

Frank W. Raab, Susquehanna River Toll Bridge, Perryville, Maryland

J. L. Pilkerton, Potomac River Toll Bridge (Gov. Harry W. Nice Memorial Bridge), Newburg, Maryland

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The Maryland Transportation Authority 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, 1969 Repl. Vol., Art. 89B, secs. 163-181).

Currently, the four projects handle approximately 35,446,000 toll transactions annually and produce revenue of more than \$22,420,000 which is utilized for debt service after deduction of maintenance and operating costs.

The administrative offices and the maintenance bureaus for these facilities are centralized in the Administration Building adjacent to the Fairfield Portal of the Tunnel. The Department of Transportation, through its Division of Fiscal Policy and Management, 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 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).

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 parallel to the existing Chesapeake Bay Bridge, the cost of constructing a crossing of the Patapsco River from Hawkins Point in Baltimore to a point near Sparrows Point in Baltimore County and approaches thereto, the cost of constructing a connection (Baltimore Harbor Tunnel Approach) between U. S. Route 1 and Interstate Route 95 near Elkridge, and to pay part of the cost of traffic and other studies, engineering and rights-of-way for the Northern and Southern Crossings of the Chesapeake Bay.

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.