NR Eligible: yes ✓
no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)**

Inventory Number: **AA-47, AA-48**

Address: US 50/301 Eastbound and Westbound over Chesapeake Bay

Historic District:

City: Annapolis, Stevensville

Zip Code:

County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: State of Maryland

Tax Account ID Number:

Tax Map Parcel Number(s):

Tax Map Number:

Project: Bay Crossing Study

Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson

Date Prepared: April 22, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

Site visit by MHT Staff ___ yes ___ no Name: Date:

Description of Property and Justification:

The Chesapeake Bay Bridge was first surveyed in 1994 as two separate resources: the William Preston Lane, Jr. Memorial Bridge, Eastbound (MIHP No. AA-47) and the William Preston Lane, Jr. Memorial Bridge, Westbound (MIHP No. AA-48). This form provides additional historic context and re-evaluates the areas of significance for both spans. The two resources, collectively known as the Chesapeake Bay Bridge, have been combined into a single form, since the eastbound and westbound bridges function as a single infrastructure resource and their history and significance are interconnected. Maryland Transportation Authority (MDTA) is also revising the boundary of the resource to consider whether additional buildings associated with the Chesapeake Bay Bridge, such as the Administration Building, contribute to its significance.

The Maryland Department of Transportation State Highway Administration (SHA) provided the State Historic Preservation Officer (Maryland Historical Trust [MHT]) with the eligibility determinations for both bridges in February 2001 that the bridges are National Register of Historic Places (NRHP) eligible under Criterion A for their role in inter- and intrastate transportation and commerce, and under Criterion C in the area of engineering. The MHT concurred with the SHA's eligibility determination in April 2001.

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**

MHT Comments:

[signature] 9/12/2024

Reviewer, Office of Preservation Services **Date**

[signature] 9/24/24

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

202403871

LOCATION/SETTING

The Chesapeake Bay Bridge, consisting of two parallel bridges, carries US 50/301 over the Chesapeake Bay between Anne Arundel County to the west and Queen Anne's County to the east. The original eastbound bridge, completed in 1952, now carries only eastbound traffic, and the westbound bridge, added in 1973, carries the westbound lanes of US 50/301 and runs parallel to and north of the eastbound bridge. In Anne Arundel County, the Chesapeake Bay Bridge is bounded to the northeast by Mezick Pond and Sandy Point State Park (AA-2305) and to the southwest by the MDTA Police and Maintenance Facility (AA-2590), which includes Westinghouse Bay and Old Ferry Slip Road. In Queen Anne's County, the Chesapeake Bay Bridge is bound to the north by the thickly wooded Terrapin Nature Park (QA-724) and to the south by Pier 1 Road. An associated late-twentieth-century garage is north of the westbound lanes in Queen Anne's County. Two associated early-twenty-first-century buildings are north of the eastbound lanes in Queen Anne's County.

The associated circa-1952 Administration Building is northeast of the Chesapeake Bay Bridge's Anne Arundel County approach. It is within state right-of-way. The building and surrounding land associated with its function are bounded to the north and east by Sandy Point State Park, to the south by wooded land, and to the southwest by US 50/301. The area around the Administration Building is paved, and the building sits along the southwest property boundary. A maintenance facility connected by a hyphen is east of the Administration Building. A geodesic salt shed built between 1994 and 2002 is north of the Administration Building. A small area of grassy lawn with a few ornamental trees immediately surrounds the Administration Building's elevations. A dock extends east from the eastern edge of the property into Mezick Pond.

RESOURCE DESCRIPTION

The Chesapeake Bay Bridge is composed of two bridges, a 1949-1952 eastbound bridge and a 1969-1973 westbound bridge, and carries US Route 50/301 across the Chesapeake Bay. The bridge runs northwest to southeast from Anne Arundel County to Queen Anne's County. The bridges have concrete substructures and carry vehicles across a variety of span types including through truss spans, simple girder spans, and steel suspension spans.

Eastbound, 1949-1952

The two-lane eastbound bridge runs northwest to southeast at a steep grade for approximately 0.77 miles from Anne Arundel County before continuing approximately 3.26 miles southeast at a less steep grade eastwards to Queen Anne's County. The bridge is composed of 123 spans with a central cable suspension span carrying a Warren through truss. The main span is 1,600 feet long and is supported by towers 354 feet above the water. Steel rope cables 14 inches in diameter hang from the towers to support the Warren through truss span. The towers are characterized by steel cross bracing. From the northwest, simple deck truss and girder spans lead to the main suspension span. Southeast of the main span, the bridge is composed of simple deck truss spans, a Warren through truss span with braced portals, and simple girder spans. The roadway deck is 198 feet above the water and measures 28 feet from curb to curb (Crampton and Abell 1994a).

Westbound, 1969-1973

The three-lane westbound bridge runs northwest to southeast at a steep grade for approximately 0.72 miles from Anne Arundel County before continuing approximately 3.26 miles southeast at a less steep grade eastwards to Queen Anne's County. The bridge is composed of a main cable suspension span carrying a deck truss. The 1,500-foot-long main span has two 379-foot-tall towers carrying steel rope cables 14 inches in diameter. The towers have horizontal bracing. From the northwest, girder spans and deck truss spans lead to the main suspension span. Southeast of the suspension span are simple deck truss spans, an arched truss span, and girder spans. The roadway deck is 212 feet above the water and measures 38 feet wide (Crampton and Abell 1994b).

Administration Building, 1952

The one-story, flat-roof brick Administration Building is composed of an original block, oriented northwest-southeast. A nearly square two-story building, oriented northeast-southwest (east block), appearing on the 1957 aerial, is east of the original block and connects via a multi-story hyphen with one- and two-story blocks. The west end of the hyphen contains an arched roof. Between 1970 and 1982, a larger rectangular addition was constructed along the northwest elevation of the original block (NETROnline var.). An interior brick chimney is along the northeast elevation of the original block.

The five-part southwest façade of the original block contains a central one-bay taller section with two shorter, recessed flanking sections, and outside section in the same plane as the central section. Unless otherwise noted the windows are composed of a one-light fixed metal sash over a one-light metal awning sash. From northwest to southeast, the first section contains a slightly recessed central bay with a four-unit ribbon window; a flat concrete and metal awning spans the bay. There is a one-light fixed metal window on the southeast elevation of this section. The second section contains two windows; a concrete belt course runs under the windows and a flat concrete and metal awning spans the entire section. The third (central) section originally held the main entrance to the Administration Building. The door has been removed and the vinyl-sided recessed opening filled with two stacked, unequally sized, one-light fixed sashes. A flat concrete surround frames the opening. A bell mounted on a concrete foundation sits in front of the opening and a panel with the Maryland flag is set into a concrete frame is above the opening. This section has concrete coping at the roofline. The fourth section has three window openings, and a concrete belt course runs under the windows; a flat concrete and metal awning spans the section. The fifth section contains a recessed door with stairs on the northwest elevation. The section's façade lacks fenestration.

The four-bay northwest elevation of the 1970-1982 addition to the original block contains three bays with three one-light fixed metal windows with concrete sills; the second bay contains a recessed metal glazed door with a sidelight. A fabric and metal awning spans the door and the first window bay from the east. A concrete accessibility ramp runs across the majority of the elevation.

The northeast elevation of the original block north of the hyphen contains a projecting glazed bay with a metal shed roof. South of the hyphen are four bays with windows. The fourth bay has a metal door accessed by steps with metal tube railings and covered by a fabric awning. The sixth bay has a small one-light fixed metal sash over a one-light metal sash. The southeast elevation has no fenestration.

The northwest elevation of the hyphen's one-story section contains two openings with large metal vents and double-leaf glazed doors at the west end. The two-story section is southeast of the one-story section and contains, in the second story, nine one-light fixed metal windows that together form an arched shape. Two rows of soldier bricks run below the windows and at the roofline. The southeast elevation has no fenestration on the one-story section. The west side of the two-story section has a metal door with tall metal transom on the first story and three one-light fixed metal windows on the second story; the central window is much larger than the side windows. The east side is recessed and has a metal door under an asphalt-shingle, shed-roof porch on the first story and two one-light fixed metal windows on the second story.

The east block's northwest elevation contains a metal door with steps in the first story. The five-bay second story contains an opening with two stacked one-light fixed metal windows in the north half and four one-light metal casement windows in the south half. The three-bay northeast elevation contains roll-up doors in each bay. The first bay is one story, while the second and third bays are two story; there is no fenestration in the second story. The southeast elevation is two stories at the west end and one story at the east. The first story has two small louvered vents; the second story has eight one-light fixed metal windows of varying sizes. The southwest elevation has a metal door and two metal roll-up doors on the first story and nine one-light fixed metal windows of varying sizes. Two rows of soldier bricks run along the first story, second story, and at the roofline of all building elevations.

Salt Shed, 1994-2002

The asphalt-shingled geodesic salt shed has a concrete foundation and knee walls. There is an opening facing south.

Garage, 1982-1992

This building was not accessible during survey. Aerial imagery shows a side-gable, metal-clad building that has two metal roll-up doors in the west elevation and a single-leaf metal door on the south elevation.

Flat-Roof Building, 2018-2021

This flat-roof building has double-leaf metal doors on the south elevation.

Side-Gable Building, 2021-2023

This side-gable building has a metal single-leaf door on the south elevation.

HISTORIC CONTEXT

The history of highway bridges, including metal suspension bridges, in Maryland is outlined in two historic contexts, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report (Spero and Berger 1995) and Historic Context of Maryland Highway Bridges Built Between 1948 and 1960 (URS Corporation 2011).

Construction

The construction of a bridge linking the urban Anne Arundel County and the rural Queen Anne's County was long-awaited. Maryland merchants and manufacturers associations sponsored the first public proposal, the Hoen Committee report, which was issued in 1908 recommending a bridge study. Engineers Westinghouse, Church, Kerr & Company advised a bridge was feasible but expensive, at about $13 million (SRC 1953-54). A few years later, in 1918, the Chesapeake Bay Bridge Corporation (also seen as "Chesapeake Bay Bridge Company") was formed by Maryland businessmen like S. Davies Warfield, president of Seaboard Air Line railway, to build a bridge across the Bay from Baltimore to Tolchester in Kent County (The Sun 1918, 7; The Evening Journal 1924, 10; Nashville Banner 1926, 12). Efforts for private funding were abandoned in 1929 when sufficient funds could not be raised (MSPD 1950, 3). In 1933, the Chesapeake Bay Bridge Corporation filed an application for an $8 million federal loan. Submitted with the application was a copy of a bill that would create the Chesapeake Bay Bridge Authority, a political entity that could ask for and borrow money (The Sun 1933a, 22; 1933b, 18). Bridge advocates and the Chesapeake Bay Bridge Corporation continued to lobby for funding through the 1930s and into the 1940s.

The 1935 Maryland State Planning Department report, Ten-Year Highway Construction Program for Maryland, recommended facilitating transportation and trade between Annapolis and Baltimore and the Eastern Shore counties. At the time, the closest trading centers for the Eastern Shore were Wilmington and Philadelphia. A route by way of the suggested Chesapeake Bay Bridge would link the Eastern Shore to business centers like Baltimore, Annapolis, and Washington, DC (MSPD 1935, 33).

In 1937, under the administration of Governor Harry W. Nice, the Maryland General Assembly passed an act giving the State Roads Commission (SRC) authority to create a comprehensive plan for the construction of bridges and tunnels financed solely by tolls. This plan, approved in 1938, became known as Maryland's "Primary Bridge Program" and would almost completely transform Maryland's highway transportation network by the mid-twentieth century. Among the recommended crossings were two options for the Chesapeake Bay: a bridge from Millers Island in Baltimore County to Tolchester in Kent County or a bridge, tunnel, or combination thereof from near Annapolis to the opposite shore of Kent Island. The SRC hired the engineering firm of J. E. Greiner Company of Baltimore to create the plans and make a report. John Edwin Greiner was a nationally known bridge engineer who, by the late 1930s, was in partnership with Herschel H. Allen, a Baltimorean who formerly worked as a bridge designer with the SRC. When Greiner died in 1942, the firm continued under his name with Allen acting as the senior partner. The J. E. Greiner Company was ultimately responsible for designing and supervising the construction of all the structures associated with Maryland's Primary Bridge Program (SRC 1953-54, 15; SRC 1957-58, 143). Bridges over the Susquehanna and Potomac Rivers were completed in 1940, but construction of the other crossings was delayed by World War II (Spero and Berger 1995, 34).

In 1947, during the tenure of Governor William Preston Lane Jr., the Maryland General Assembly authorized the SRC to construct a bridge from what is now Sandy Point State Park to Kent Island. The bridge was to be financed using bonds that would be repaid by tolls. A year later Congress approved the project, and the J.E. Greiner Company began construction in 1949 (Bohm and Scozzari 2011, 3). The design called for a suspension bridge, the first example of the type in Maryland, and "fully represented the latest techniques and engineering innovations in mid-twentieth century American suspension bridge engineering design" (Spero and Berger 1995). The Bay Bridge was one of many suspension bridges constructed across the country in the mid-twentieth century. Other examples include the 1933-1937 Golden Gate Bridge in San Francisco, California; the 1948-1950 Tacoma Narrows Bridge in Tacoma, Washington; the 1949-1952 Delaware Memorial Bridge that carries I-295 between Delaware and New Jersey; the 1954-1957 Mackinac Bridge in northern Michigan; and the 1959-1964 Verazanno Narrows Bridge in New York (Road Traffic Technology 2013). The suspension spans of all of these bridges are longer than the Chesapeake Bay Bridge's suspension spans, though only the Mackinac Bridge also has a longer total bridge length.

The western approach of the $45 million bridge was designed to follow most of the extant alignment of MD Route 404 (Revell Highway). Across the Chesapeake Bay, construction of the eastern approach required removing a bridge at Cox Creek and clearing woods (Marsh 2002; Bready 1948, 33). The first phase of the project was the creation of the eastern and

western approaches in January 1949. The Chesapeake Bay was dredged in November 1949 to relocate the Sandy Point ferry channel (MSRC 1952, 9-10).

The next phase of construction involved the creation of the mostly underwater substructure. Herschel H. Allen, senior partner at J. E. Greiner Company designed the bridge's underwater foundation. Allen first devised the technique for use in the 1940 Potomac River Bridge's (CH-376) construction. The bottom of the bay was excavated, and temporary piles were driven. A wood platform with holes for the permanent piles was built around the temporary piles. The permanent steel piles were then driven into the bottom of the bay. Parts known as "cans" for the main tower's piers were milled by Bethlehem Steel in Pennsylvania and shipped down on tugboats (Woolever 2022; Spero and Berger 1995, 131; The Star-Democrat 1982, 58). These cans were set around the steel piles and built up until they reached above the waterline. Concrete was then pumped in using a long tube at the bottom of the can with a funnel above the water's surface. Once the concrete reached a certain level in the can, the water was pumped out of the can, the top six inches of concrete removed (because of its contact with salt water), and the remaining concrete was poured. This process was used for piers 11 through 40 (from west to east), except for piers 23 and 28 (The Star-Democrat 1982, 58; Spero and Berger 1995, 131).

