



Nice/Middleton Bridge Dedication Ceremony

October 2022



New Bridge Delivering Faster, Safer Travel Debuts Early

Graceful in form, useful in function, the new Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge is a vital addition to Maryland’s transportation network. Debuting almost three months ahead of schedule, the sleek new crossing gradually ascends from the Maryland shore, rising 135 feet above the Potomac River to allow passage of tall vessels before dropping down to just above the water as it connects with Virginia.

The new bridge doubles the vehicle-carrying capacity of its 1940 predecessor – four 12-foot-wide lanes replace two 11-foot lanes – greatly reducing congestion during high-travel periods and enabling first responders to rapidly provide emergency care and clear incidents when they occur. Importantly for safety, a barrier-separated median between north- and southbound traffic will prevent head-on collisions, a significant hazard and chronic source of anxiety for generations of drivers crossing the narrow old bridge. All-electronic tolling already has eliminated queuing that previously extended back from cash-collecting toll booths. The new bridge will safely accommodate cyclists with intelligent-transportation systems and bicycle safe joints.

Construction of the 1.9-mile bridge began in July 2020 and culminates in October 2022. After traffic is switched onto the new bridge, the old crossing will be demolished over the next two years. Under the Maryland Transportation Authority’s supervision, the \$463 million design-build job is being performed by a joint venture of Skanska, Corman and McLean.



“We owe a special debt of gratitude to the men and women who built this magnificent structure through the coldest nights and hottest days of the past two-plus years – and who are turning it over to the people of Maryland almost three months ahead of schedule,” said Governor Hogan. “Faster, safer trips and a stronger economy are among the benefits the new bridge will deliver to Marylanders and those who visit our great state.”

NEW NICE MIDDLETON BRIDGE

Naming the Nice/Middleton Bridge

The new Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge carries US 301 over the Potomac River between Maryland and Virginia. The original bridge opened in 1940, establishing a highway link between Maryland and Virginia.



Governor Harry W. Nice

Originally called the Potomac River Bridge, the structure was renamed in 1968 to honor Harry W. Nice, Maryland's 50th



Senator Thomas "Mac" Middleton

governor under whose administration the first bridge was planned and built. In 2018, the bridge was renamed to include Maryland Senator Mac Middleton, a Charles County native, in recognition of his two decades of service to the people of Maryland and his vocal support for replacing the aging bridge with a wider span that meets modern standards.

The Maryland approach begins to take shape, May 2021



Did You Know?

The approach was designed to keep the bridge at least two feet above the 100-year flood elevation for climate resilience.

A series of pier columns looking west, July 2021



Did You Know?

The largest bridge column weighs 1.2 million pounds – the equivalent of 300 cars.

The first girder is placed, August 2021



Did You Know?

There are more than 850 miles of steel strands running through the bridge's concrete girders - this would stretch from the new bridge to Orlando, Florida.

The first bridge deck pour on the Maryland side, November 2021



Did You Know?

The bridge deck includes a labyrinth of 600 thousand pounds of reinforcing steel – over twice the amount of steel holding up the Statue of Liberty.

A crane sets a 205-ton bathtub, June 2021



Did You Know?

"Bathtubs" the size of a small house were used to create a dry working space for the construction of the bridge's 33 footings.

Did You Know?

The Project's on-site plant produced 65,000 cubic yards of concrete that was mainly transported by barge, keeping more than 5,000 large mixing trucks off the roads.

Setting a concrete cap on top twin piers, July 2021



Did You Know?

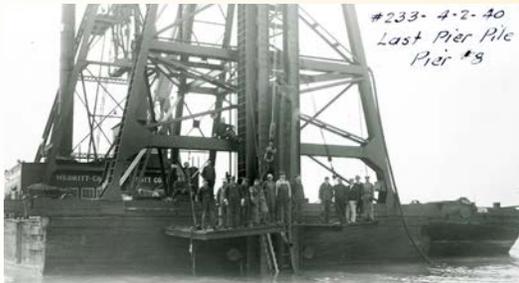
The main navigation channel features three spans of structural steel girders, July 2022



The two pier protection rings at the main channel can absorb the impact of a large cargo ship traveling at 8 knots.

Building the Bridge:

◀◀◀ Then and Now ▶▶▶



Last pile driven, 1940



Last pile driven, 2021



Construction crew, 1939



Construction crew, 2022



1940 Maryland toll plaza



New overhead gantry for all-electronic tolling

Old bridge (left) was two lanes with no median barrier and no shoulders. Tolls were collected with cash lanes and reduced speed E-ZPass lanes.



New bridge (right) doubles vehicle capacity with four lanes. Enhanced safety features include a barrier-separated median, all electronic tolling, and lane use controls for incident management and maintenance closures.