

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-48

Name: USSO/301 OVER CREEKFAKE FRY (WB) #2041

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 <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input 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: _____	

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 Properties
 Historic Bridge Inventory
 Maryland State Highway Administration
 Maryland Historical Trust

MHT No. AA-48

Name and SHA No. William Preston Lane, Jr. Memorial Bridge (Westbound)

Location:

Street/Road Name and Number: U.S. Route 50/301 over the Chesapeake Bay

City/Town: Annapolis vicinity

County: Anne Arundel/Queen Anne's

Ownership: State County Municipal Other (Maryland Toll Authority)

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes 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 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 Type Name _____

Description:**Describe Setting:**

The westbound section of the William Preston Lane, Jr. Memorial Bridge is a 3-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. This span is located approximately 450 feet to the north of and parallel to the original 2-lane Bay Bridge. The bridge is 3.98 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. To the east in Queen Anne's County is the Bay Bridge Airport.

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

This bridge consists of a 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 1,500 feet long, is supported by towers 379 feet above the water, and has cables 14 inches in diameter. The roadway deck is 212 feet above the water and measures 38 feet from curb to curb.

Discuss major alterations:

Other than routine maintenance, no significant modifications have been performed at this bridge.

History:

When Built: *May 1969 to June 1973*

Why Built: *to alleviate congestion on the first Chesapeake Bay bridge*

Who Built: *four construction contracts*

Who Designed: *J.E. Greiner and Company*

Why Altered: *n/a*

Was this bridge built as part of an organized bridge building campaign: *no*

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events B Person

C Engineering/Architectural Character

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

The parallel span of the William Preston Lane, Jr. Memorial Bridge was constructed to alleviate congestion on the original two-lane span of the bridge.

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?

The construction of the second Bay Bridge encouraged additional travel to and from the Eastern Shore of Maryland, which in turn promoted growth and development of the area.

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 1952, 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. during the second half of the 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?

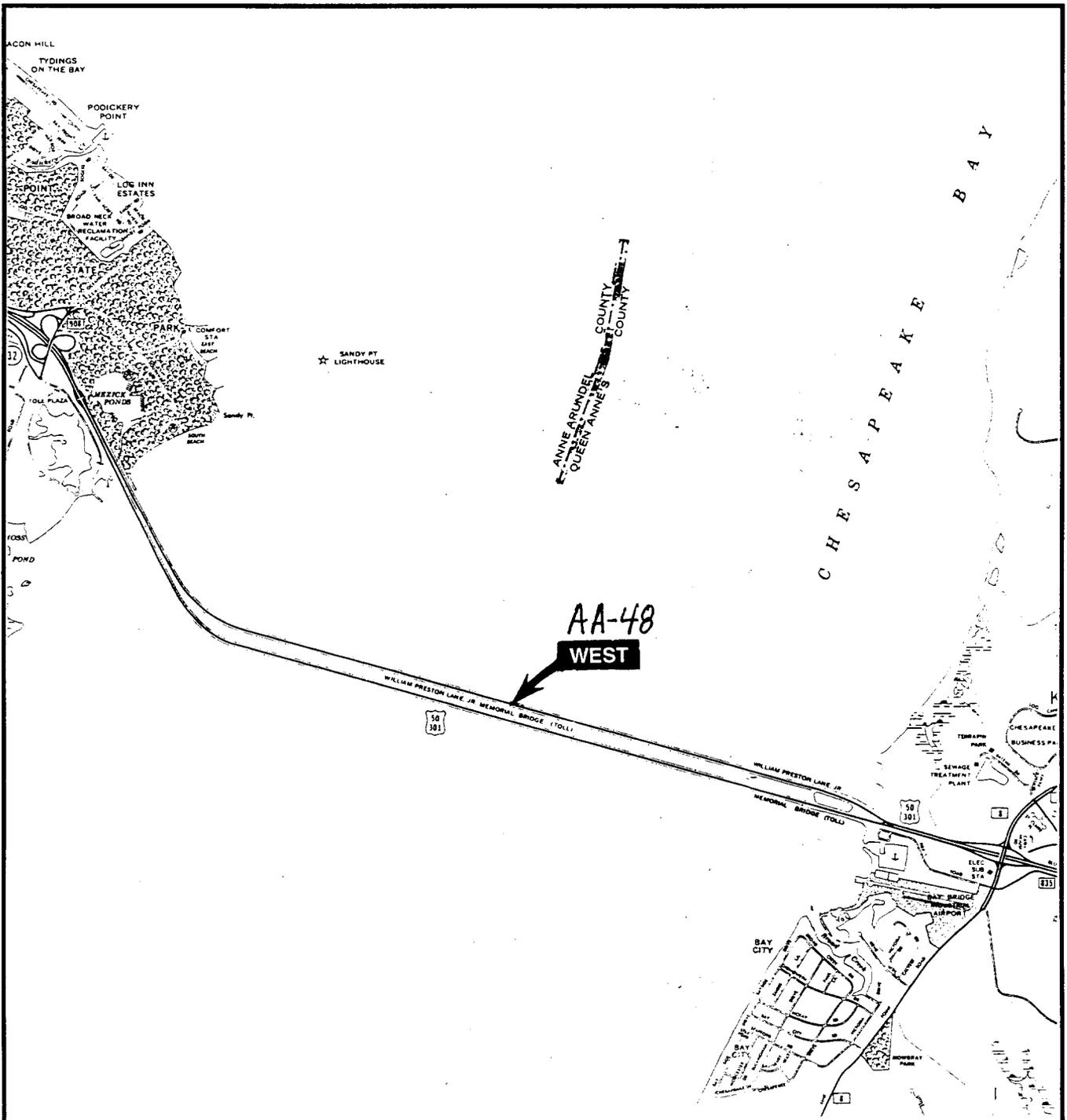
No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its surroundings may be useful in providing a more complete picture of the bridge's background.

