

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. The State Roads Commission through its Finance and Accounting Division provides for the accounting and financial reporting. Toll statistics are recorded and compiled by the Toll Facilities Division at the Baltimore Harbor Tunnel Plaza.

By Chapter 264, Acts of 1966, the Administrator of the John F. Kennedy Memorial Highway was appointed from the classified service.

The traffic volume on the John F. Kennedy Memorial Highway for the 1966 calendar year totaled 8,578,644 vehicles. This produced \$8,542,000 of toll revenue and approximately \$1,300,000 of concessions revenue.

**Revenue and Expenditure Budget for the Fiscal Year
Ending December 31, 1967**

Revenue Budget	
Tolls	\$ 9,000,000
Income from Concessions, etc.	1,300,000
Income from Investments.....	750,000
Total.....	\$11,050,000
Expenditure Budget	
Operations and Maintenance.....	\$ 1,655,000
Interest on Term Bonds.....	2,798,580
Improvement Costs	400,000
Redemption of Revenue Bonds.....	1,270,000
Total.....	\$ 6,303,580
Remainder Available for Sinking Fund Purposes and Improvements	\$ 4,746,420
Staff: 93.	

TOLL BRIDGES AND TUNNEL

William F. Bender, Administrator
Johnson H. Webster, Chief, Maintenance Bureau

Superintendents of Bridges:

George W. Phillips, Chesapeake Bay Toll Bridge, Sandy Point, Maryland
Michael J. Hociak, Susquehanna River Toll Bridge, Perryville, Maryland
Elwood E. Schafer, Potomac River Toll Bridge, Newburg, Maryland

Harbor Tunnel Plaza,
Frankfurt at Childs 21203

Telephone: 355-3500

The State Roads Commission operates and maintains the three major bridges indicated above and the Harbor Tunnel Thruway (Patapsco Tunnel, under Baltimore's harbor). These facilities were constructed with the proceeds from the sale of revenue bonds authorized under the Revenue Bond Act of 1937 (Code 1957, 1964 Repl. Vol., Art. 89B, secs. 163-181).

Currently, the four projects handle approximately 30,934,000 toll transactions annually and produce revenue of more than \$17,095,000