



Construction Sequence 1: **Pile Driving**

The first major construction activity for the Nice/Middleton Bridge Project, pile driving operations in the Potomac River, began in July 2020. Crane-mounted hammers began driving piles on the Maryland side of the river, progressing toward the Virginia shore. Pile driving operations are expected to be completed in Summer 2021, a major milestone on the way to completing the new bridge by early 2023.

Specialized equipment is used to drive the piles, which range in length up to 210 feet, into the river bottom to support the foundations of the new bridge. The piles weigh as much as 230,000 pounds (the equivalent of 58 average-weight cars).

During late 2020, the project stepped up pile driving operations ahead of a spring-to-early-summer prohibition on pile driving in the deep-water portion of the Potomac River near the Maryland shore. This Federal permit condition is designed to avoid construction impacts on fish swimming upriver to spawn, including the endangered short-nosed sturgeon.

Because the new bridge is being built adjacent to the existing bridge, traffic impacts are moderate. Waterway users are required to observe a 6-knot speed limit half a nautical mile north and south of the old bridge to keep workers and other waterway users safe.

To receive public and mariner alerts, please use this link:
nicemiddletonbridge.com.

The MDTA thanks the public for their patience as the new bridge is built.

MDTA has made all-electronic tolling permanent statewide, making E-ZPass Maryland even better for our customers. To sign up for E-ZPass, go to DriveEZMD.com.

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Cranes with booms as long as 200 feet are driving piles into the river bottom.



The Maryland Transportation Authority (MDTA) is replacing the existing Nice/Middleton Bridge with a new bridge that will:

- Increase the vehicle capacity with four 12-foot-wide lanes, replacing the old bridge's two 11-foot-wide lanes
- Improve safety by installing a barrier separated median between eastbound and westbound lanes, adding two-foot shoulders and other improvements that meet current safety standards
- Eliminate safety issues at toll booths by replacing them with highway speed toll lanes
- Enable tall ships to pass beneath its 135-foot clearance