Piers 23 and 28 were the main cable anchorage piers for the suspension spans. They were constructed using more traditional cofferdam methods. To protect the piers from passing damage, rock and sand islands were built around the piers. The majority of the steel superstructure was floated into place and then hoisted by derricks and cranes before being mounted on the pre-built spans (Spero and Berger 1995, 131).

Construction of the roadway began in April 1951, beginning at the west abutment and moving eastward. Both metal and wood forms were used. Curbs and parapets were precast off site and shipped to the site for installation. In August 1951, the pouring of the roadway began at the east abutment moving westward. Deck work and asphalt paving were completed in July 1952. Navigational lighting and fog signals conforming to the United States Coast Guard Standards were installed and reflectors were placed along the lane lines of the roadway. Controls for the lighting were housed in the Administration Building along with an emergency generator (MSRC 1952, 22, 28).

The Administration Building and toll plaza were constructed during Fall 1951. The toll plaza consisted of six collecting lanes, two of which were reversible. The Administration Building held the toll recording equipment, offices and facilities for collectors, and a garage and a maintenance shop for bridge repairs (MSRC 1952, 29).

At 200 feet above the water and nearly four miles long, the bridge was the state's largest public project and was, at that point, the third-longest bridge in the world and the largest over-water steel structure in the world (Marsh 2002; MDTA n.d.; Woolever 2022). Earlier suspension bridges, like the 1933 1.7-mile-long Golden Gate Bridge in San Francisco, spanned shorter distances. In comparison to bridges of a similar length across the United States, the Chesapeake Bay Bridge was one of the earliest. Following the Chesapeake Bay Bridge construction, the Richmond-San Rafael Bridge, 5.5 miles in length, was built in 1957 across the San Francisco Bay and San Pablo Bay in California. Like the Chesapeake Bay Bridge, the Richmond-San Rafael Bridge replaced a ferry route. The steel suspension bridge utilized deck truss spans, simple girder spans, and suspension spans with monumental towers (Jones 2020). Two years later, in 1959, the steel and concrete Verrazzano-Narrows suspension bridge by engineer Othmar Ammann was built spanning the Narrows strait between Staten Island and Brooklyn, New York. The 70-story-tall towers carry the bridge 228 feet above the water (Adler 2014; Britannica n.d.).

The bridge opened to much fanfare on July 30, 1952, with a parade, speeches, and performances. Tolls were set at $1.40 for a car and driver, and $0.25 for each additional passenger (MDTA n.d.). The tolls were collected from toll booths under a canopy that extended southwest from the Administration Building.

When the 1952 bridge opened to the public, it was an immediate success, seen particularly in the traffic jams composed of beach-bound automobiles from Baltimore, Annapolis, and Washington, DC, that caused backups in both counties. After the success of the 1952 bridge, the State began to explore options for a second crossing as traffic quickly overloaded the 1952 bridge (Orrick 1973).

In 1964, the state of Maryland authorized a crossing study to determine viable options. Results from this study included three possible locations, one between Baltimore County and Kent County, one parallel to the 1952 bridge, and one between Calvert County and Dorchester County (Kozel 2003). A bill was passed in 1967 that authorized the three bay crossings listed above in addition to a tunnel in Baltimore. The bill allowed the SRC to determine the priority order for the construction projects (Ayres 1967, 28; The Evening Sun 1968, 5). To honor his efforts in championing the 1952 bridge, the Chesapeake Bay Bridge was named in Governor William Preston Lane, Jr.'s honor after he passed away in 1967 (Maryland Transportation Authority 2009).

On June 28, 1967, the SRC made the parallel bridge a top priority on the list of State toll facilities (MDTA n.d.; Ayres 1967, 28). The second bridge, the tunnel, and two crossing studies were financed through a $220 million bond backed by the revenue of the new bridges and existing toll facilities (The Cumberland News 1968, 32). The anticipated opening date for the second bridge was 1972 (Orrick 1973, 1).

Originally, the 1973 bridge was designed to be a two-lane bridge. A decision to add a third lane added an estimated $10 million to the total project cost, originally projected to be $35 million (The Evening Sun 1968, 41). Construction was authorized under Governor Spiro Agnew in 1968. The SRC advertised for bids for the substructure first and then for the superstructure in 1969. Substructure bids came in well above the SRC's estimated cost (The Cumberland News, 2; The Sun 1970, 28). The first contract was jointly awarded to C. J. Langfelder and Son Inc. from Baltimore and Raymond International and Dravo Inc., both from New York (Burdett 1969, 1). Robert E. Fletcher, of Dravo Inc., served as chief field engineer for the project and designed the piers for the substructure (Beard, 1973, 17). The contract for the superstructure was awarded to the American Bridge Division of United States Steel Corporation. J. E. Greiner Company, engineers of the 1952 bridge, served as consulting engineers for the project (Orrick 1973, 1).

The first stage of construction for the second bridge involved building two abutments southwest of Sandy Point State Park and at Stevensville, as well as 75 piers for the bridge's substructure (The Cumberland News 1969, 2). Construction on the first stage began in summer 1969, but a harsh winter in 1970 and early 1971 delayed the construction schedule (The Evening Sun 1969, 34; The News 1971, 2). By summer 1971, truss spans were beginning to be hoisted into place on the substructure. The trusses were moved by barges and heavy cranes. Helicopters were sometimes used to hoist large batches of mixed concrete and sections of the bridge (The Evening Sun 1971, 32). By mid-winter, workers were stringing the suspension cables from the anchor towers (Lewthwaite 1971, 22).

The initial scheduled opening for the second bridge came and went as labor disputes, severe weather, and engineering mistakes extended the timeline (Orrick 1973, 1). The bridge officially opened for traffic on June 28, 1973, at a final cost of $120 million (The Capital 1973, 3; Ayres 1973, 1). The 1952 toll plaza was extended southwest across the entire approach to the bridge.

A dedication ceremony was held at Sandy Point State Park on June 28, 1973, with special guests and a motorcade across the bridge. Governor Marvin Mandel; Maryland Transportation Secretary, Harry R. Hughes; Dorothy Byron, widow of former Governor William Preston Lane, Jr.; and former Governors J. Millard Tawes and Theodore McKeldin were in attendance (Ayres 1973, 1).

The bridges have been continually maintained over time. Efforts to reduce traffic congestion on the bridge included the use of a contraflow lane on the 1973 bridge that allows for one east-bound lane on the bridge during peak travel times and crossing approach lanes that connect US 50/301 to each of the bridges. Lane indicators have been continually updated to maintain the safety of the system. In 1989, in an attempt to ease traffic congestion, MDTA dismantled four of the fourteen toll booths and removed tolling on the westbound lanes; the eastbound toll doubled (Armao 1989). In 2020, MDTA implemented all electronic tolling, and by 2022 all the toll booths constructed in 1952 and 1973 southwest of the Administration Building were removed. At this time gates were added to either approach to control access to the contraflow lane.

Suburbanization, Growth, and Development in Queen Anne's County

The Suburbanization Historic Context Addendum (1890-1990): Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al., 2024) provides context on how the Chesapeake Bay Bridge affected suburban development, particularly in Queen Anne's County. Section 2.1 (Town Development and Urban Transition) and Section 3.2 (Crossing the Chesapeake Bay) provide context on the suburbanization of these areas and the impact of the Chesapeake Bay Bridge.

The Chesapeake Bay Bridge created a new link between Anne Arundel and Queen Anne's Counties; while the two counties were previously connected via steamboat or ferry, the bridge dramatically decreased the travel time across the bay. While Anne Arundel County was already rapidly suburbanizing prior to the construction of the Chesapeake Bay Bridge, Queen Anne's County had very little suburban development prior to the bridge. The bridge's announcement prompted developers to acquire large tracts of land on Kent Island to create new subdivisions. While construction in these subdivisions was gradual, development pressure from Anne Arundel County eventually spilled over to Kent Island; commuters from the Baltimore and Washington, DC, metropolitan areas were attracted by the availability of land, lower prices, and waterfront amenities. In 1983, ten years after the second bridge was constructed, Queen Anne's County was added to the Baltimore Metropolitan Statistical area.

Access to the Eastern Shore & Atlantic Ocean

The 1952 bridge brought growth to the Eastern Shore, beyond Queen Anne's County. Ocean City, originally a small fishing community, had become a resort town by the late nineteenth century. Following the construction of the Chesapeake Bay Bridge, the relative ease of access only increased its attraction as a vacation spot; vacationers from the Baltimore-Washington corridor who had previously visited beaches in Anne Arundel County, as well as counties along the eastern shore of the Chesapeake Bay, could now easily reach Ocean City (Diehlmann et al., 2024, 3-46 – 3-49). Resorts and waterfront vacation spots continued to develop as the volume of tourists able to cross the bridge increased. Ocean City, Maryland, experienced a higher volume of tourists from Maryland and Washington, DC, and increased traffic jams in the early 1970s following the opening of the 1973 bridge. The city even granted 867 building permits for motels and hotels to manage the increase in summertime popularity (The Sun 1973, 49).

The completion of the 1952 bridge completed the vision of the Primary Bridge Program, providing crossings of Maryland's major bodies of water and allowing travelers two paths through Maryland. One crossed the Susquehanna River Bridge, continued south through the Baltimore Harbor Tunnel, and connected with US 301 to cross into Virginia via the Potomac River Bridge. The new route created by the Chesapeake Bay Bridge traveled US 301 from Delaware, across the bridge, and continued south to Virginia on US 301 (URS Corporation 2011, 4-15). Opening the Chesapeake Bay Bridge had an immediate affect; in early August 1952, the Delaware Memorial Bridge in Wilmington, Delaware, saw a surge of traffic due to the opening of the Bay Bridge. Newspaper reports indicate hundreds of travelers asking for maps and directions to the Bay Bridge at the Delaware Memorial Bridge's Administration Building (The Star-Democrat 1952, 8). The Bay Bridge became a vital link in East Coast travel networks prior to the construction of the interstate system, providing an alternative route from Delaware along US 301 to points south, avoiding the congestion of Baltimore.

ELIGIBILITY DETERMINATION

The Chesapeake Bay Bridge is evaluated under the Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report and the Historic Context of Maryland Highway Bridges Built Between 1948 and 1960. The Chesapeake Bay Bridge was evaluated for significance under NRHP Criteria A, B, and C. The Chesapeake Bay Bridge was not evaluated for eligibility under Criterion D.

The Chesapeake Bay Bridge is significant under Criterion A in the area of transportation for its role in expanding transportation networks in Maryland and the East Coast and linking Maryland's urban areas to the Atlantic Ocean. The bridge was the last of the Primary Bridge Program crossings to be constructed, completing a network of roads, bridges, and a tunnel for East Coast drivers that bypassed major metropolitan areas. Additionally, the Chesapeake Bay Bridge is "the most significant bridge that connected formerly isolated parts of the state…" (URS Corporation 2011, 4-17). One of many projects by the SRC to facilitate faster travel across large bodies of water throughout the state, the Chesapeake Bay Bridge was the most significant in terms of size and scope of the project, the "most spectacular road project of the era" (URS Corporation 2011, 4-17), and connected two areas which had historically been separate and culturally distinct. The bridge created a direct connection from Annapolis, Baltimore, and Washington, DC, to the Eastern Shore's Chesapeake Bay and Atlantic Ocean waterfront.

The Chesapeake Bay Bridge is significant for spurring the suburbanization of Queen Anne's County. The 1952 bridge connected Queen Anne's County and the Eastern Shore, which previously had been relatively isolated from the Western Shore. A small number of suburban-type developments were created before the first bridge, but the slower ferry crossing deterred large-scale development. The new, faster connection opened Kent Island, in particular, to suburban development as commuters to Annapolis, Baltimore, and Washington, DC, looked for new bedroom communities and were enticed by their proximity to waterfront areas. The 1973 bridge's construction, which alleviated congestion on the 1952 bridge, coincided with a greater need for housing as development pressure and housing costs in Anne Arundel County mounted: the period of fastest growth on Kent Island occurred in the 1970s. The construction of Chesapeake Bay Bridge was the catalyst without which suburbanization would not have occurred and, therefore, the Chesapeake Bay Bridge is eligible under Criterion A for its significant association with suburbanization in Queen Anne's County.

Research has revealed no significant association with persons who have made specific contributions to history. Though the Chesapeake Bay Bridge was named after William Preston Lane Jr., the former Governor who pushed to construct the bridge, his association with the bridge does not rise to the level of significance needed for eligibility under this Criterion. Therefore, the Chesapeake Bay Bridge is not eligible under Criterion B.

The Chesapeake Bay Bridge stands as an intact and significant example of a metal suspension bridge in the state and a notable bridge built by the J. E. Greiner Company, which was a master in bridge design. The construction of the bridge took advantage of the newest technology available at the time. The methods used to build the 1952 bridge's substructure were especially novel at the time, such as Herschel H. Allen's method of pier construction. At the time of its construction, the 1952 bridge was the largest over-water steel structure in the world. Furthermore, the Chesapeake Bay Bridge is the only metal suspension bridge in the state of Maryland and is the longest fixed water crossing in the state. Therefore, the Chesapeake Bay Bridge is eligible under Criterion C in the area of Engineering.

PERIOD OF SIGNIFICANCE

The period of significance (under both Criterion A and Criterion C) for the Chesapeake Bay Bridge runs from 1952 to 1973 encompassing the opening of the eastbound and westbound bridges.

INTEGRITY

The Chesapeake Bay Bridge retains integrity of location. Both bridges have not been moved from their original alignments, the Administration Building remains in its original location, and the road alignment on either side of the bridge has not been altered.

The Chesapeake Bay Bridge retains integrity of setting. The most important characteristic of its setting is the Chesapeake Bay; expansive views of the Bay from the bridge remain unchanged from the period of significance. Although there has been development along the shoreline, particularly the Eastern Shore, these changes within the overall viewshed are minor. The setting of the bridge approaches and Administration Building in Anne Arundel County have retained a rural feeling. While the area south of the bridge in Queen Anne's County has been somewhat altered with new construction to the south, it is overall relatively unchanged. Despite some new development, the integrity of setting remains intact.