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.

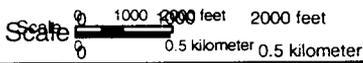
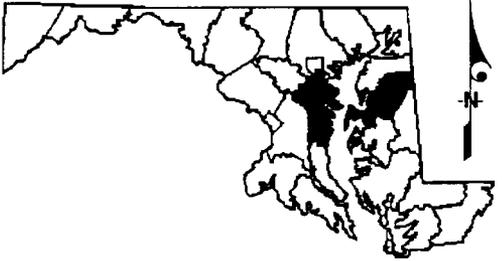
Provide a photocopy USGS map illustrating the location of the bridge.

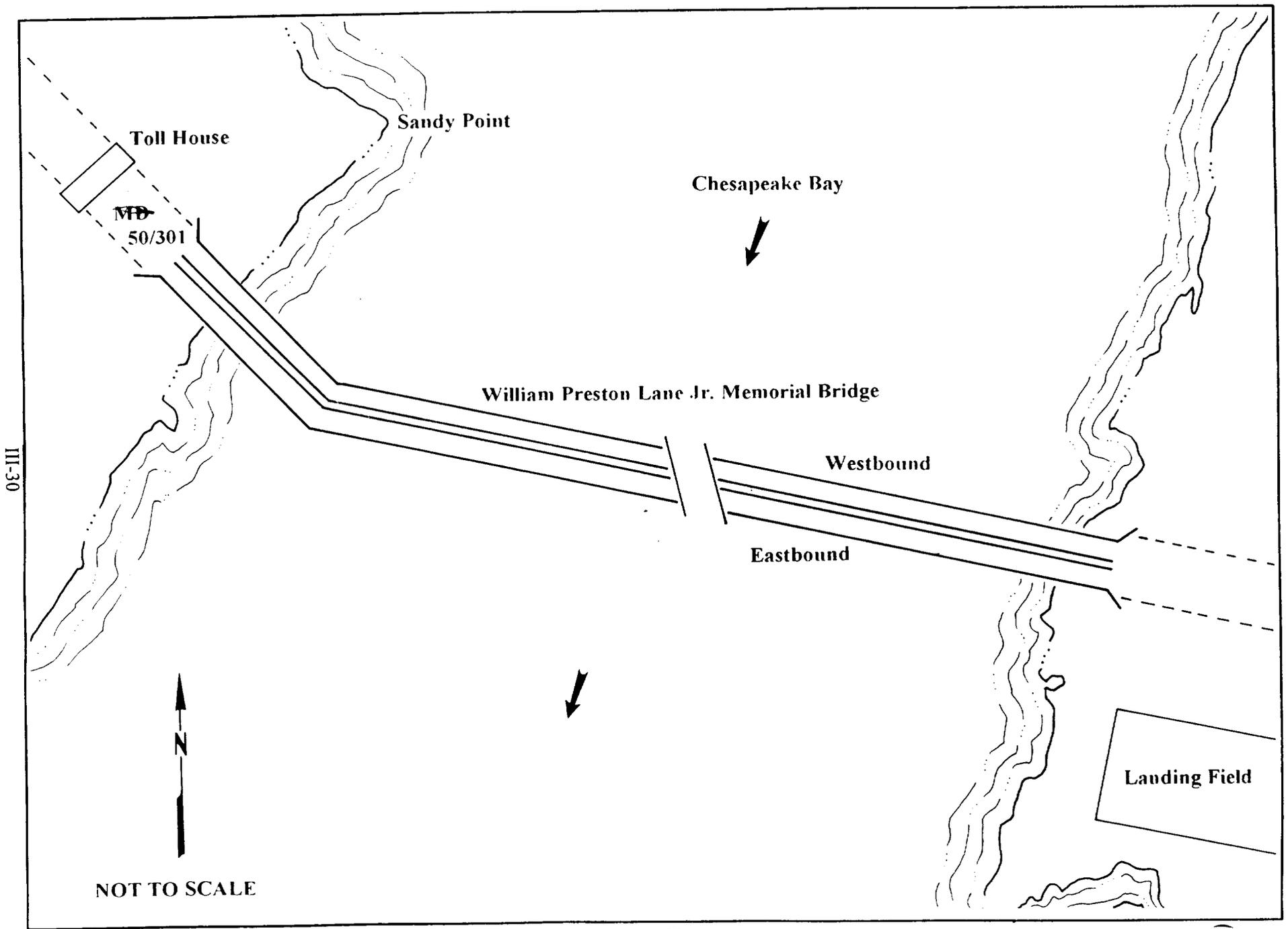
Surveyor:

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 - Westbound





Toll House

Sandy Point

Chesapeake Bay

MD
50/301

William Preston Lane Jr. Memorial Bridge

Westbound

Eastbound

Landing Field

III-30

AA-48



NOT TO SCALE



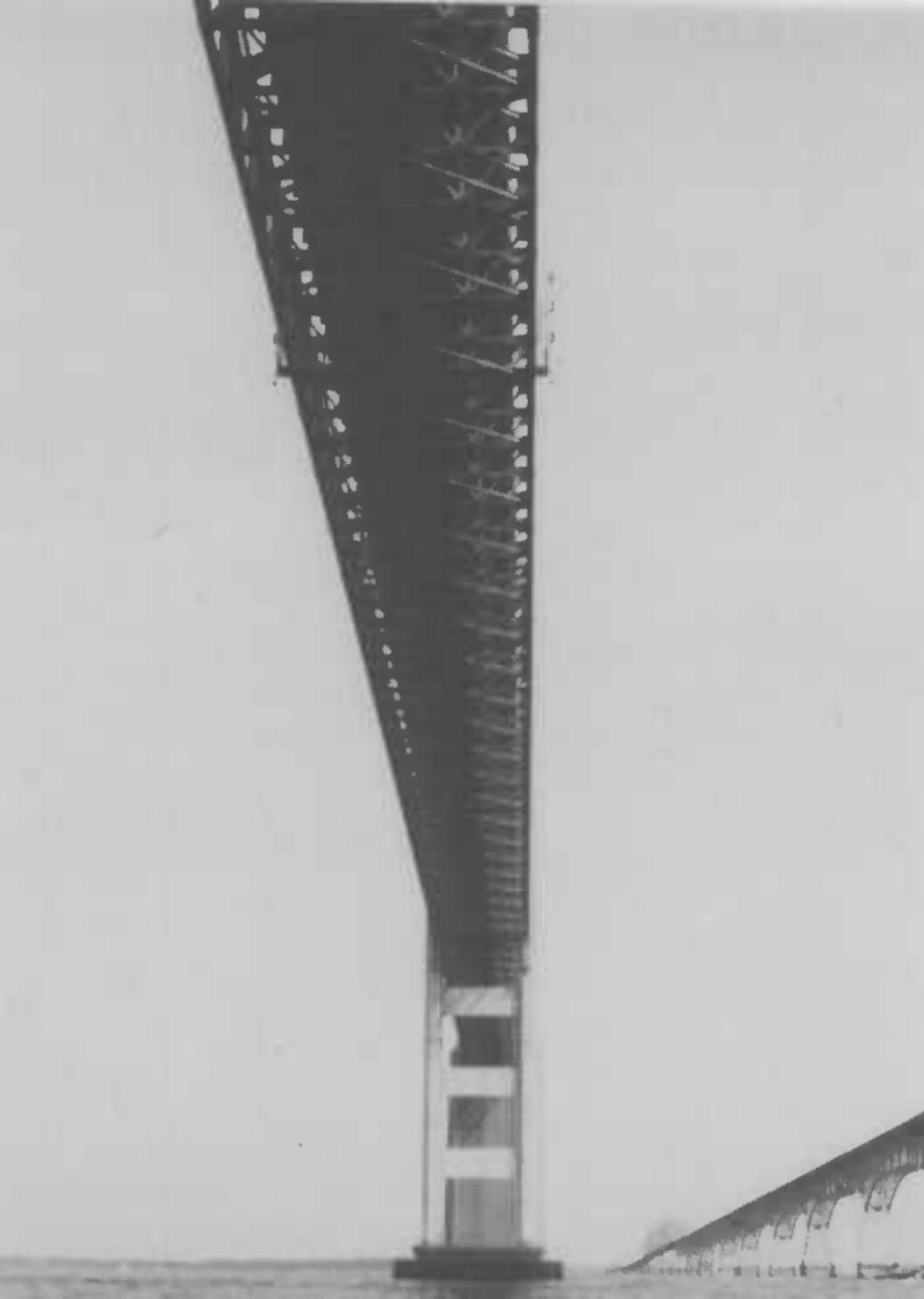
AA-48

William Preston Lane Jr. Memorial
Bridge (West-bound)

Anne Arundel / Queen Anne's Co.,
Maryland

Julie Liptak

Maryland State Highway Administration
East + Elevation



AA-48

William Preston Lane Jr Memorial
Bridge (westbound)

Anne Arundel / Queen Anne Cos, Maryland

Julie Liptak

Maryland State Highway Administration
East Elevation



AA-4'8

William Preston Lane Jr.

Memorial Bridge (westbound)

Anne Arundel / Queen Anne's Cos,

Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking west



AA-48

William Preston Lane Jr Memorial Bridge
(westbound)

Anne Arundel / Queen Anne's Cos., Maryland

Julie Abell

12/94

Maryland State Highway Administration
North Elevation