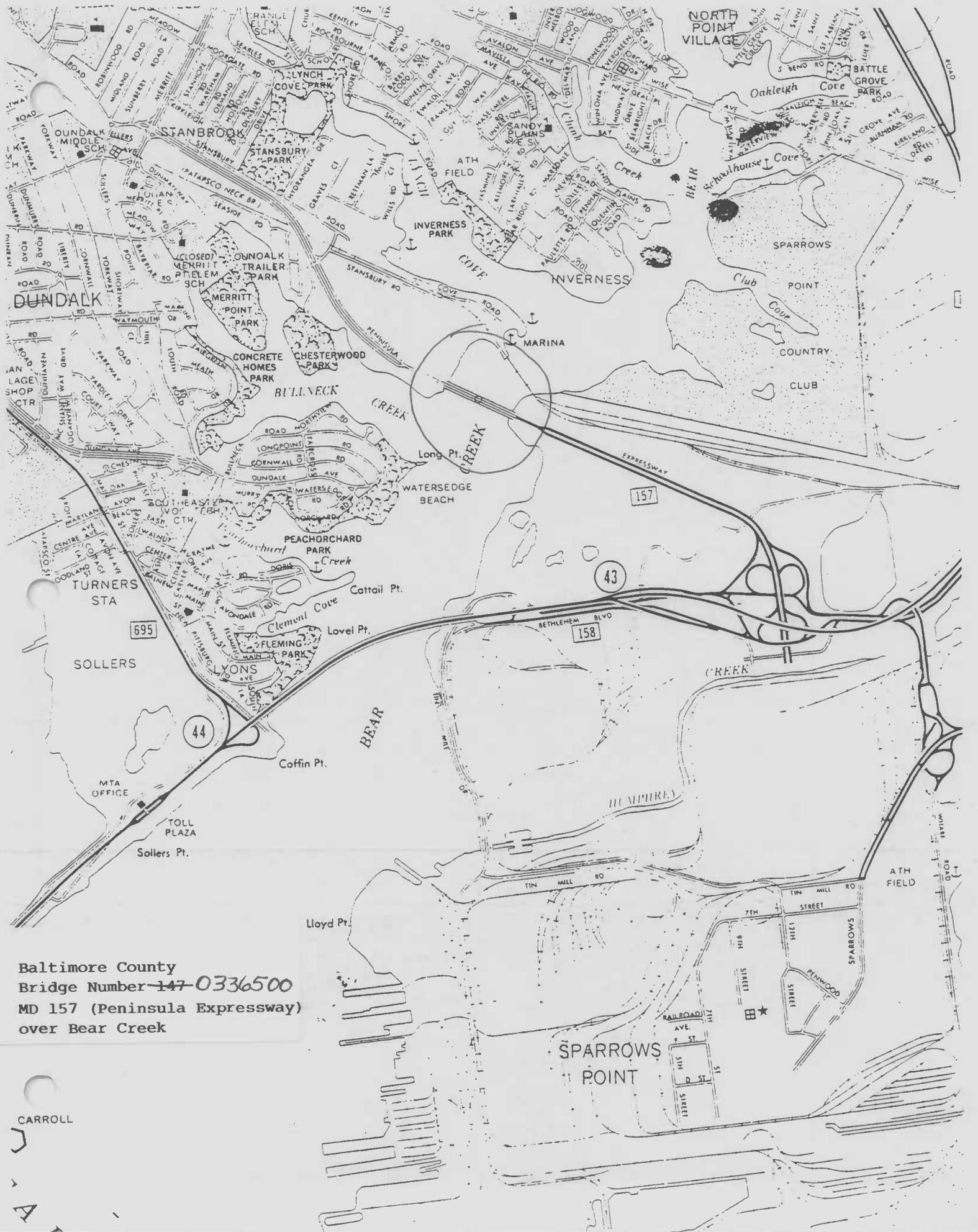
BA-2713

Baltimore County
Bridge Number ~~147~~ 0336500
MD 157 (Peninsula Expressway)
over Bear Creek
Sparrows Point Quad

ANNE ARUNDEL BALTIMORE

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY





Baltimore County
 Bridge Number ~~147~~-0336500
 MD 157 (Peninsula Expressway)
 over Bear Creek

CARROLL



- 1) BA-2713
- 2) Bridge #336500 carrying MD157 over Bear Creek
- 3) Baltimore County, MD
- 4) Heather Confer
- 5) Oct 7, 1998
- 6) MDS#PO
- 7) looking northeast toward bridge from Watersedge Park, Dondalk
- 8) #2 of 10

110997 0211 N R N 22

081



- 1) BA-2713
- 2) Bridge #0336500 carrying MDIS7 over Bear Creek
- 3) Baltimore County, MD
- 4) HEATHER CONFER
- 5) Oct 7, 1998
- 6) MD SHPO
- 7) looking north toward bridge from Watersedge Park, Dundalk
- 8) #1 of 10

22-N N N 120 2661601

095



- 1) BA-2713
- 2) Bridge #0336500 carrying MD 157 over Bear Creek
- 3) Baltimore County, MD
- 4) Heather Conder
- 5) Oct 7, 1998
- 6) MD SHPO
- 7) Looking North toward bridge from Watersedge Park, Dundalk
Note RR swing bridge in background
- 8) #3 of 10

1107997 0211 N H N 22

199







1) HBA-2713

2) Bridge #0336500 carrying MD157 over Bear Creek

3) Baltimore County MD

4) Heather Corfer

5) Oct 7, 1998

6) MD SHPO

7) looking northwest from creek bank at Southside of bridge, east end of bridge

8) #6 of 10

20-N N N 0213 N N N-22

100





- 1) BA-2713
- 2) Bridge #0336500 carrying MD157 over Bear Creek
- 3) Baltimore County, MD
- 4) Heather Confer
- 5) Oct 7, 1998
- 6) MDSHPD
- 7) looking south at bridge deck, parapet, railing,
I 695 Bridge in background
- 8) # 8 of 10

2000 11 20 10:30 AM

101



- 1) BJA-2713
- 2) Bridge #0356500 carrying MD 157 over Bear Creek
- 3) Baltimore County, MD
- 4) Heather Center
- 5) Oct 7, 1998
- 6) MD SHPO
- 7) looking Northeast at operator's house South & west Facades
- 8) # 9 of 10

JH N N H 1120 866101

101



- 1) BA-2713
- 2) Bridge #0336500 carrying MD 157 over Bear Creek
- 3) Baltimore County, MD
- 4) Heather Conder
- 5) Oct 7, 1998
- 6) MDSARO
- 7) looking east from west end of bridge
- 8) #10 of 10

20250907 0211 N N N 1

100