

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.

On June 28, 1973, the Parallel Bay Bridge was opened to traffic. The length of the new structure, 3.987 miles, is slightly less than the 4.03 miles between abutments of the existing bridge, which has a causeway length of 0.32 miles, making the total shore-to-shore length 4.35 miles. The portion of the total project covering the new crossing and its immediate approaches begins at the west end of the toll plaza and extends to Maryland Route 8 on the Eastern Shore. In conjunction with this, the existing toll plaza was widened from six to ten lanes and the Administration Building and maintenance facilities were enlarged. Other work now underway or planned includes the widening of existing Routes 50-301 to three lanes in each direction between Route 2 and the bridge, and the construction of interchanges at Sandy Point on the Western shore and at Stevensville on the Eastern shore.

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

Revenue Budget:	1973	Estimated 1974
Toll Income	\$24,720,000	\$25,956,000
Investment and Miscellaneous Income.	1,450,000	1,500,000
Total	\$26,170,000	\$27,456,000