The Chesapeake Bay Bridge retains integrity of design. Both the 1952 and 1973 bridges retain their appearance as metal suspension bridges. The most important elements of the bridges' designs are the suspension spans, which retain the character defining elements outlined in the Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, including the towers, cradles, cables, suspenders, stiffening trusses, anchors, and piers. The bridges' cantilever truss and simple truss spans are also important to the design. The plate girder beam and beam spans are original to the design, but the individual components of these spans are secondary to the overall appearance. While the Chesapeake Bay Bridge has undergone maintenance, repairs, and the addition of replacement elements, the overall integrity of design has not diminished as structural work has been done primarily in-kind. The approaches to the bridge retain their original alignment. The important elements of the approach design are limited to the overall alignment and crossover lanes on the east approach. The Administration Building has been added to and enlarged, but the original form of the building remains evident, and the largest additions have been made on the rear elevation. The biggest design change to the Chesapeake Bay Bridge is the 2022 removal of the toll plaza when it was replaced with electronic toll gantries. Despite these changes, the resource as a whole retains integrity of design.

The Chesapeake Bay Bridge retains integrity of materials. Original concrete and metal features of both bridges' substructures and metal features of the superstructures remain largely unaltered or have been replaced in-kind. Alterations to materials on the girder beam and beam spans, or removal of original railings on the bridge are less important to integrity of materials than retention of materials on the metal suspension and truss spans. Though routine maintenance has taken place, like re-decking of the 1952 bridge, the integrity of materials has not been diminished. The materials on the bridge approach roads have been replaced, but these materials are of lesser importance to the overall resource than the alignment of the road. The Administration Building retains sufficient integrity of materials; it has its original brick exterior, though some elements have been removed, such as the original entrance to the building.

The Chesapeake Bay Bridge retains integrity of workmanship. As the resource retains the majority of its original features, the workmanship and construction techniques used are still visible. For example, the concrete piers of the 1952 bridge still exemplify the underwater "can" concrete construction technique devised by Herschel H. Allen specifically for the Chesapeake Bay Bridge. The concrete substructure of the 1952 bridge was built using a series of underwater steel drums called "cans" to float the concrete slurry into. This was a novel process in the early 1950s. Several piers, namely the tower piers, were built using a typical cofferdam process. Key features like the cross-bracing and horizontal bracing on the towers for both bridges remain and demonstrate typical construction methods of the time. The Administration Building also retains integrity of workmanship. Features like the brick construction, the concrete sills and surrounds, and the inset panel with the Maryland flag convey their workmanship.

The Chesapeake Bay Bridge retains integrity of association. The bridges still function as the main connection from Anne Arundel County to Queen Anne's County.

The Chesapeake Bay Bridge retains integrity of feeling. Through the retention of the integrity of design, materials, and workmanship, the Chesapeake Bay Bridge still feels like a mid-twentieth-century metal suspension bridge.

CONTRIBUTING RESOURCES

Contributing elements of the Chesapeake Bay Bridge include the 1952 and 1973 bridges, the approach roads within the boundary, and the 1952 Administration Building.

Non-contributing elements include the 1982-1992 garage, the dock, the 1994-2002 salt shed, the 2018-2021 flat-roof building, and the 2021-2023 side-gable building.

BOUNDARY DESCRIPTION

The boundary for the Chesapeake Bay Bridge encompasses both the 1952 and 1973 bridges and terminates, to the north in Anne Arundel County, northwest of the Administration Building and its associated parking lot, and terminates to the southeast in Queen Anne's County, east of the feeder lane running between the 1973 and the 1952 bridges and includes the three maintenance buildings associated with the bridge.

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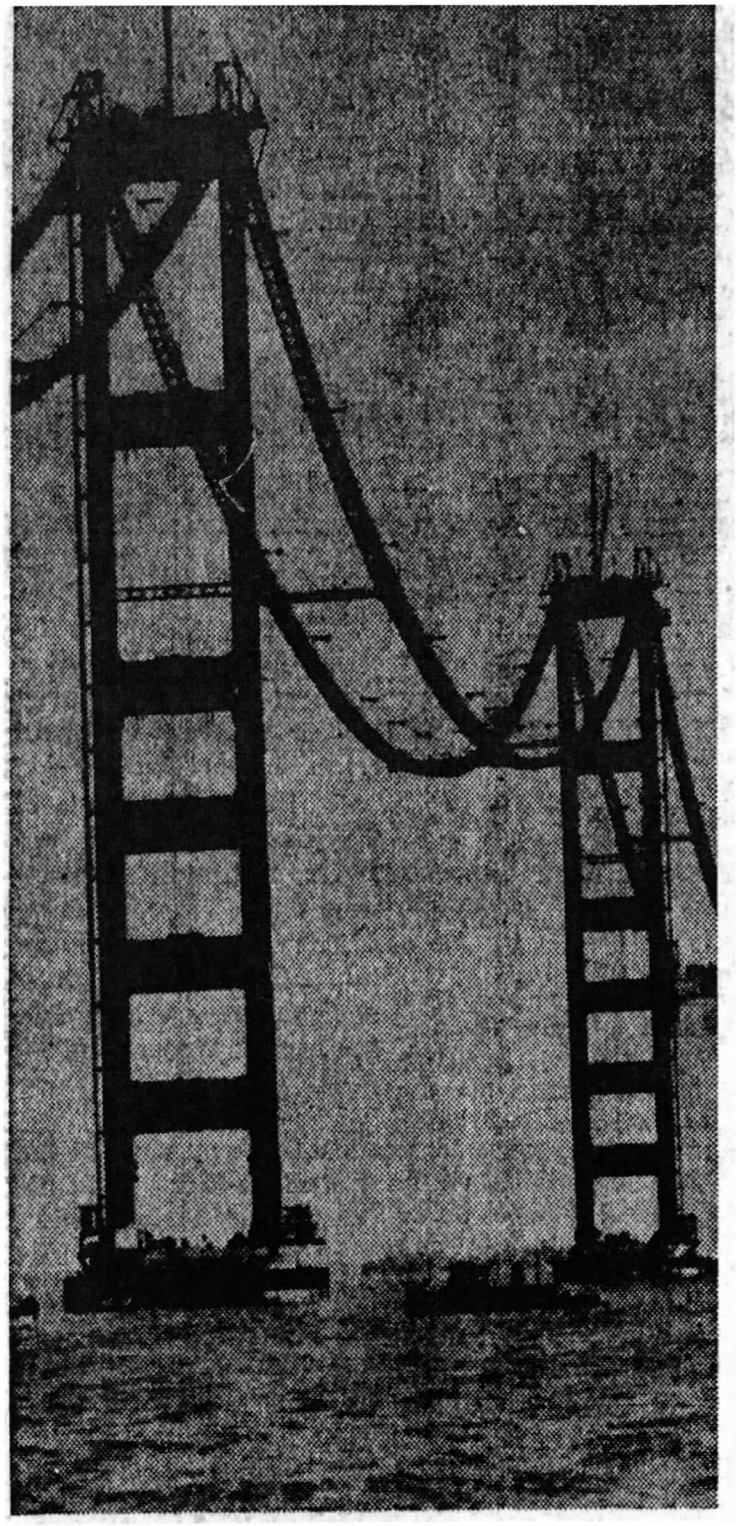


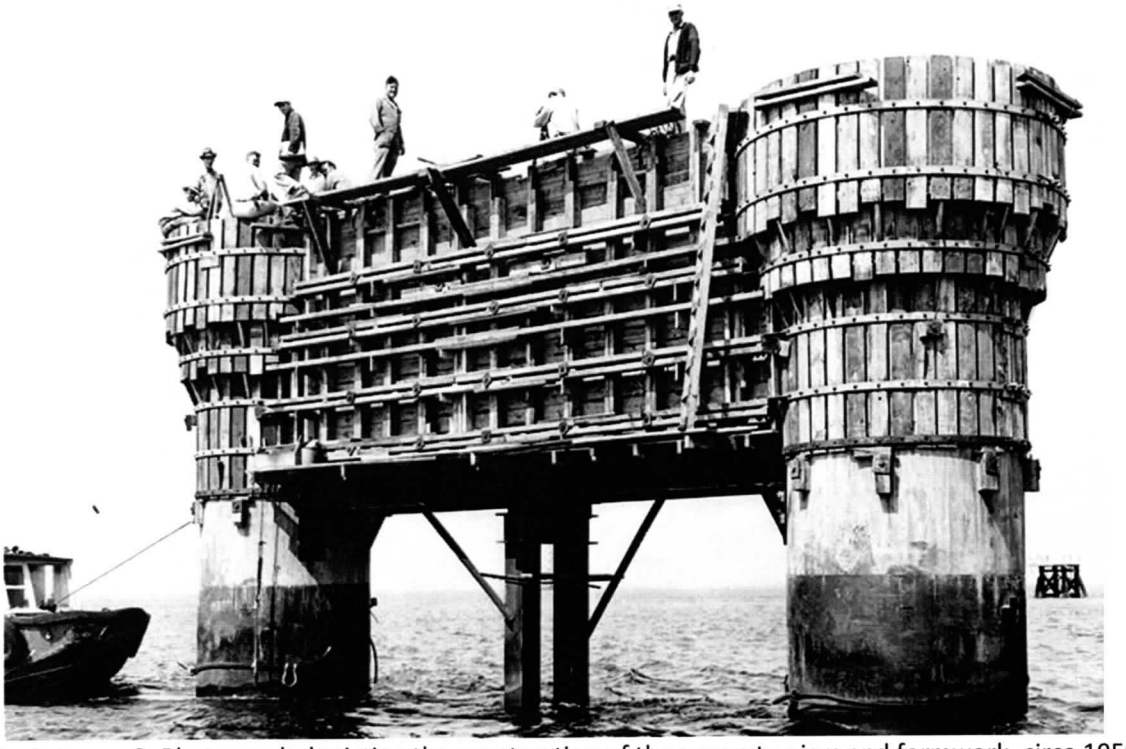
Historic Image 7: January 1973 photograph of the main span of the 1973 span during construction.
Orrick 1973



Historic Image 8: Post 1973 postcard depicting the Chesapeake Bay Bridge.
Kozel 2003



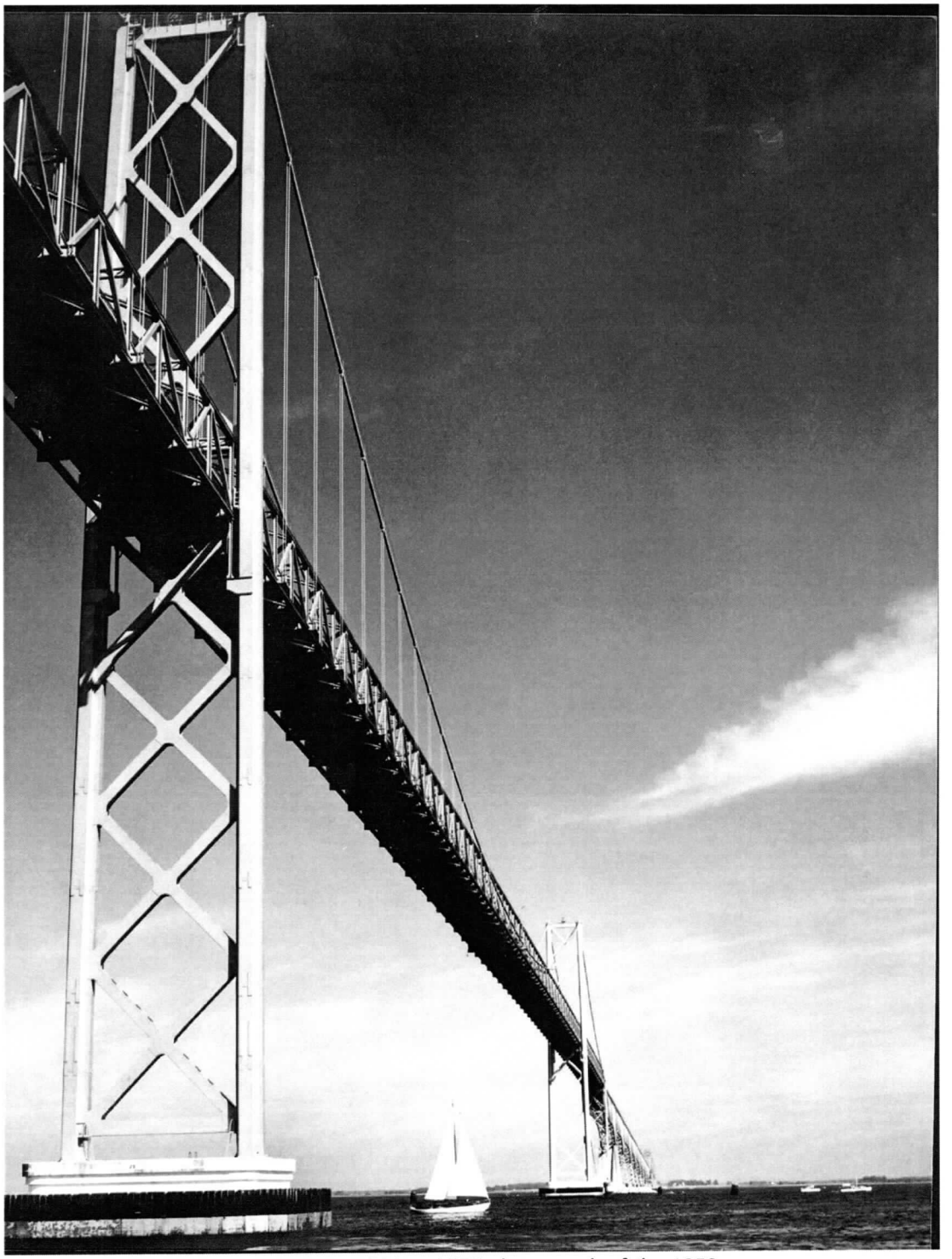
Historic Image 1: Photograph depicting the construction of the concrete piers, circa 1950.
Timothy Hyman from Woolever 2022



Historic Image 2: Photograph depicting the construction of the concrete piers and formwork, circa 1950.
Timothy Hyman from Woolever 2022



Historic Image 3: A July 30, 1952, photograph of the first motorcade across the 1952 span, note the ferry terminal in the background. AP Images from Woolever 2022



Historic Image 4: A 1952 to 1973 photograph of the 1952 span.
Maryland Department of Transportation from Woolever 2022



A truss span for the new Chesapeake Bay Bridge rests on piles, upper left, before being moved by barge from the western to the eastern side of the bay to be put in place.

The trick was to move double barges under each end of the span's support, above and wait for high tide to float the whole 430-foot, 1,222-ton structure.

