

which is utilized for debt service after deduction of maintenance and operating costs.

The administrative offices and the accounting and maintenance bureaus for these facilities are centralized in the Administration Building adjacent to the Fairfield Portal of the Tunnel.

The Chesapeake Bay Toll Bridge is one of the largest over-water structures in the world. It is composed of 123 spans extending across 4.35 miles of the Chesapeake Bay between Sandy Point on the Western shore to a point near Stevensville on the Eastern shore of Maryland. The combined length of the project, including roadway approaches, is 7.11 miles. 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).

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. It is on another main highway, U. S. 40.

The Potomac River Toll Bridge, from a point near Newburg in Charles County Maryland, to a point near Dahlgren, Virginia, over the Potomac River, is 11,446 feet in length and was opened to traffic on December 15, 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 as well as rapid motor transit from one area of the City to another. In addition to the twin tunnels under the Patapsco River, which are 1.7 miles in length, it has approximately 18 miles of access roads and approaches usable only by Tunnel patrons. These access roads, in addition to connecting with principal traffic arteries in the City, provide a link between such through routes as U. S. 40 North and U. S. 40 West, the Washington Expressway, and immediate connections to U. S. 1 North and South, and to U. S. 301 South.

### Revenue and Expenditure Budget Fiscal Year Ended September 30, 1967

<b>Revenue Budget:</b>	
Toll Income .....	\$17,442,000
Investment and Miscellaneous Income.....	415,000
<b>Total.....</b>	<b>\$17,857,000</b>
<b>Expenditure Budget:</b>	
Susquehanna River Toll Bridge.....	\$ 367,800
Potomac River Toll Bridge.....	267,200
Chesapeake Bay Toll Bridge.....	443,000
Patapsco Tunnel .....	1,857,800
Administrative and General.....	397,000
Bridge and Tunnel Revenue Bond Interest.....	1,887,130
Bridge and Tunnel Revenue Bond Serial Maturity.....	2,380,000
<b>Total.....</b>	<b>\$ 7,599,930</b>
Remainder Available for Sinking Fund Purposes.....	\$10,257,070
Staff: 381.	