

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 95 near Elkridge. On June 28, 1973, the parallel Bay Bridge was opened to traffic.

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. Opened to traffic on August 28, 1940, the Bridge is 1.4 miles long.

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.

Baltimore Harbor Tunnel and its eighteen-mile thruway opened to traffic on November 30, 1957. Designated I-895, the Tunnel provides a major north-south bypass of Baltimore City.

Fort McHenry Tunnel is the world's only eight-lane underwater tunnel for vehicular traffic. It is located just south of Fort McHenry between Locust Point and Canton, crossing Baltimore's harbor under the Patapsco River. As part of I-95, the Tunnel links the southern and eastern areas of Baltimore City. The Tunnel opened to traffic on November 24, 1985.

John F. Kennedy Memorial Highway, formerly Northeastern Expressway, was constructed with

revenue bond proceeds authorized in 1956 (Chapter 1, Acts of the Special Session of 1956). This toll road, a part of Interstate 95, was opened to traffic on November 14, 1963. Its forty-two miles extend from the Delaware State line to White Marsh Boulevard, north of Baltimore. Administrative offices of the John F. Kennedy Memorial Highway are located at the Perryville Plaza Barrier, where tolls for through traffic are collected.

The State's four toll bridges, two tunnels, and one toll road are financed, constructed, operated, and maintained solely through the tolls charged to users (Code Transportation Article, secs. 4-101 through 4-404).

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DEFUNCT DEPARTMENTAL AGENCIES

**MARYLAND HIGHWAY SAFETY
COORDINATING COMMITTEE**

Abolished by Chapter 125, Acts of 1988.