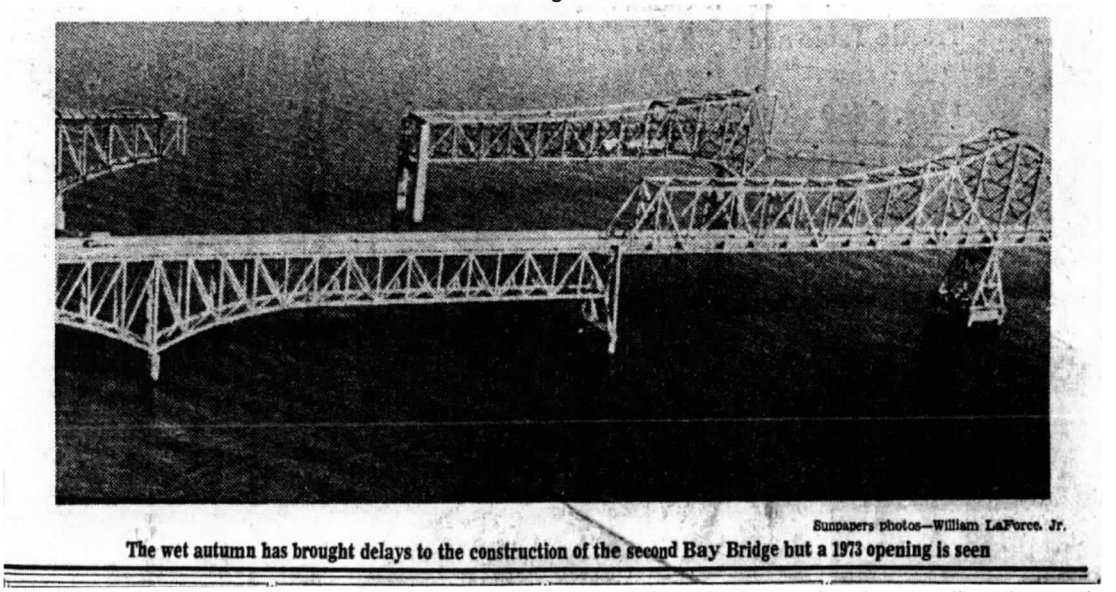
Tugs accomplished the rest of the job, moving the span and its barges clear of piles and shoved it across the bay, left.

Meanwhile, on another bridge job a helicopter has taken the place of barges. The copter, in picture at right, is being used to airlift a 17,000 pound load of concrete that is poured into the foundations for 19 support towers.

In most other bridge jobs the concrete is mixed on a barge, but engineers say the helicopter is more economical because the work will be done sporadically as preliminary work for each tower is completed.

The photos were taken by Sunpapers photographers Lloyd Pearson and George Cook

Historic Image 5: A 1971 collection of construction photographs of the 1973 span.
The Evening Sun 1971



Sunpapers photos—William LaForce, Jr.

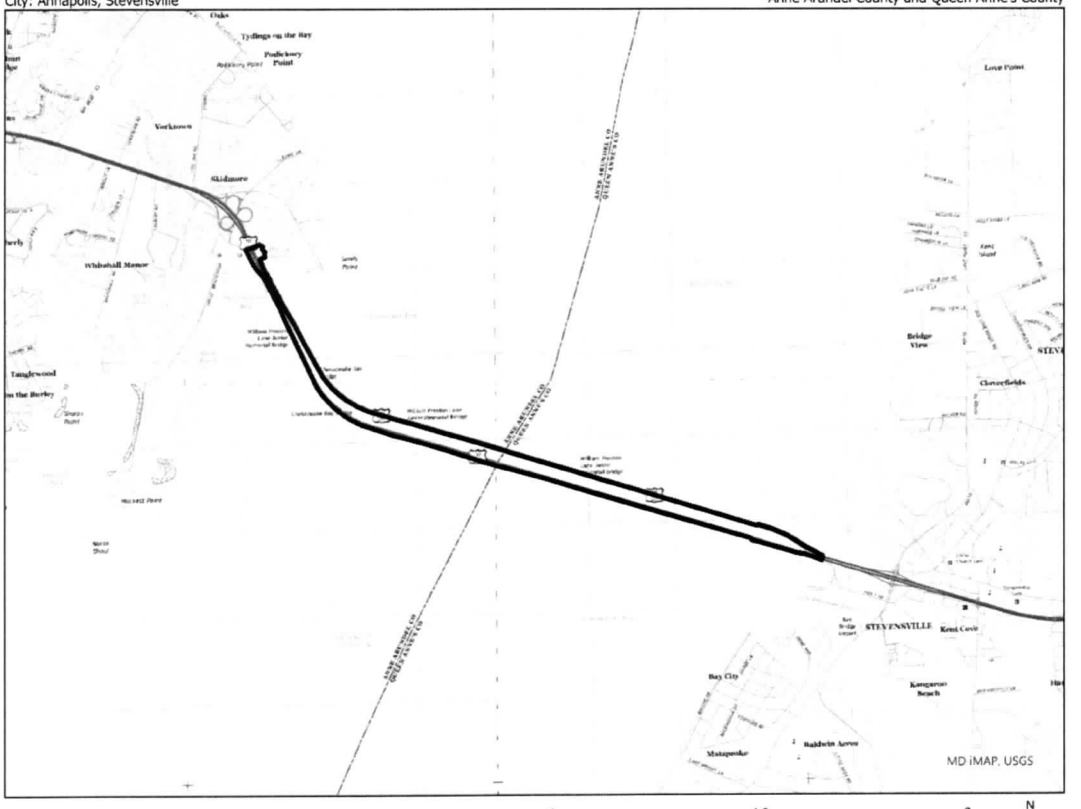
The wet autumn has brought delays to the construction of the second Bay Bridge but a 1973 opening is seen

Historic Image 6: A 1971 photograph of the partially completed 1973 span (background) and completed 1952 span (foreground)
Lewthwaite 1971

MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

(AA-47/AA-48)
AA-0047/AA-0048
Anne Arundel County and Queen Anne's County



USGS 7.5' Quadrangle - Gibson Island

0 1.5 3 Miles
Scale: 1:50,000

N

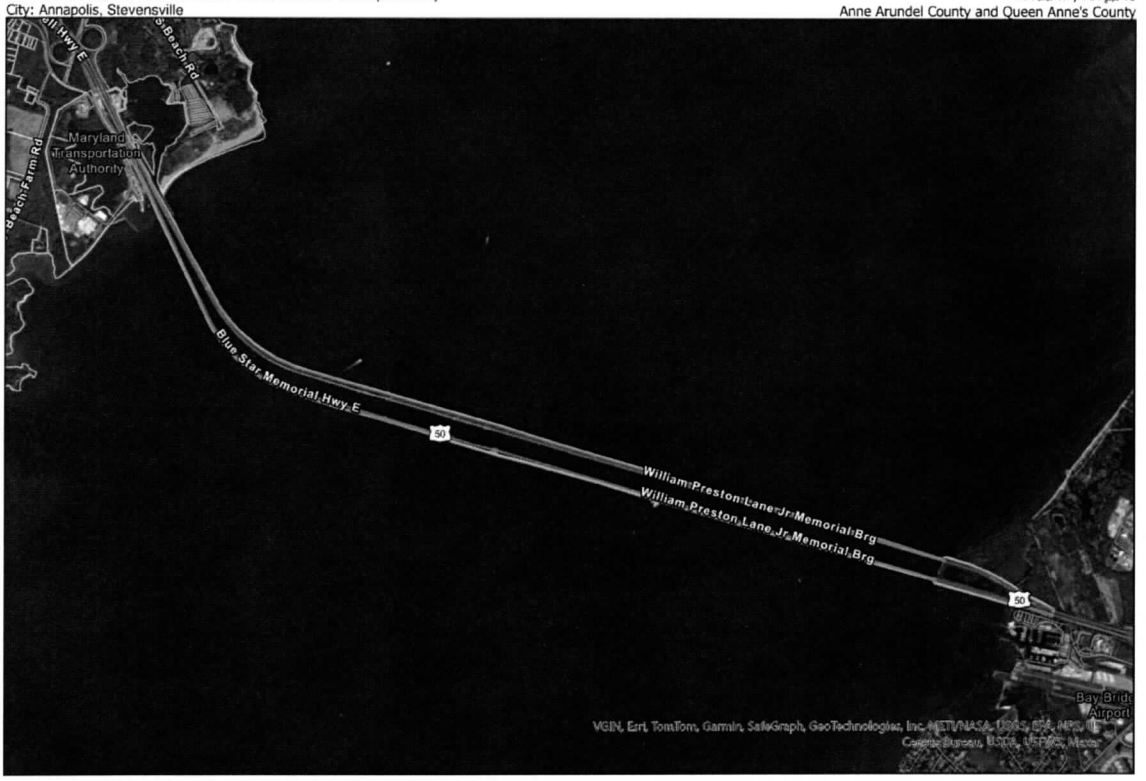
MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

(AA-47 / AA-48)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

AA-0047 / AA-0048
Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

0 0.5 1 2 Miles

N

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

(AA-47 / AA-48)
Location: US 50/301 Eastbound and Westbound over Chesapeake Bay AA-0047 / AA-0048
City: Annapolis Anne Arundel County and Queen Anne's County

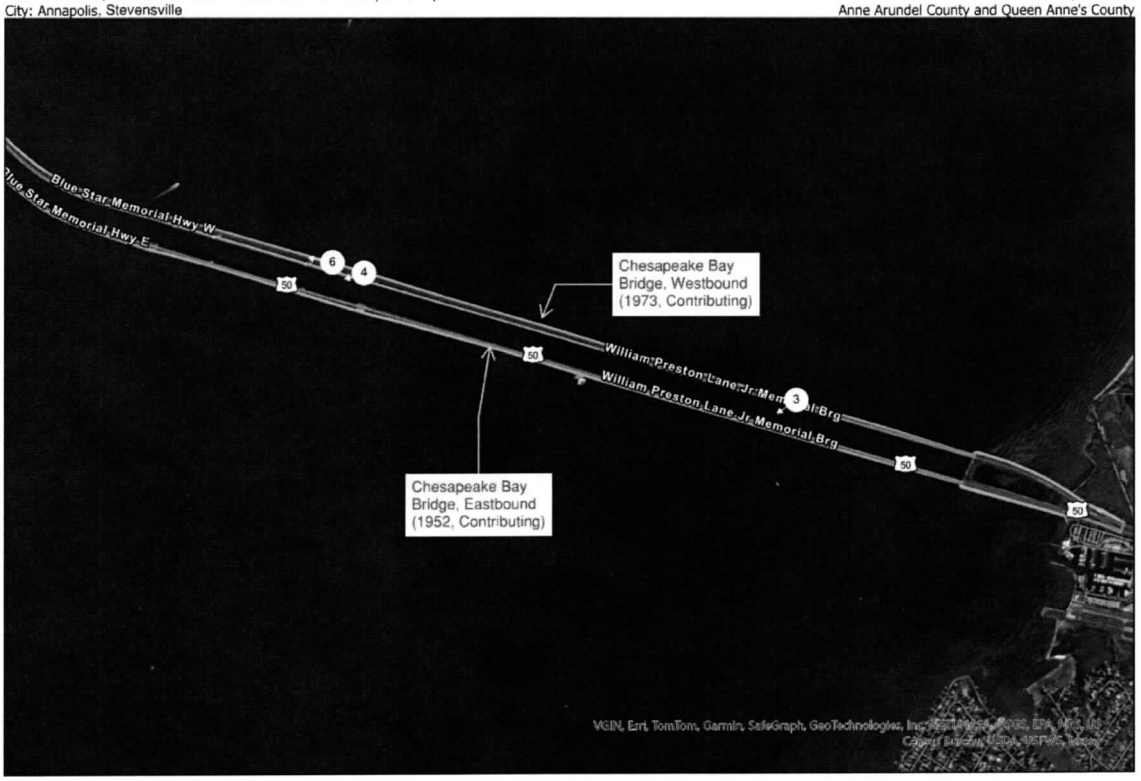


MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

(AA-47 / AA-48)
AA-0047 / AA-0048
Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

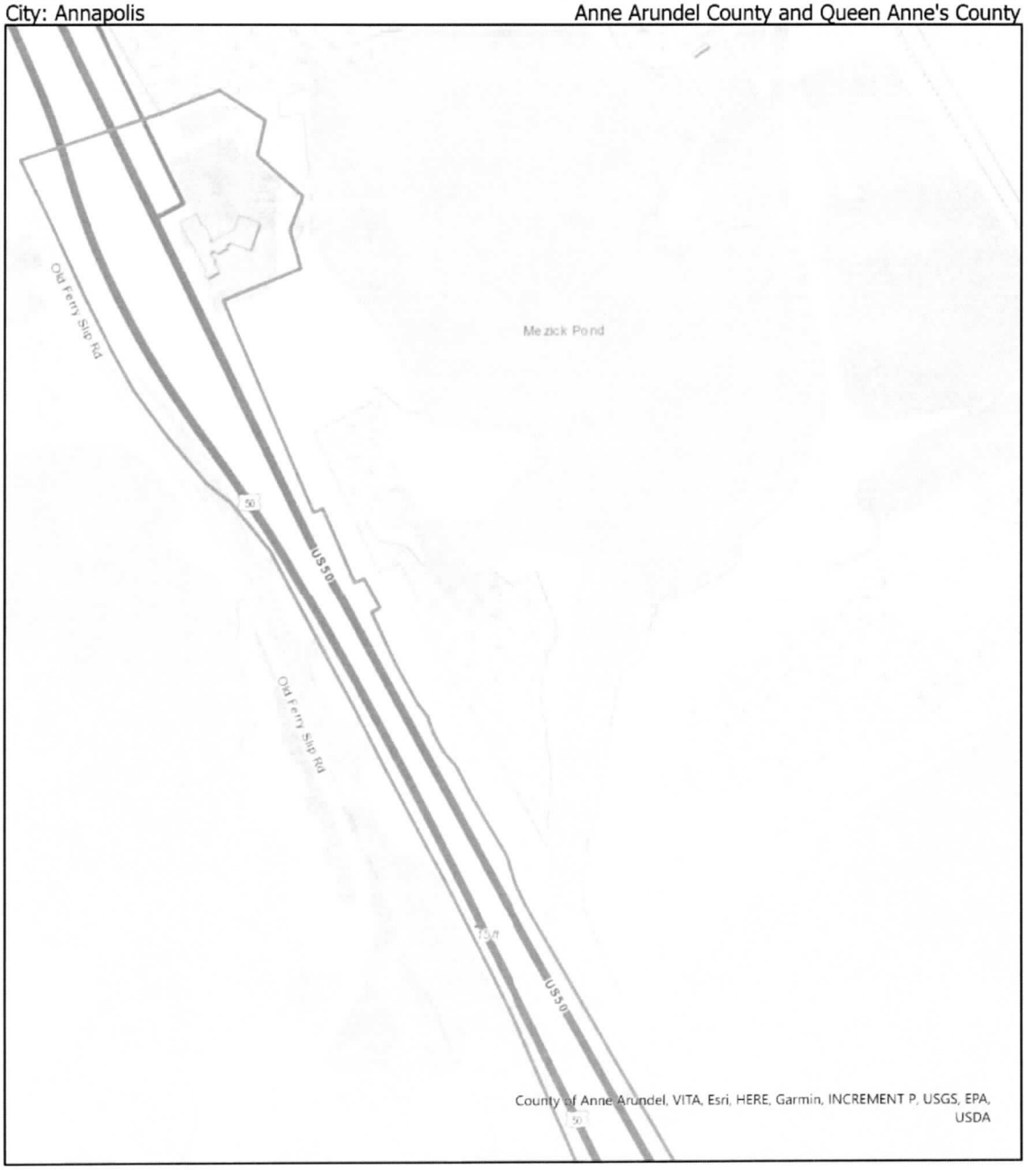
0 0.5 1 2 Miles

N

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

(AA-47 / AA-48)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay AA-0047 / AA-0048
City: Annapolis Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

