

Board consists of twenty-five physicians who advise the Administrator on the medical aspects of driver licensing. Whenever an individual's physical or mental condition may affect driving ability, the Administrator relies on the Board for professional guidance.

## DIVISION OF DEPARTMENTAL SERVICES

Joseph Vicchio, *Director* Telephone: 768-7239

The Division of Departmental Services encompasses a variety of supporting activities needed by the Administration. The Division includes the Communications, Print Shop, and Mail sections.

## DIVISION OF FISCAL AFFAIRS

Richard J. Piekarski, *Director*  
Telephone: 768-7211

The Division is responsible for accounting, audits, cash receipts, and payroll.

## MARYLAND TRANSPORTATION AUTHORITY

*Chairperson:* Richard H. Trainor, *Secretary of Transportation*

Daniel F. McMullen III, 1987; Ronald L. Freeland, 1988; Robert R. Neall, 1988; Arthur M. Gompf, 1989; Louise P. Hoblitzell, 1989; *one vacancy.*

*Executive Secretary:* Anthony P. Frate

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The Maryland Transportation Authority is the public body that governs and sets policy for the State's toll projects. The Authority was created in 1970 (Chapter 526, Acts of 1970). It consists of the Secretary as chairperson and six public members appointed for three-year terms by the Governor with the advice and consent of the Senate (Code Transportation Article, secs. 4-201 through 4-404).

The Transportation Authority operates and maintains four toll bridges, the Baltimore Harbor Tunnel and the Fort McHenry Tunnel (under Baltimore's harbor), and the John F. Kennedy

Memorial Highway. These facilities were constructed with proceeds from the sale of revenue bonds authorized under the Revenue Bond Act of 1937 and by Chapter 1, Acts of the Special Session of 1956.

Day-to-day management, operation, maintenance, and capital improvements of the toll facilities are carried out by the Authority's staff and employees. The administrative offices, central supply depot, and maintenance activities of these facilities are centralized at the Francis Scott Key Bridge over Baltimore's outer harbor. The Francis Scott Key Bridge was opened to traffic in March of 1977 and connects Sollers Point in Baltimore County with Hawkins Point in Baltimore City. It also is the final link in the 52-mile Baltimore Beltway (Route 695).

The William Preston Lane, Jr., Memorial Bridge is one of the longest over-water steel structures in the world. It spans 4.35 miles of the Chesapeake Bay between Sandy Point on the Western Shore to a point near Stevensville on the Eastern Shore. Traffic lanes between the suspension towers are 2,922-1/2 feet in length and 198-1/2 feet above the Bay. The Bridge rises to a total height of 354 feet. This span was opened to traffic on July 30, 1952. At the request of the General Assembly, the State Roads Commission in 1967 renamed the Chesapeake Bay Toll Bridge as the William Preston Lane, Jr., Memorial Bridge (Joint Resolution no. 21, Acts of 1967).

In 1968, Bridge and Tunnel Revenue Bonds were issued to construct a parallel bridge across the Chesapeake Bay, a crossing of the Patapsco River (Baltimore Outer Harbor) from Hawkins Point to Sparrows Point, and a connection on the Harbor Tunnel Thruway between U.S. Route 1 and Interstate Route 95 near Elkridge. On June 28, 1973, the parallel Bay Bridge was opened to traffic.

The Thomas J. Hatem Memorial Bridge, formerly the Susquehanna River Toll Bridge, spans the Susquehanna River from a point near Perryville, Cecil County, to a point near Havre de Grace, Harford County. It is 1.4 miles and was opened to traffic on August 28, 1940.

The Governor Harry W. Nice Memorial Bridge across the Potomac River in Charles County was opened to traffic in December 1940. It links U.S. 301 between Maryland and Virginia. Originally called the Potomac River Toll Bridge, the 1.7 mile structure received its present name in 1967 from the State Roads Commission.