

with a total of 913,500 square feet have been erected, and additional mechanized cargo equipment was placed in operation. Over 460 acres of new land has been put in operation for international cargo handling during the same period.

Plans by the Port Administration call for more than \$240,000,000 in construction of new port facilities by the end of fiscal 1977 with a minimum of nine new berths, including support cargo handling equipment, added to those now in service.

Appropriations	1973	1974
Special Funds—Operations . . . . .	\$ 8,161,000	\$10,869,153
Construction . . . . .	35,237,000	48,328,000
	\$43,398,000	\$59,197,153
Staff: 425.		

**TOLL BRIDGES AND TUNNEL**

- E. Donald Reilly, Director of Toll Facilities
- William F. Bender, Administrator
- Bernard W. Jedrowicz, Assistant Administrator
- Clifford T. Carter, Chief, Maintenance Bureau

**Superintendents of Bridges:**

- Richard E. League, William Preston Lane, Jr., Memorial Bridge (Chesapeake Bay Toll Bridge), Sandy Point, Maryland
- Frank W. Raab, Susquehanna River Toll Bridge, Perryville, Maryland
- J. L. Pilkerton, Gov. Harry W. Nice Memorial Bridge (Potomac River Toll Bridge), Newburg, Maryland

Harbor Tunnel Plaza,  
Frankfurt at Childs 21203

Telephone: 355-3500

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 37,993,373 toll transactions annually and produce revenue of more than \$24,017,217 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