

Conclusion

The following summary statements regarding structural characteristics for metal cantilever bridges, the single documented example of a metal cantilever bridge in Maryland, and the key period of significance for this bridge type in the state are based solely on documentary research.

Cantilever bridges are defined by the structural support of the bridge rather than the individual configuration of the structural elements. Cantilever structures contrast with simply supported structures: simply supported structures are directly supported at each end, while cantilevered structures are directly supported at one end and free at the other end. Cantilever bridges consist of two anchor arms (directly supported on two piers), two cantilever arms (directly supported on one end by the anchor pier), and a central suspended span which is carried by the two anchor arms. Metal cantilever bridges may typically include cantilevered truss or girder spans.

The only known metal cantilever bridge in Maryland, as indicated by documentary research, is the Governor Harry W. Nice Memorial Bridge, carrying U.S. 301 over the Potomac River since its construction in 1940 by J.E. Greiner Company under contract to the State Roads Commission. Further field investigation, however, will be necessary to adequately document this conclusion. The period of significance for the Governor Harry W. Nice Memorial Bridge is *1900-1940*, the era in which the construction of large metal cantilever bridges was introduced and technologically developed for highway use at major crossings in the United States.