USGS 7.5' Quadrangle - Gibson Island

0 0.05 0.1 0.2 Miles

Scale: 1:4,000

N

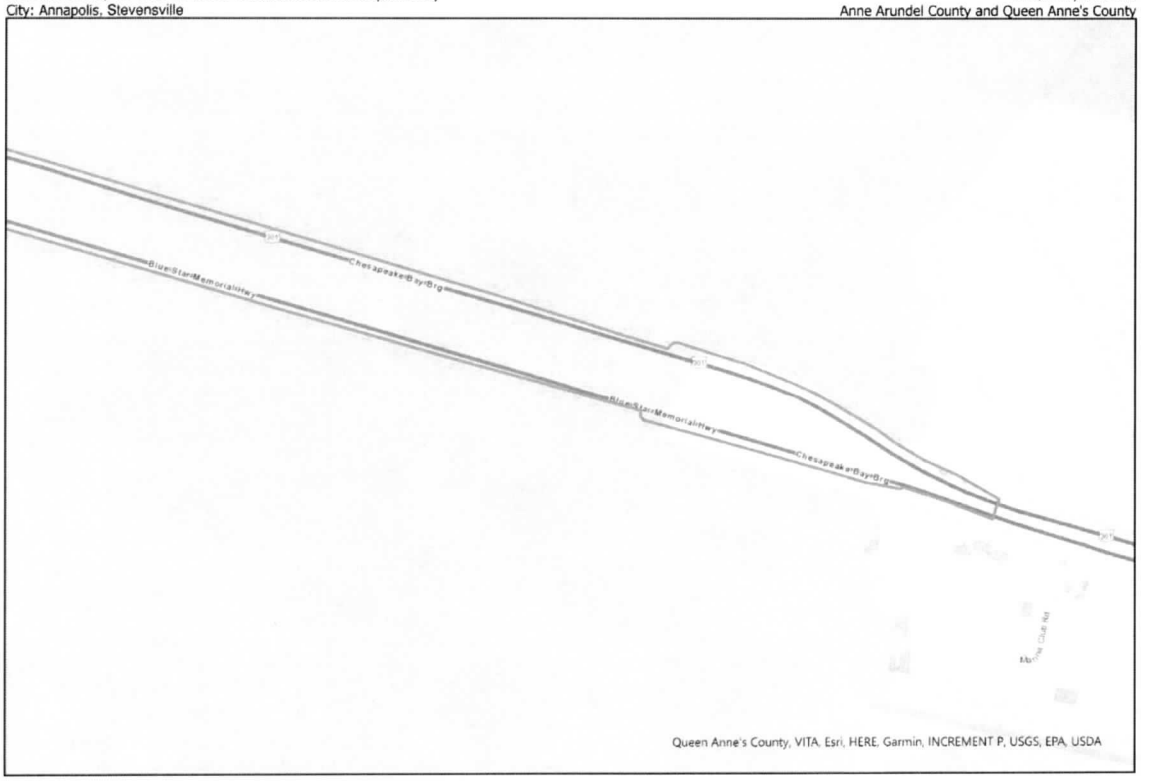
MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

(AA-47 / AA-48)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

AA-~~0047~~ / AA-~~0048~~
Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

0 0.25 0.5 1 Miles

N

USGS 7.5' Quadrangle - Gibson Island

Scale: 1:10,000

PHOTOGRAPHS



Photo 1 of 16: View of both the 1973 bridge (foreground) and 1952 bridge (background) from Sandy Point State Park, looking southeast.

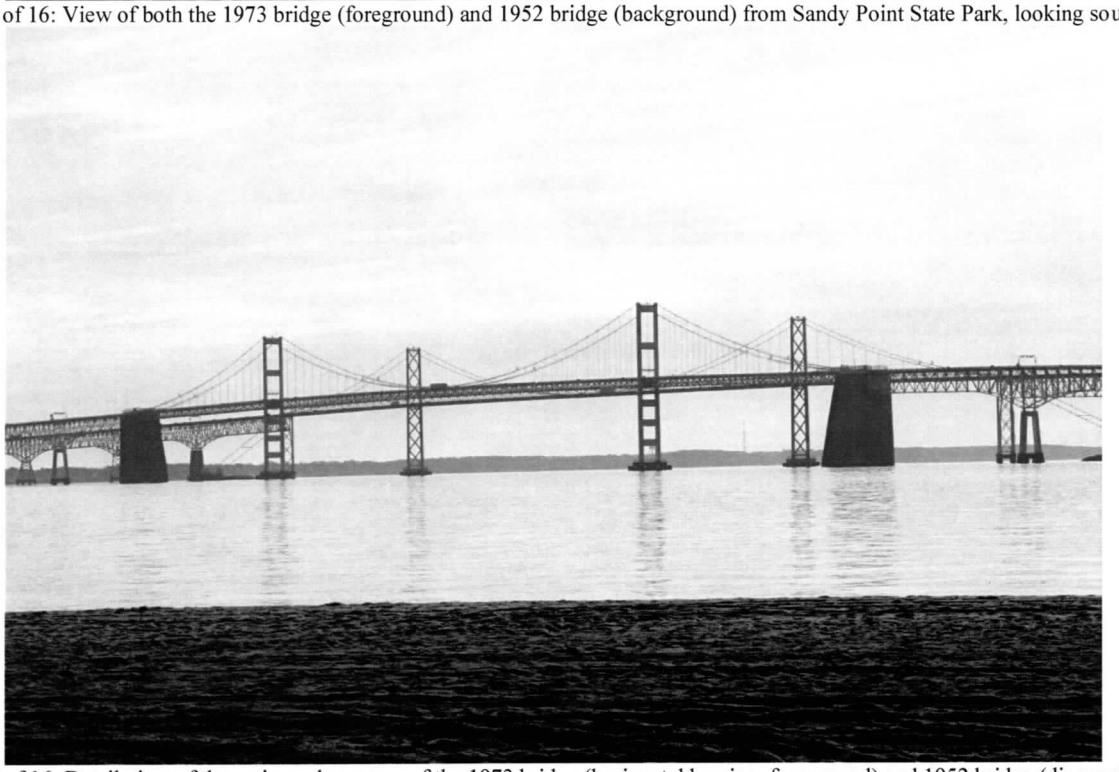


Photo 2 of 16: Detail view of the main anchor spans of the 1973 bridge (horizontal bracing, foreground) and 1952 bridge (diagonal cross bracing, background) from Sandy Point State Park, looking southeast.

PHOTOGRAPHS



Photo 3 of 16: Warren truss section of the 1952 bridge, looking southwest.

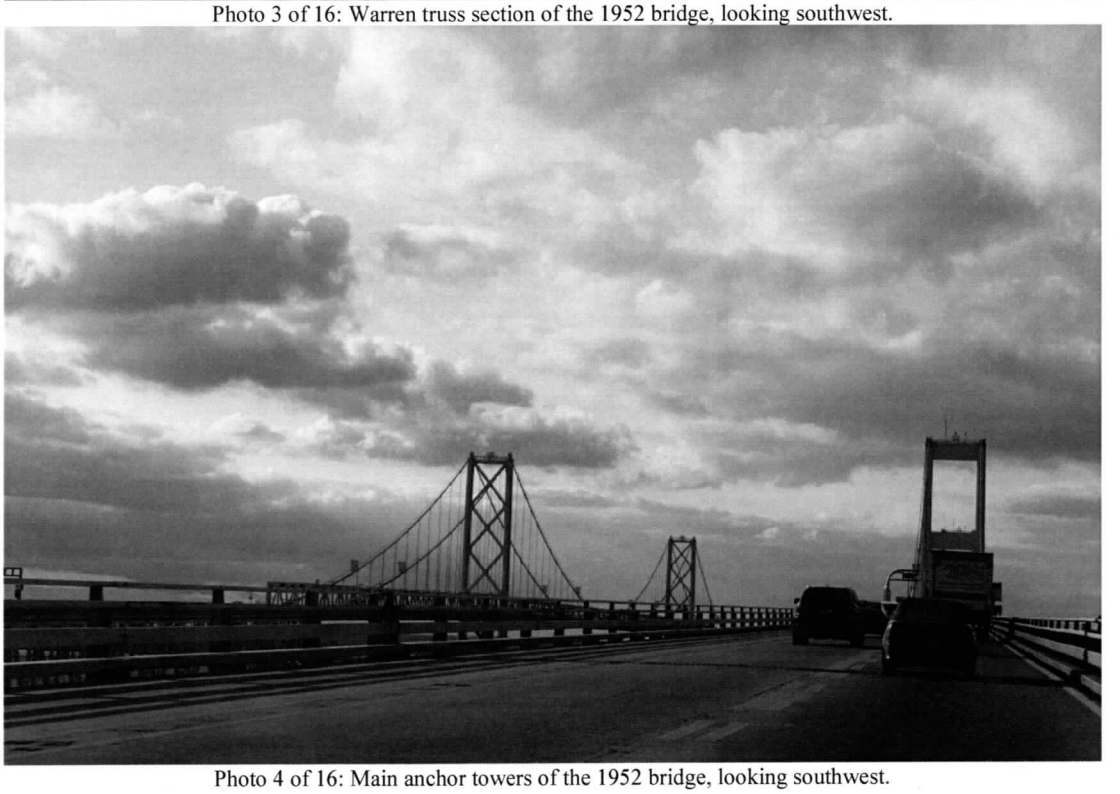


Photo 4 of 16: Main anchor towers of the 1952 bridge, looking southwest.

PHOTOGRAPHS

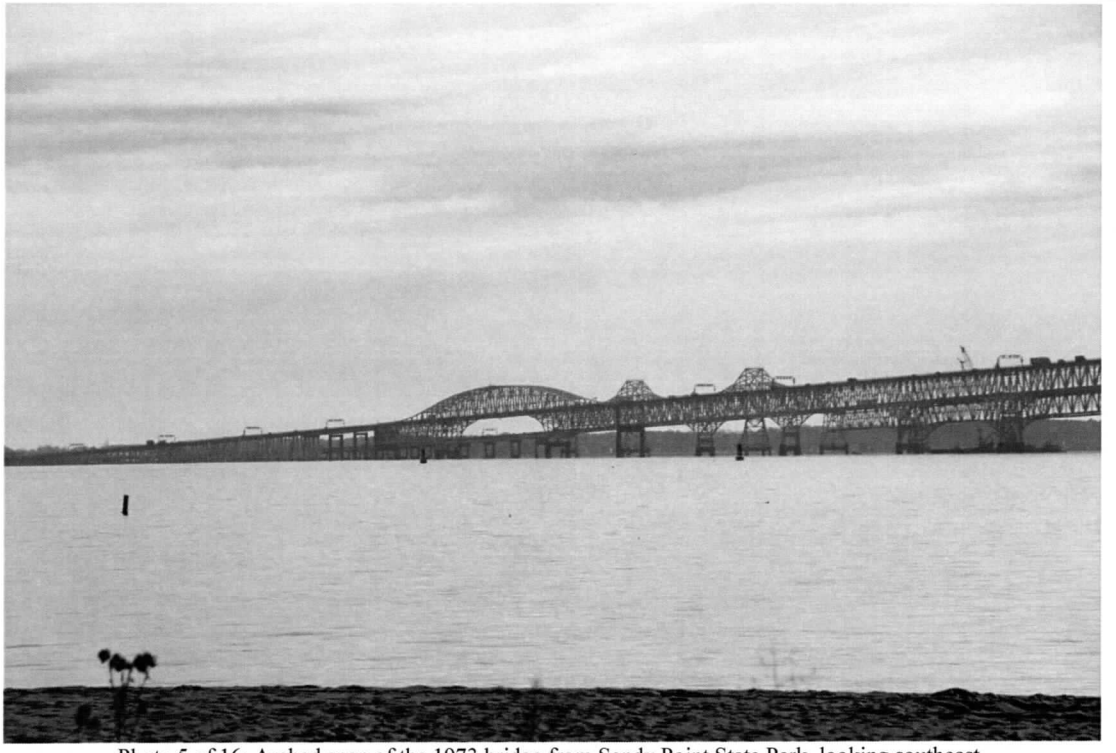


Photo 5 of 16: Arched span of the 1973 bridge from Sandy Point State Park, looking southeast.

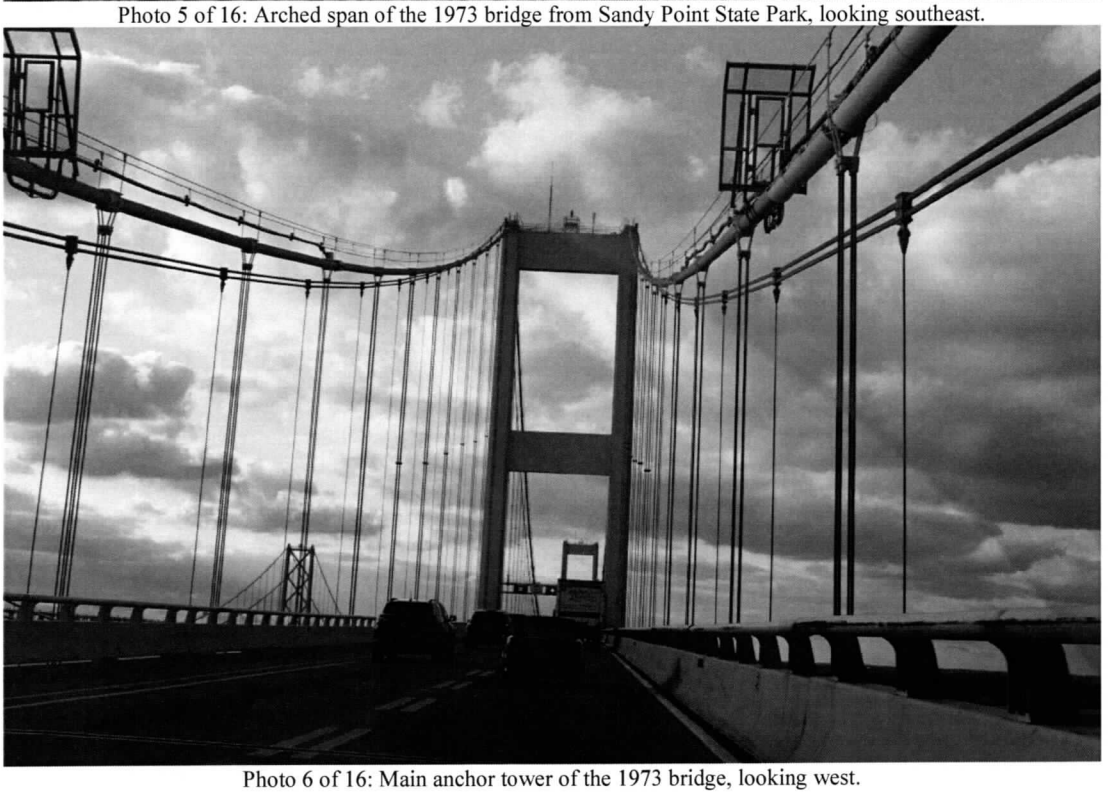


Photo 6 of 16: Main anchor tower of the 1973 bridge, looking west.

