completed for the entire distance in 1941. This bridge consists of a span crossing the west channel 2,169'0" long, crossing the Garrett Island, 1,509'9" long, crossing the east channel 1,646'0" long, and a west approach 1,039'0", and east approach, 1,248'0" long making a total length of 7,613'0" from abutment to abutment. The highway approach on the west abutment is 1,175'0" long, and the highway approach to the east abutment is 1,573'0" long, making a total length of the bridge and approaches, 10,361'0".

The bridge provides a roadway 46' wide between curbs, and will accomodate four lanes of traffic. The toll plaza and administration building are located at the east approach to the bridge in Cecil County.

The toll traffic is controlled by an electrically operated automatic recording device designed for the speedy and efficient handling of traffic.

The Susquehanna River Bridge received from the American Institute of Steel Construction, Inc., at the May, 1941 meeting of that body, an award of First Place in Class A Structures, this bridge being recognized as the most beautiful steel bridge to be constructed in America during 1940.

The approximate total completion cost for constructing the Susquehanna River Bridge will be $4,535,850, of which sum $2,907,000 was provided from the net sale of Bridge Bonds, and funds made available by the Federal Government to the extent of $2,041,132.

During the period of time the bridge has been opened to traffic and the collection of tolls; that is, from August 28, 1940 to August 28, 1941, a period of twelve months, a total of 3,595,675 vehicles crossed the bridge, resulting in a gross income of $730,621.03.

Potomac River Toll Bridge

The Potomac River Toll Bridge crosses the Potomac River from a point in Charles County, Maryland, near Newburg, to a point opposite in the State of Virginia, near Dahlgren. It forms a link connecting the Maryland and Virginia Systems of Highways between La Plata, Charles County, Maryland, and King George County, Virginia.

This bridge is the only one crossing the Potomac River between the District of Columbia and the mouth of the River at the Chesapeake Bay, and provides access and uninterrupted communication between the two States now separated by the Potomac River. It likewise provides an alternate route for tourists and commercial traveling from Baltimore and the North, to Richmond, Norfolk and the South. It provides easier and cheaper access for marketing produce to the Northern markets. It is a link in the Nation's north-south coastal highway system, with easy grade and straight alignment from New England to Florida.

The Potomac River Bridge is a high-level bridge, the main span of which provides a horizontal clearance of 700' and a vertical clearance of 135' over the main ship channel of the Potomac River. The bridge is approximately 9,918'0" long from abutment to abutment, with a bridge approach in Maryland of approximately 1,527'. The total length from the bridge abutment on the Virginia side, to the end of the Maryland approach, is 11,446'0".

This bridge is designed for a roadway 24' wide, to accommodate two lanes of travel, and by reason of its design, there is no necessity for movable span.