

nually and produce revenue of more than \$45,974,251 which is utilized for debt service after deduction of maintenance and operating costs.

The administrative offices and the maintenance bureaus of these facilities will be centralized in the Administration Building which soon will open as part of a sixth major toll facility, the Baltimore Harbor Outer Crossing. The Department of Transportation through its Division of Finance and the State Highway Administration through its Office of Finance provide for the accounting and financial reporting.

The William Preston Lane, Jr. Memorial Bridge is one of the largest over-water structures in the world. It spans 4.35 miles of the Chesapeake Bay between Sandy Point on the Western Shore to a point near Stevensville on the Eastern Shore. The traffic lanes between the suspension towers are 2,922½ feet in length and 198½ feet above the Bay to a total height of 354 feet. This bridge was opened to traffic on July 30, 1952. It is located on two of the principal motor arteries, U.S. 301 and U.S. 50. At the request of the General Assembly, the State Roads Commission renamed the Chesapeake Bay Toll Bridge the William Preston Lane, Jr. Memorial Bridge in 1967 (Res. No. 21, Acts of 1967).

On October 1, 1968, Bridge and Tunnel Revenue Bonds were issued to provide funds for the cost of constructing an additional bridge across the Chesapeake Bay, the cost of constructing a crossing of the Patapsco River from Hawkins Point to Sparrows Point and, the cost of constructing a connection between U.S. Route 1 and Interstate Route 95 near Elkridge.

On June 28, 1973, the parallel Bay Bridge was opened to traffic. In conjunction with this, the existing toll plaza was widened from six to ten lanes and the Administration Building and maintenance facilities were enlarged.

The Susquehanna River Toll Bridge spans the Susquehanna River from a point near Perryville in Cecil County to a point near Havre de Grace in Harford County. It is

7,613 feet long and was opened to traffic on August 28, 1940.

The Potomac River Toll Bridge in Charles County was opened to traffic in 1940. It is on U.S. 301. The State Roads Commission redesignated the Potomac River Toll Bridge as the Gov. Harry W. Nice Memorial Bridge in 1967.

The Harbor Tunnel Thruway, opened to traffic on November 30, 1957, provides a north-south by-pass of the City of Baltimore.

The John F. Kennedy Memorial Highway (formerly the Northeastern Expressway) was constructed with revenue bond proceeds authorized by Chapter 1, Act of the Special Session of 1956 (Code 1957, 1969 Repl. Vol., Art. 89B, secs. 141-162A). This toll road which is a part of the Interstate Route 95 was opened to traffic on November 14, 1963. Its 42 miles extends from the Delaware State line to White Marsh, north of Baltimore. Combined with the New Jersey Turnpike, the Delaware River Bridge, the Delaware Turnpike, and the Patapsco (Baltimore Harbor Tunnel), this highway is an integral segment of the major north-south traffic facility along the East Coast.

The administrative offices of the John F. Kennedy Memorial Highway are located at the Perryville Plaza Barrier where tolls for through traffic are collected.

Staff: 791.

## STATE HIGHWAY ADMINISTRATION

Bernard M. Evans, *State Highway Administrator*

Northam B. Friese, *Deputy Highway Administrator*

Hugh G. Downs, Jr., *Chief Engineer*

John A. Agro, Jr., *Director, Office of Finance and Program Management*

Nolan H. Rogers, *Special Assistant Attorney General*

## MARYLAND STATE ROADS COMMISSION

*Chairman:* Bernard M. Evans, *State Highway Administrator*

*Regional Commissioners:* Harley P. Brinsfield, 1976; Thomas G. Barton, 1977;