PHOTOGRAPHS

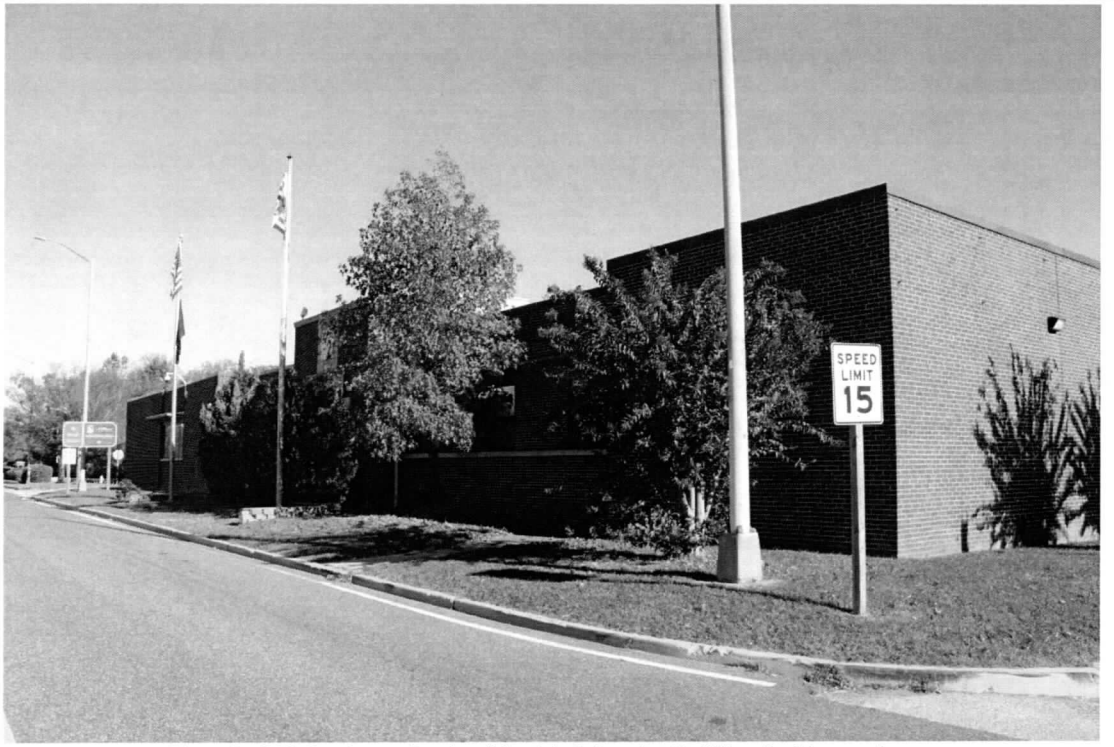


Photo 7 of 16: Southwest façade of the Administration Building, looking southeast.

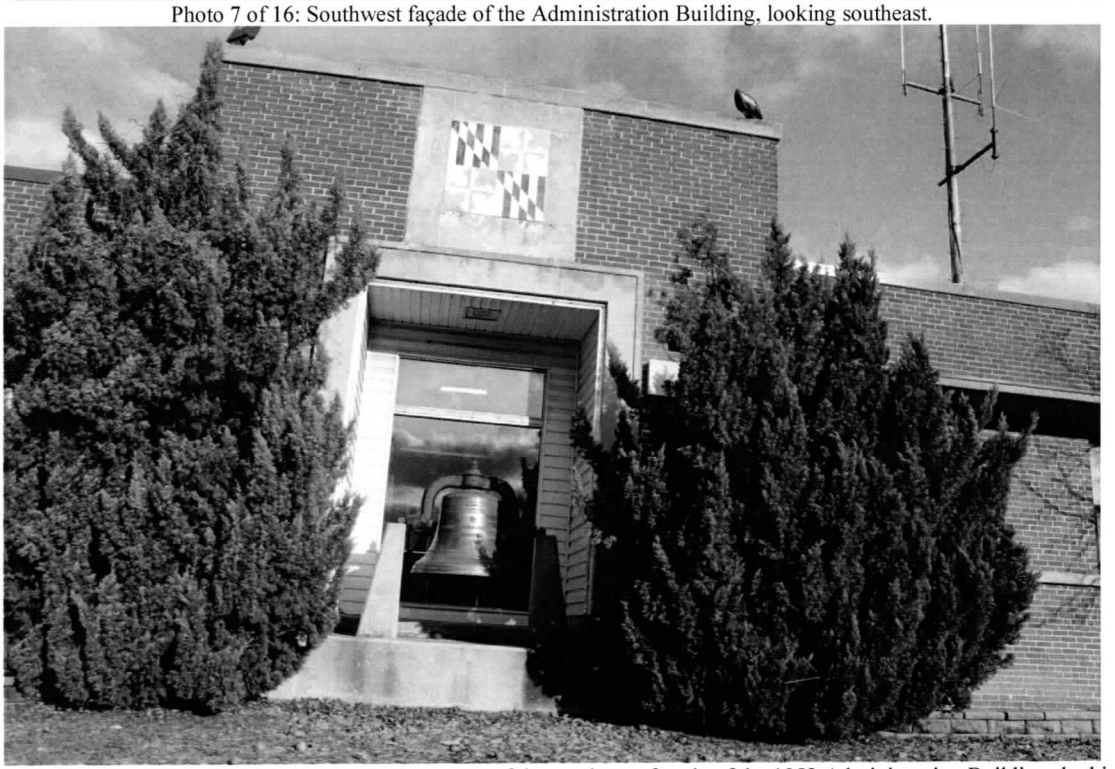


Photo 8 of 16: Detail of the third block, and original entrance of the southwest façade of the 1952 Administration Building, looking east.

PHOTOGRAPHS



Photo 9 of 16: Northwest elevation of the Administration Building. The northwest elevation of the hyphen is visible in the background, looking southeast.

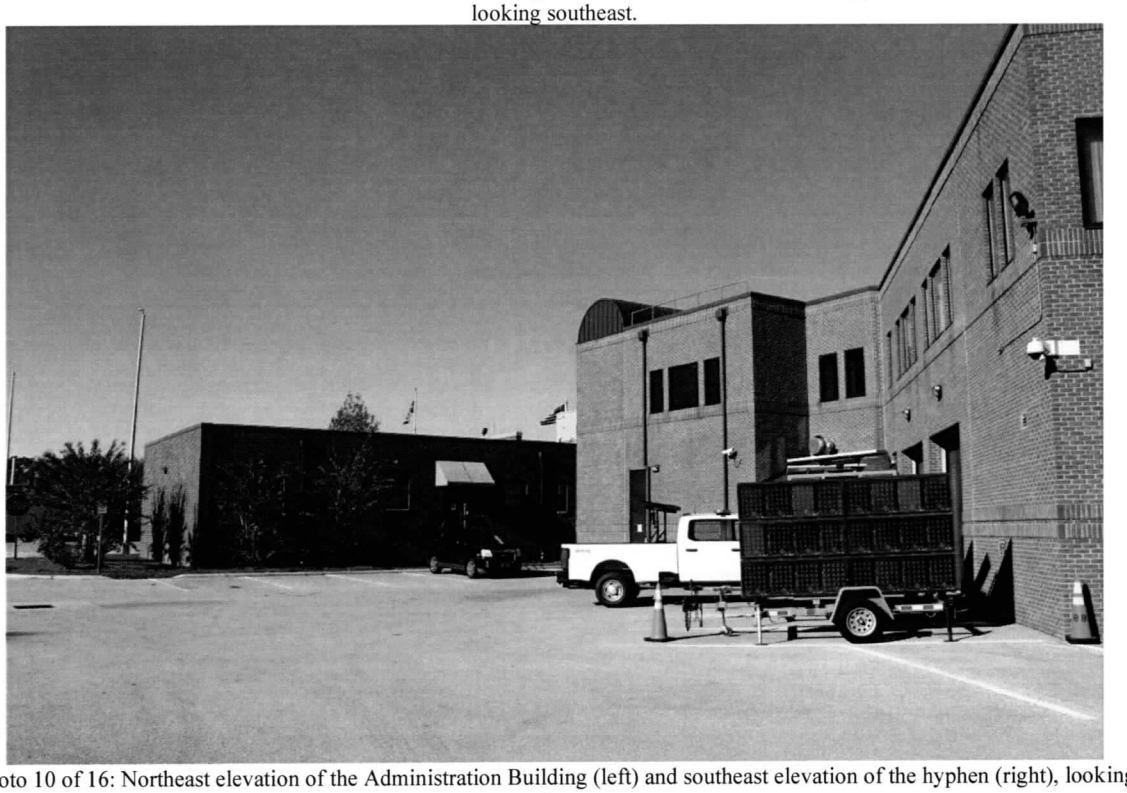


Photo 10 of 16: Northeast elevation of the Administration Building (left) and southeast elevation of the hyphen (right), looking northwest.

PHOTOGRAPHS



Photo 11 of 16: Northwest elevation of the east block (left) and northwest elevation of the hyphen (right), looking southeast.

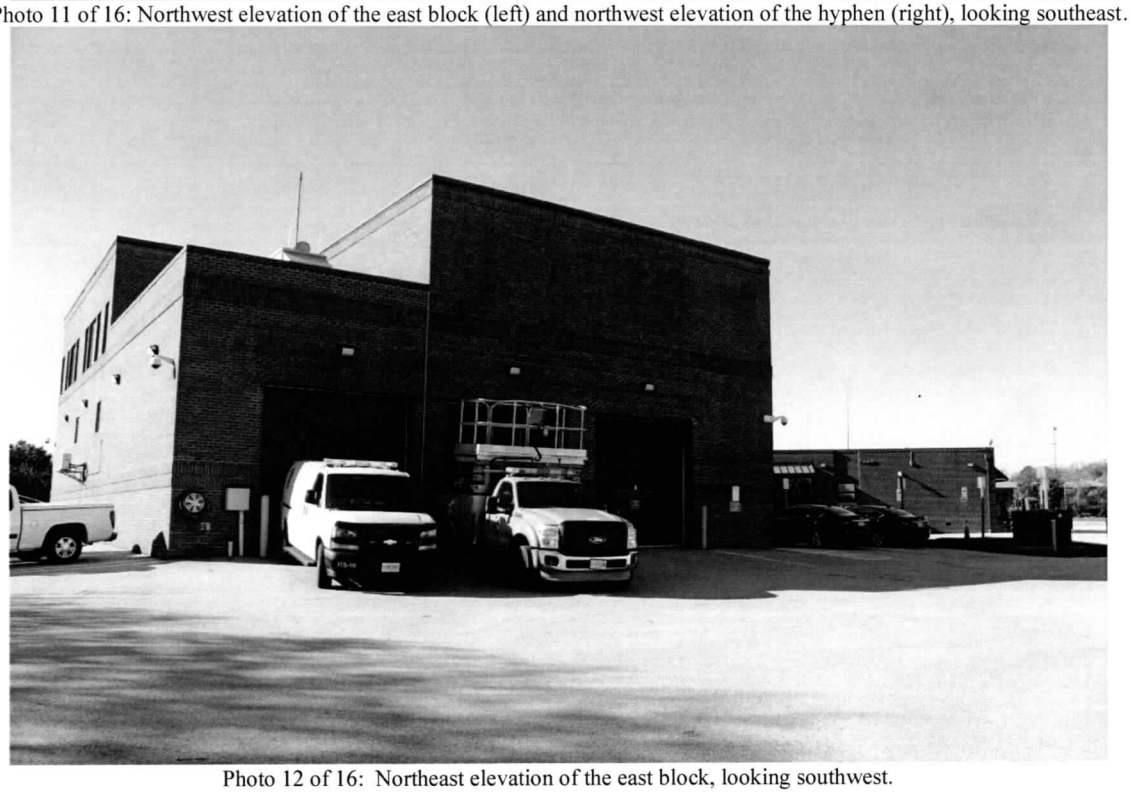


Photo 12 of 16: Northeast elevation of the east block, looking southwest.

PHOTOGRAPHS

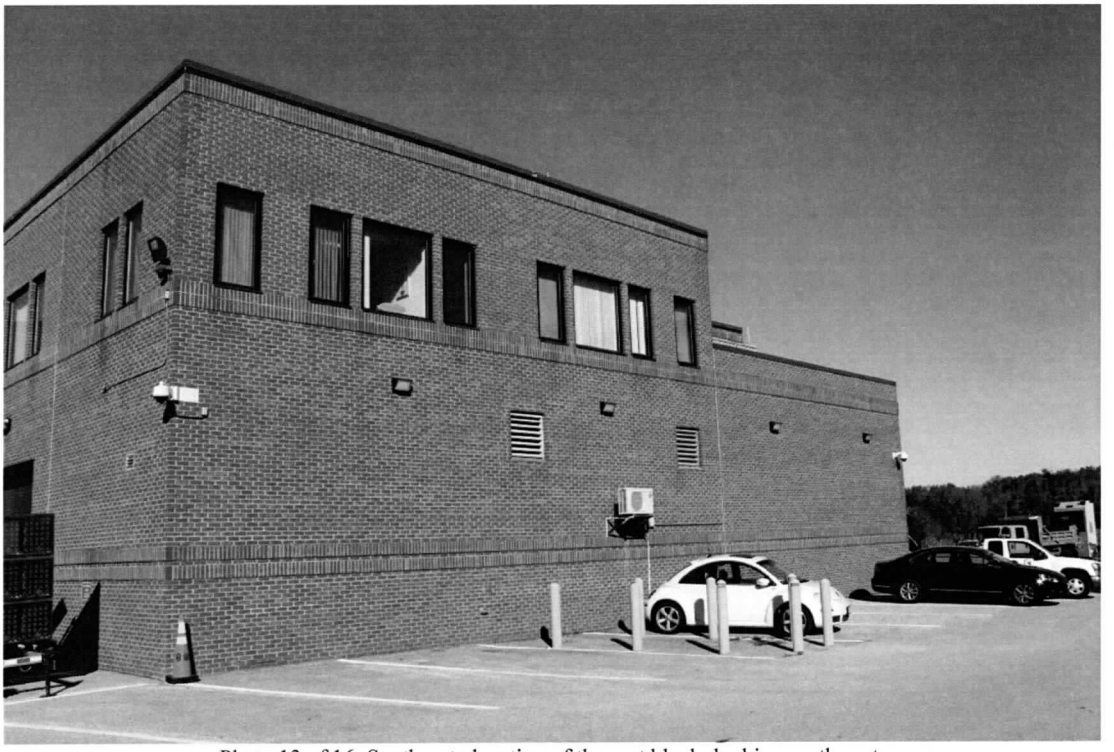


Photo 13 of 16: Southeast elevation of the east block, looking northwest.

