

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: SHA Bridge No. 0309900 Inventory Number: BA-2714

Address: MD 151 over MD 151B and Patapsco & Back Riv City: Baltimore Zip Code: 21219

County: Baltimore County USGS Topographic Map: Sparrows Point

Owner: SHA and/or Bethlehem Steel Corporation Is the property being evaluated a district? ___ yes

Tax Parcel Number: _____ Tax Map Number: 111 Tax Account ID Number: _____

Project: Bridge repairs Agency: SHA

Site visit by MHT staff: X no ___ yes Name: _____ Date: _____

Is the property is located within a historic district ___ yes X no

If the property is within a district District Inventory Number: _____

NR-listed district ___ yes Eligible district ___ yes Name of District: _____

Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible X yes ___ no

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

SHA Bridge #0309900, MD 151 over MD 151B and the Patapsco & Back River Railroad is a concrete slab bridge constructed in 1954 under Bethlehem Steel's auspices. SHA built the road, MD 151 or North Point Boulevard to connect Sparrows Point to Baltimore via the Baltimore Beltway and other roads. At the time, the Bethlehem Steel Plant at Sparrows Point employed 30, 000 people who worked multiple shifts producing steel for bridge girders, buses, pipe, wire and nails and building ships.

The bridge is dualized northbound and southbound. These lanes are divided by a narrow median which contains the original double truss arm streetlights. The parapet on both the west and the east sides of the bridge is an open metal railing with two horizontal bars supported by metal posts in concrete curbing. The parapets end in rectangular concrete blocks. In addition to the shoulders, there are two narrow sidewalks. The superstructure is supported by three piers and abutments at the north and south ends of the bridge. There are no retaining walls. The individual piers are continuous post and lintel. Bridge 0309900 carries MD 151 over the Patapsco & Back River Rail Road, a subsidiary of Bethlehem Steel that carries products to Bethlehem Steel's customers. At the crossing, the railroad is a single track bed. MD 151B, a two lane highway also passes under MD 151.

The Bethlehem Steel Mill at Sparrows Point is 2000 acres and is the largest steel mill in the world. According to the mill's histories, it is an "aggregation of funaces, coke ovens, rolling mills and foundaries with a railway system and an ore and coal

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended ___

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

MHT Comments

Andrew Lewis ✓
Reviewer, Office of Preservation Service

01/27/03
Date

Blumitz
Reviewer, NR Program

2/1/03
Date

NR-ELIGIBILITY REVIEW FORM

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dock."1 When Bethlehem Steel and the Maryland State Roads Commission built MD 151, the automobile had become the workers' main source of transportation, replacing the trolleys and buses that were used prior to World War II. The work force has been reduced due to problems in the American steel industry resulting in a plant population between 5,000 and 7800 workers annually.

Based on the above information, SHA Bridge No. 0309900, MD 151 over MD 151B and the Patapsco & Back River Railroad is eligible for inclusion in the National Register of Historic Places. The bridge is an excellent example of a mid-century slab bridge which retains a high degree of integrity and is associated with an important period for the Bethlehem Steel Mill at Sparrows Point. It meets the requirements of Criterion C (engineering) of the National Register of Historic Places.

Prepared by: Anne E. Bruder, SHA Arch. Hist.

Date Prepared: 12/10/2002



PA-2114

Bridge # JS09000, 101 (01/21/14)

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