

cis 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 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. The 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, and is located on two principal motor arteries, U.S. 301 and U.S. 50. At the request of the General Assembly, the State Roads Commission in 1967 renamed the Chesapeake Bay Toll Bridge the William Preston Lane, Jr., Memorial Bridge (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 a parallel bridge across the Chesapeake Bay, the cost of constructing a crossing of the Patapsco River (Baltimore Outer Harbor) from Hawkins Point to Sparrows Point, and the cost of constructing a connection between U.S. Route 1 and Interstate Route 95 near Elkridge.

On June 28, 1973, the parallel Bay Bridge was opened to traffic. In conjunction with this, the existing toll plaza was widened from six to ten lanes (and has since been expanded to fourteen) and the administration building and maintenance facilities were enlarged.

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 (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 1940. It is on U.S. 301 between Maryland and Virginia. Originally named the Potomac River Toll Bridge, the structure was renamed the Governor Harry W. Nice Memorial Bridge in 1967 by the State Roads Commission.

The Baltimore Harbor Tunnel and its seventeen-mile thruway opened to traffic on November 30, 1957. It provides a major north-south bypass of the City of Baltimore.

The John F. Kennedy Memorial Highway (formerly the Northeastern Expressway) was con-

structed with revenue bond proceeds authorized by Chapter 1, Acts of the Special Session of 1956 (Code 1957, Article 89B, secs. 141-162A). This toll road, which is a part of Interstate Route 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. Combined with the New Jersey Turnpike, the Delaware River Bridge, the Delaware Turnpike, and the Baltimore Harbor Tunnel, this highway is an integral segment of the major north-south traffic corridor along the East Coast.

The 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, tunnel, and toll road are financed, constructed, operated, and maintained solely through the tolls charged to users and do not rely on any State or local tax revenues for support (Code Transportation Article, secs. 4-101 through 4-404).

STATE RAILROAD ADMINISTRATION

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The Railroad Administration was formed in 1978 (Executive Order 01.01.1978.11). Its duties are to preserve and improve present railroad transportation facilities and services in Maryland and to plan for and provide new facilities and services, wherever possible.

The Department's present involvement in the State's railroad transportation system includes: funding of rehabilitation work on freightlines in Western Maryland and on the Eastern Shore; administering operating subsidies for four passenger services, including commuter service to Washington from Brunswick and from Harford and Cecil counties to Baltimore and Washington; responsibility for a \$16 million capital improvement program on the Brunswick-Washington and Baltimore-Washington B&O commuter lines, including purchase of additional equipment and renovation work in state areas; in cooperation with the federal Northeast Rail Corridor program, coordinating plans for improvements to railroad lines and services in the Baltimore region; working closely with other State agencies, local governments, and railroad transportation providers and users to en-