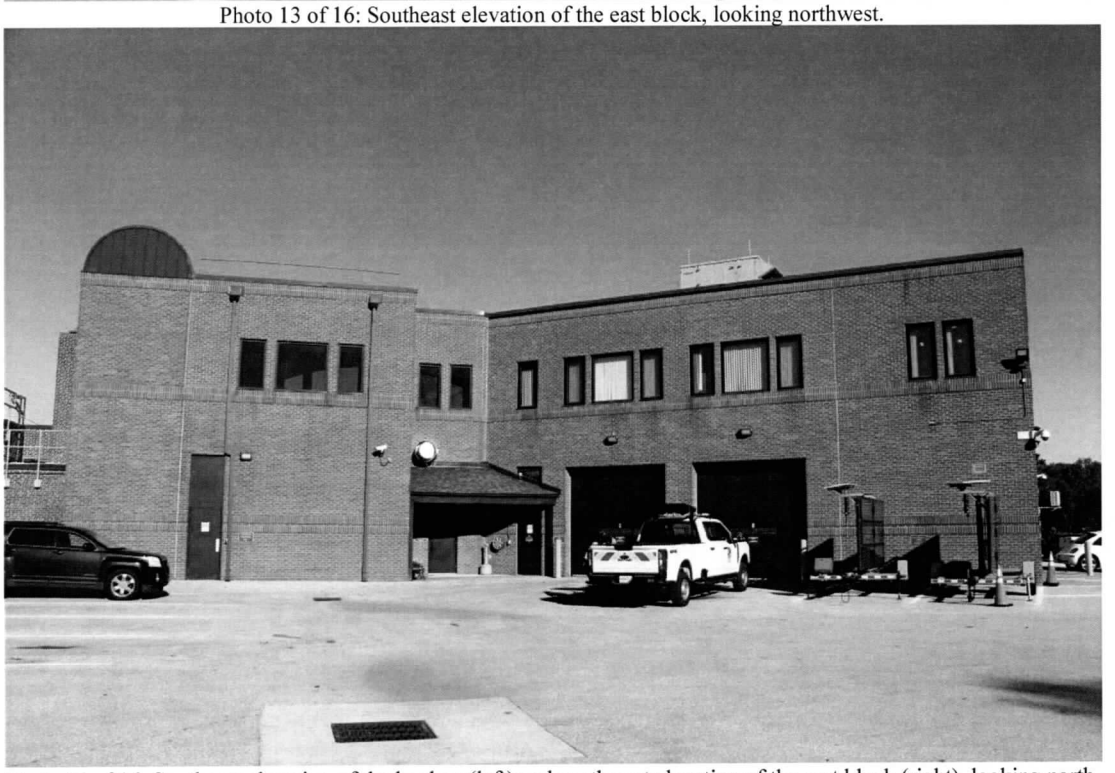


Photo 14 of 16: Southeast elevation of the hyphen (left) and southwest elevation of the east block (right), looking north.

PHOTOGRAPHS

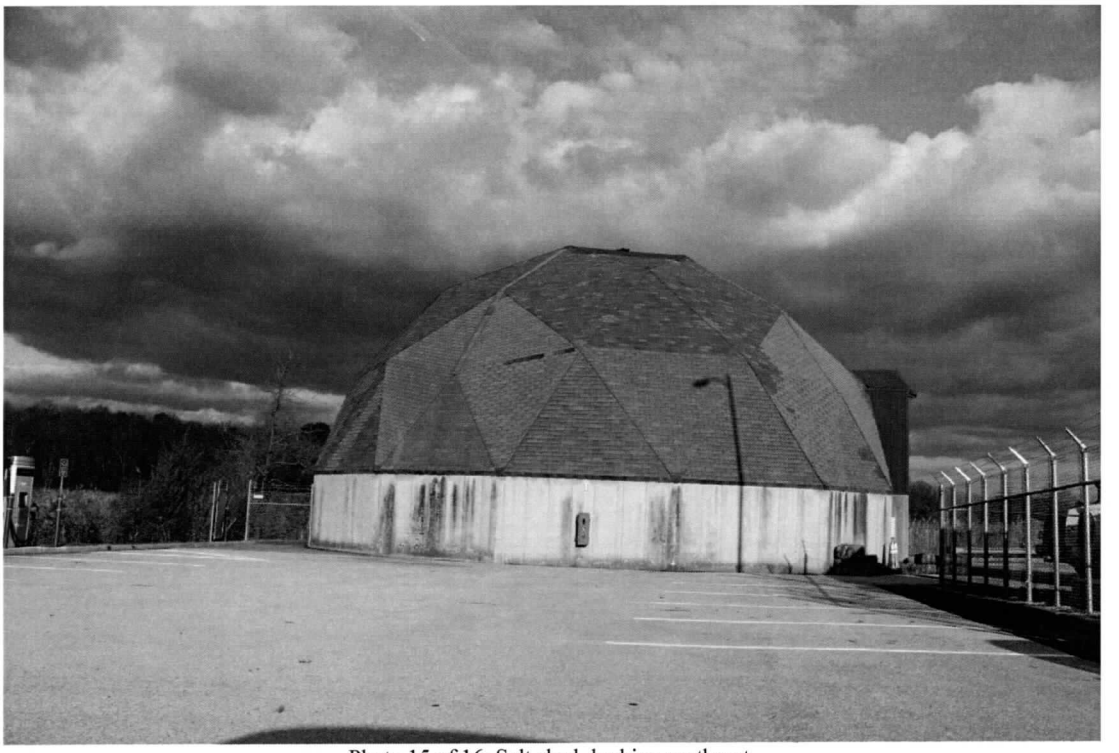


Photo 15 of 16: Salt shed, looking northeast.

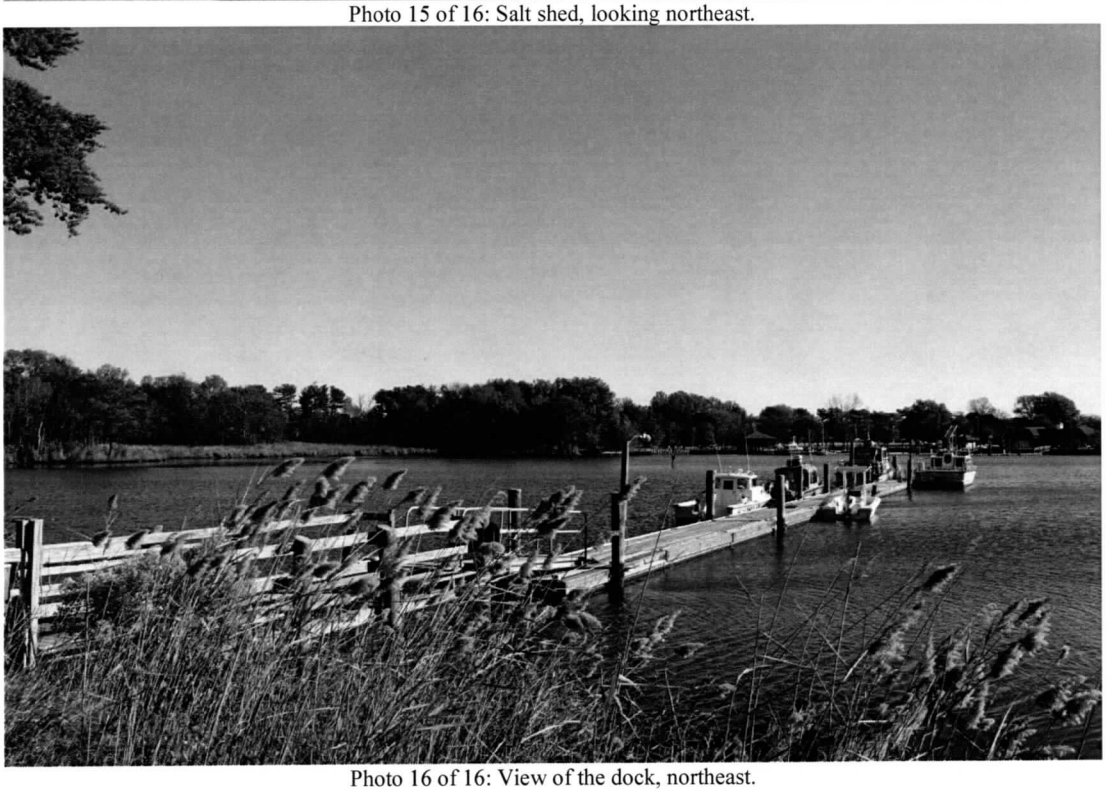


Photo 16 of 16: View of the dock, northeast.

NR-ELIGIBILITY REVIEW FORM

AA-47, AA-48 Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

PHOTO LOG

Number of Photos: **16**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **Multiple 2023/2024**
Location of Original Digital File: **MHT**
File Format: **AA-47, AA-48_Multiple 2023/2024_01.tif… etc.**

Photographs inserted on continuation sheets:

Photo Name: AA-0048_2023-12-08_01.tif
Photo 1 of 16: View of both the 1973 bridge (foreground) and 1952 bridge (background) from Sandy Point State Park, looking southeast.

Photo Name: AA-0048_2023-12-08_02.tif
Photo 2 of 16: Detail view of the main anchor spans of the 1973 bridge (horizontal bracing, foreground) and 1952 bridge (diagonal cross bracing, background) from Sandy Point State Park, looking southeast.

Photo Name: AA-0047_2023-12-16_03.tif
Photo 3 of 16: Warren truss section of the 1952 bridge, looking southwest.

Photo Name: AA-0047_2023-12-16_04.tif
Photo 4 of 16: Main anchor towers of the 1952 bridge, looking southwest.

Photo Name: AA-0048_2023-12-08-05.tif
Photo 5 of 16: Arched span of the 1973 bridge from Sandy Point State Park, looking southeast.

Photo Name: AA-0048_2023-12-16_06.tif
Photo 6 of 16: Main anchor tower of the 1973 bridge, looking west.

Photo Name: AA-0047_2023-11-14_07.tif
Photo 7 of 16: Southwest façade of the Administration Building, looking southeast.

Photo Name: AA-0047_2024-03-14_08.tif
Photo 8 of 16: Detail of the third block, and original entrance of the southwest façade of the 1952 Administration Building, looking east.

Photo Name: AA-0047_2024-03-14_09.tif
Photo 9 of 16: Northwest elevation of the Administration Building. The northwest elevation of the hyphen is visible in the background, looking southeast.

Photo Name: AA-0047_2023-11-14_10.tif
Photo 10 of 16: Northeast elevation of the Administration Building (left) and southeast elevation of the hyphen (right), looking northwest.

Photo Name: AA-0047_2024-03-14_011.tif
Photo 11 of 16: Northwest elevation of the east block (left) and northwest elevation of the hyphen (right), looking southeast.

Photo Name: AA-0047_2023-11-14_12.tif
Photo 12 of 16: Northeast elevation of the east block, looking southwest.

Photo Name: AA-0047_2023-11-14_13.tif
Photo 13 of 16: Southeast elevation of the east block, looking northwest.

Photo Name: AA-0047_2023-11-14_14.tif
Photo 14 of 16: Southeast elevation of the hyphen (left) and southwest elevation of the east block (right), looking north.

PHOTO LOG

Photo Name: AA-0047_2024-03-14_015.tif
Photo 15 of 16: Salt shed, looking northeast.

Photo Name: AA-047_2023-11-14_16.tif
Photo 16 of 16: View of the dock, northeast.

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-47

Name: WILLIAM PRESTON LANE MEMORIAL BRIDGE (US50/301 OVER CHESAPEAKE) #2040 (EB)

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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended ___X___	Eligibility Not Recommended _____
Criteria: ____A ____B ____C ____D	Considerations: ___A ___B ___C ___D ___E ___F ___G __None
Comments: _____	
Reviewer, OPS: __Anne E. Bruder_____	Date: __3 April 2001_____
Reviewer, NR Program: _Peter E. Kurtze_____	Date: ___3 April 2001_____

Maryland Inventory of Historic Properties **MHT No.** *AA-47*
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. *William Preston Lane, Jr. Memorial Bridge (Eastbound)*
Location:
Street/Road Name and Number: *U.S. Route 50/301 over the Chesapeake Bay*
City/Town: *Annapolis* _x_ vicinity
County: *Anne Arundel/Queen Anne's*

Ownership: __State __County __Municipal _x_ Other *(Maryland Toll Authority)*

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

__Movable Bridge
_Swing _Bascule Single Leaf _Bascule Multiple Leaf
_Vertical Lift _Retractile _Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_x_ Metal Suspension

__Metal Arch

__Metal Cantilever

__Concrete
_Concrete Arch _Concrete Slab _Concrete Beam _Rigid Frame
_Other Type Name _____

Description:

Describe Setting:

The eastbound section of the William Preston Lane, Jr. Memorial Bridge is a 2-lane structure carrying U.S. Route 50/301 across the Chesapeake Bay in a generally northwest-southeast direction. It connects Anne Arundel and Queen Anne's counties, Maryland. The span is located approximately 450 feet to the south of and parallel to the newer, 3-lane Bay Bridge. The bridge is 4.03 miles long and exhibits a curved alignment, which was required to meet Army Corps of Engineers navigational restrictions. On the Anne Arundel County side, the bridge is bordered by Sandy Point State Park. The Bay Bridge Airport is to the east in Queen Anne's County.

Describe Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

This bridge consists of 123 steel spans, including the central cable suspension span, its side spans, and a series of cantilever trusses, simple trusses, and plate girder and beam spans. The main span is 1,600 feet long, is supported by towers 354 feet above the water, and has cables 14 inches in diameter. The roadway deck is 198 feet above the water and measures 28 feet from curb to curb.

Discuss major alterations:

Modifications to the bridge include redecking, the removal of five toll lanes, installation of ATACS, renovation of the toll plaza, and replacement of the cable wrapping and compression seals.

History:

When Built: *January 1949 to July 1952*
Why Built: *to provide access to and from the Eastern Shore*
Who Built: *18 construction contracts*
Who Designed: *J.E. Greiner and Company*
Why Altered: *stabilization of structure*
Was this bridge built as part of an organized bridge building campaign: *yes*

The original span of the William Preston Lane, Jr. Bridge was constructed as part of Maryland's Primary Bridge Program, initiated during the 1930s as a way to provide access to and from areas previously isolated from other parts of the state. As such, the bridge is potentially eligible under Criterion A for its role in encouraging inter- and intrastate transportation and commerce.

