Periods of Significance for Bridge Types
(based on documentary research alone)

TIMBER	Simple timber beam bridges built in state	1724–1900
	Era of timber truss covered bridges	1800–1900
	Era of timber trestle bridges	1840–1900
	Period of timber–concrete composite structures	1935–1960
STONE ARCH	Era of initial use of stone arches on highways and turnpikes in state, including National Road	1790–1830
	First period of stone arch use for railroad viaducts and bridges (Carrollton Viaduct, Thomas Viaduct, etc.)	1825–1850
	Stone arch bridge utilized on C&O Canal	1828–1924
	Continued railraod use of stone arches and refinement of stone arch highway bridge construction	1850–1910
METAL TRUSS	Period of transition from timber trusses to iron trusses; significant patents (Howe, Pratt, Warren)	1840–1860
	Era of metal truss bridge popularization and scientific standardization for highway use	1860–1900
	Period of increasing standardization of highly useful, simply designed truss types (Pratt, Warren) for highway usage and (1930–present) select use in monumental spans and their approaches (e.g., Greiner–built bridges over Potomac, Susquehanna, and Chesapeake Bay)	1900–1960
MOVABLE	Period of early timber bascule and swing spans built in Maryland	1790–1850
	Era of scientific technological improvements in movable bridge design and construction, such as employment of metal and development of new variants of bascule, swing, and vertical lift	1850–1900
	Period of major modern significant movable spans built in Maryland (1916 Hanover Street Viaduct; a group of early State Roads Commission bridges)	1900–1940
METAL GIRDER	Era of introduction of metal girder bridge technology in state, including one of first plate girders (Milholland's 1846 span at Bolton Depot)	1846–1870
	Period of popularization and standardization for highway usage, and continued railroad use and standardization	1870–1920
	Era of heavy State Roads Commission employment of girder bridges for highway bridges, and particularly grade crossing eliminction structures	1920–1965
METAL SUSPENSION	Period of introduction of metal cable and wire rope suspension span technology (Finley, Eliet) in surrounding states, with influence and possible examples (Finley bridge at Will's Creek) built in Maryland	1800–1840
	Period of locally engineered swinging footbridges built for pedestrian access to commercial and industrial sites in Maryland	1850–1900
	Era of influence in Maryland of Roebling through Ammann monumental wire rope suspension bridge technology, exemplified primarily in first Chesapeake Bay Bridge built 1947–1952	1900–1960
METAL ARCH	Introduction of metal bowstring arch and deck arch technology to state, in small rural bowstring arch–truss bridges as well as larger, more ornamented Baltimore City structures of the 1880s	1870–1900
	Era of construction of modern through bowstring arches by State Roads Commission and Baltimore City authorities	1930–1960
METAL CANTILEVER	Period of scientific development and refinement of cantilever truss design and construction, as exemplified in Maryland by Governor Harry W. Nice Memorial Bridge, built in 1940 by J.E. Greiner Company for state	1900–1940
CONCRETE BRIDGES	Period of introduction of concrete and reinforced concrete technology to state, and leadership by Baltimore City, Baltimore County, Maryland Geological Survey Highway Division, and State Roads Commission officials in advocacy of reinforced concrete highway spans	1890–1910
	Era of increasing standardization of small concrete bridges (beam, simple arch, culverts) by state and local authorities; influence of "City Beautiful" movement on concrete arch bridge construction, exemplified by Luten arches and concrete open spandrel ribbed arches; and development and introduction in state of rigid frame bridges and concrete grade crossing elimination structures	1910–1940
	Period of continuing scientific testing of concrete highway bridge technology and development of prestressing	1940–PRESENT

1700 1800 1900 2000

YEARS