Surveyor Analysis:

This bridge may have NR significance for association with:

x A Events _B Person
x C Engineering/Architectural Character

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

This bridge was constructed as part of Maryland's Primary Bridge Program, which included a bridge across the Potomac River from Virginia to Maryland, a bridge across the Susquehanna River from Havre de Grace to Perryville, and either a bridge or tunnel across the Baltimore Harbor. This program was developed during the 1930s as a way to provide a continuous north-south highway that would connect Philadelphia to Richmond and bypass the major metropolitan areas of Washington, D.C. and Baltimore, and in the case of the Chesapeake Bay Bridge, it was to form a link between the Eastern and Western shores of Maryland. With the use of automobiles on the rise, Maryland was committed to providing accessible roadways and bridges to connect its isolated areas.

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?

Prior to the opening of the Chesapeake Bay Bridge, only ferry service was available between the Eastern and Western shores of Maryland. With the advent of the bridge, the two sections of the state that were once isolated from each other became easily accessible. The bridge helped to boost the economy of the Eastern Shore, because travelers now had a reliable route by which to reach that part of the state.

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 and visual character of the possible district?

This bridge may be in an area that is eligible for historic designation and would add to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

This bridge is a well preserved example of the metal suspension bridge. Along with its companion span completed in 1973, it is the only major suspension bridge in Maryland.

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

This bridge possesses integrity of location, design, setting, materials, workmanship, feeling and association. As mentioned above, very few significant alterations have occurred at this bridge. Thus, the bridge retains integrity of all of its original components, including the towers, cradles, cables, suspenders, stiffening trusses, anchors, and piers.

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

This bridge is a significant example of the work of J.E. Greiner and Co. for its unique design, which took advantage of the latest techniques and engineering innovations of the mid-20th century. It is potentially eligible under Criterion C for its manufacture and design.

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

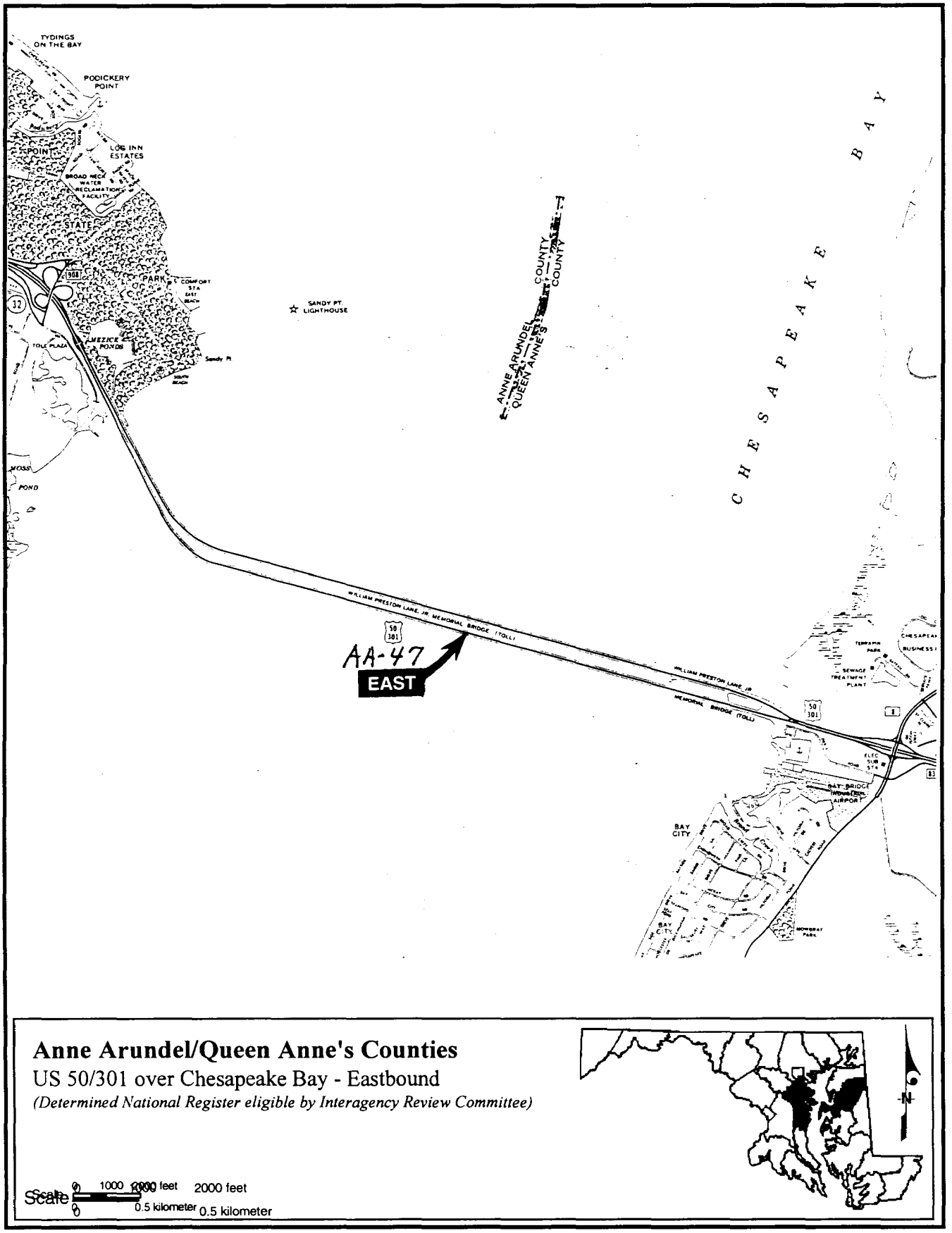
No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its surroundings may be useful in providing a more complete picture of the bridge's background.

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 photocopy USGS map illustrating the location of the bridge.

Surveyor:

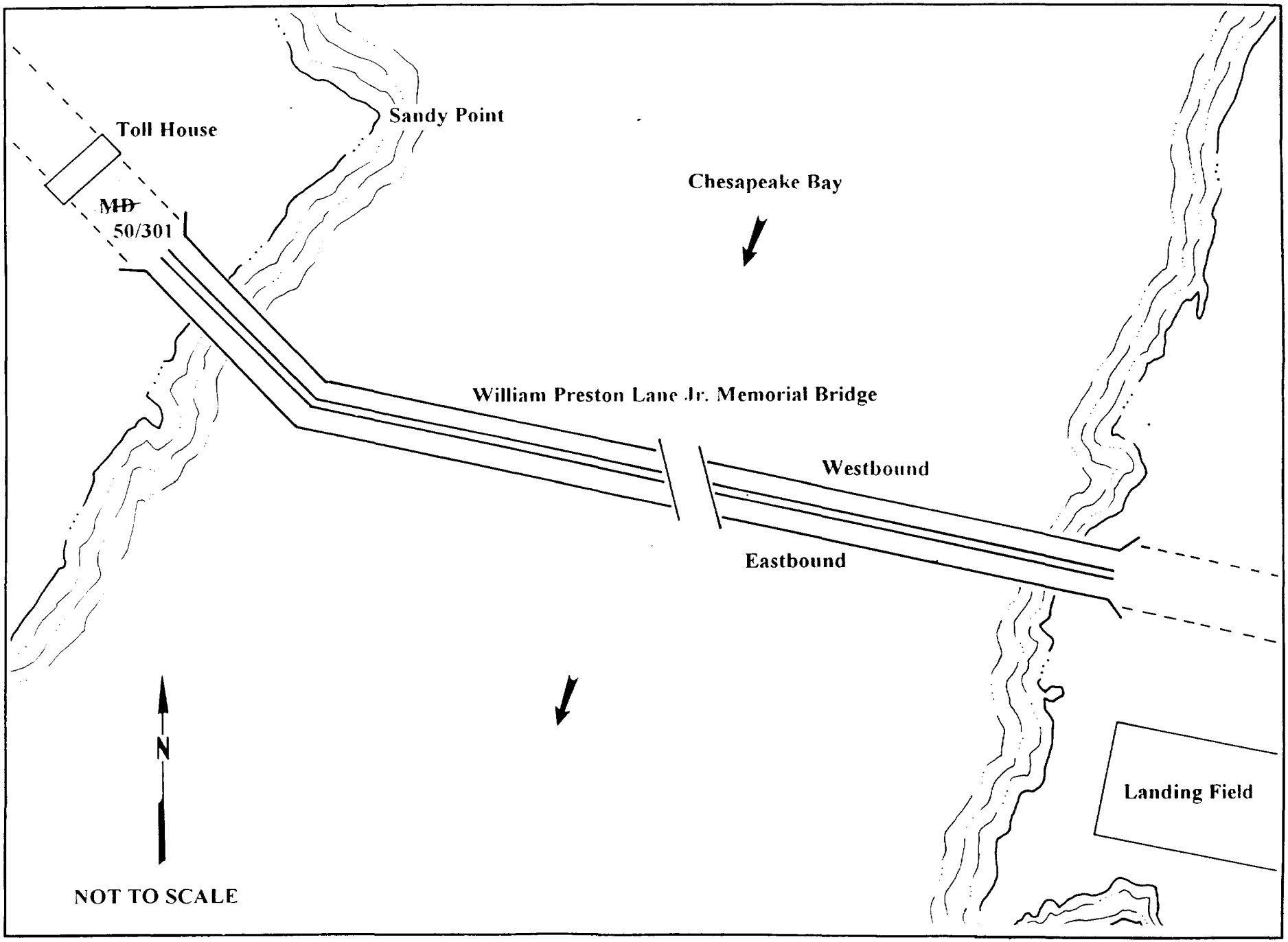
Name:	Alice Crampton/Julie Abell	**Date:**	12/13/94
Organization:	Parsons Engineering Science, Inc.	**Telephone:**	(703) 591-7575
Address:	10521 Rosehaven Street Fairfax, Virginia 22030-2899		



Anne Arundel/Queen Anne's Counties

US 50/301 over Chesapeake Bay - Eastbound

(Determined National Register eligible by Interagency Review Committee)


Toll House
Sandy Point
Chesapeake Bay
MD
50/301
William Preston Lane Jr. Memorial Bridge
Westbound
Eastbound
Landing Field
N
NOT TO SCALE

AA-47



AA-47

William Preston Lane Jr. Memorial Bridge

(Eastbound)

Anne Arundel / Queen Anne's Cos., Maryland

Julie Abell

Maryland State Highway Administration

North Elevation



AA-47
William Preston Lane Jr. Memorial Bridge
(Eastbound)
Anne Arundel / Queen Anne's Cos., Maryland
Julie Abell

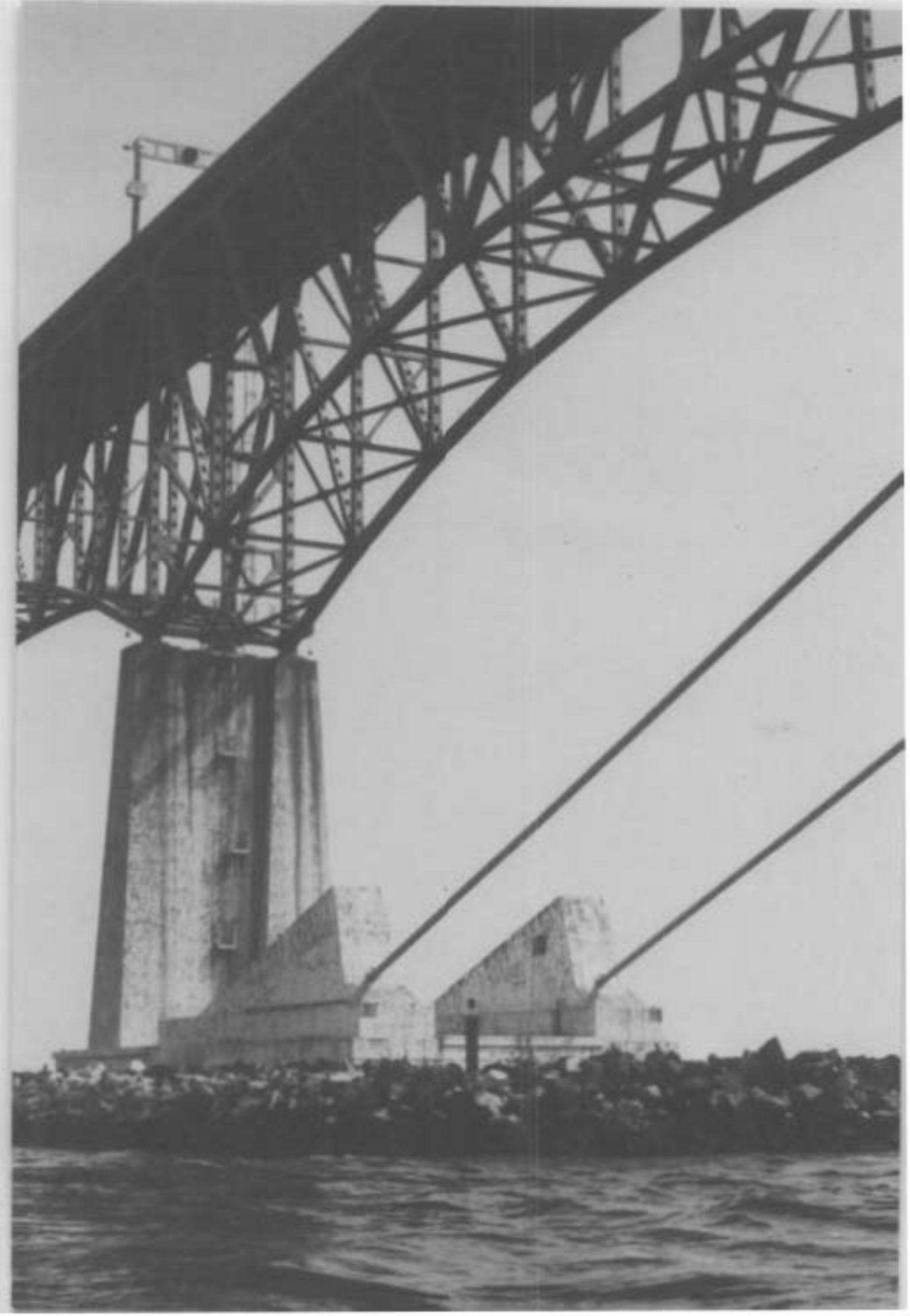
Maryland State Highway Administration
Southwest Elevation



AA-47

William Preston Lane Jr. Memorial Bridge
(East bound)
Anne Arundel / Queen Anne's Cos., Maryland
Julie Liptak

Maryland State Highway Administration
East Elevation



AA-47

William Preston Lane Jr. Memorial Bridge (Eastbound)

Anne Arundel/Queen Anne Cos.,

Maryland

Julie Liptak

Maryland State Highway Admin.

East Elevation