

BALTIMORE HARBOR TUNNEL
50TH ANNIVERSARY
THURSDAY, NOVEMBER 29, 2007
NOON – 2 PM



Maryland
Transportation
Authority



Travel back in time

as we celebrate the

50th Anniversary

of the

BALTIMORE

HARBOR TUNNEL

*Keeping
Maryland
Connected*

*Tube Section at
Bethlehem-Sparrows Point Shipyard, Inc.
August 4, 1955*



BALTIMORE HARBOR TUNNEL
50TH ANNIVERSARY COMMEMORATIVE PROGRAM
November 29, 2007

Musical Selection

Welcome

Ronald L. Freeland, *Executive Secretary*

VIDEO OF CONSTRUCTION

Presentation of Colors

Maryland Transportation Authority Police Honor Guard

National Anthem

Cpl. Gregory Prioleau

Invocation

Rev. Dr. William C. Calhoun, Sr., *Authority Member*

Remarks

John D. Porcari, *Chairman*

Dave Roehmer, *Facility Administrator*

Walter E. Woodford, Jr., P.E., *Authority Member*

Maryland, My Maryland

Cpl. Gregory Prioleau

Convocation

Rev. Dr. William C. Calhoun, Sr., *Authority Member*

Closing

Ronald L. Freeland, *Executive Secretary*

BUFFET LUNCHEON

BALTIMORE HARBOR TUNNEL

Keeping Maryland Connected



"It should be pointed out that this whole project is much more than just an underwater crossing of our Harbor. It is a great, modern, high-speed, limited-access expressway, winding through 15 miles of heavily industrialized metropolitan areas."

*Address by
Governor Theodore R. McKeldin
Harbor Tunnel Groundbreaking
April 21, 1955*

Aerial view of Fairfield approach to the Toll Plaza and Administration Building at the Baltimore Harbor Tunnel



BALTIMORE HARBOR TUNNEL

1957 FIRSTS:

- Russians launch Sputnik 1
- Motown Records was established
- *The Cat in the Hat* was published

November 29, 1957

The "Baltimore Bottleneck," long the bane of east coast traffic, has been broken wide open. And what a bottleneck it was! As many as 51 traffic lights, plus snail-paced traffic, narrow streets and unexpected turns, helped heat up both engines and tempers.

And now the Baltimore Harbor Tunnel eliminates all but one stop . . . and that one to pay the 40-cent toll. Speeds up to 60 miles per hour rush the traveler from one side of the city to the other. Cool motors and even cooler tempers permit safer, saner driving. The old hour-long crawl through city streets is reduced to a 15-minute breeze.

There's nothing in the world quite like the Baltimore Harbor Tunnel, for it is the world's longest twin-tube, trench-type tunnel. And there's nothing quite like the thrill of driving along the limited-access approaches to the tunnel.

Yes, motorists throughout the East, and from many other points, will appreciate the new pleasure in driving through Baltimore. They will find, too, that they will save much more than the 40-cent toll . . . in gasoline, oil, wear and tear, and more importantly, in the time saved . . . by using the tunnel.

In November of 1957, it was estimated that approximately 30,000 vehicles would pass through the tunnel each day. The elimination of this number of vehicles from such city streets as Mulberry, Franklin, and the traffic-jammed corner at Pratt and Light, should go a long way towards solving some of the many traffic problems that now face the City's traffic director and traffic police.

Dedication program for the Baltimore Harbor Tunnel, November 29, 1957



*Aerial view of the Baltimore
Harbor Tunnel Toll Plazas*

October 2007

November 29, 2007

Today, the Baltimore Harbor Tunnel (I-895) joins the Fort McHenry Tunnel (I-95) and the Francis Scott Key Bridge (I-695) in creating a network of Baltimore Harbor crossings that provide convenient and safe transportation for local and interstate traffic. The Baltimore Harbor Tunnel connects major north/south highways and many arterial routes in Baltimore City's industrial section.

In 2006, nearly 26.3 million vehicles traveled through the Harbor Tunnel. That translates to 72,000 vehicles each day, more than doubling the original estimated volume of daily traffic.

Electronic toll collection debuted at the Baltimore Harbor Tunnel in 1999 as the M-TAG system, easing congestion for Baltimore commuters. In 2001, the tunnel began offering *E-ZPass*[®], a seamless electronic toll collection system used throughout the northeastern United States. More than 60% of the drivers at the Baltimore Harbor Tunnel pay their tolls with *E-ZPass*, helping to keep the "Baltimore Bottleneck" a thing of the past. Innovative transportation, incident-detection, law-enforcement and security technology make the Baltimore Harbor Tunnel a vital transportation link where safety and efficiency are priorities.

The Baltimore Harbor Tunnel has more than 200 employees, who serve Maryland's citizens each day including Toll Collectors, Police Officers, Courtesy Patrols and Vehicle Recovery Teams, Maintenance and Automotive Crews, Telecommunications and Administrative staff.



Tunnel section upon entering the water

March 24, 1956

BALTIMORE HARBOR TUNNEL

Baltimore Harbor Tunnel Facts

- Length of tunnel and ramp structures: 9,215 feet or 1.745 miles
- Length of entire project, including tunnel and approaches: 17.56 miles
- Number of twin-tube tunnel sections: 21 (ea. approximately 300 ft. long)
- Baltimore Harbor Tunnel Groundbreaking: April 21, 1955
- First tunnel section was sunk: April 11, 1956
- Number of tiles lining the Baltimore Harbor Tunnel: 6,500,000
- At the time of dedication, the Baltimore Harbor Tunnel was the 5th longest underwater vehicular tunnel in the world (Behind NY's Brooklyn-Battery, Holland and Lincoln tunnels and England's Mersey River Tunnel)
- First person to pay the Harbor Tunnel toll: Omero C. Catan of Teaneck, NJ
- Designer/engineer of the Baltimore Harbor Tunnel: Ole Singstad of Singstad and Baillie in New York
- State of Maryland Project Manager of the Baltimore Harbor Tunnel: J.E. Greiner Company, now know as URS Corporation

Then & Now

	1957	2007
Standard Toll	\$.40	\$2.00
Average Daily Traffic	30,000	72,000
Gallon of Gas	\$.24	\$2.78*
Cost of a Vehicle	\$2,100	\$28,200*
Average Income	\$4,494	\$46,000*
Postage Stamp	\$.03	\$.41
President	Dwight D. Eisenhower	George W. Bush
Maryland State Average Population	2,721,845	5,615,727
Baltimore City Average Population	944,366	631,366

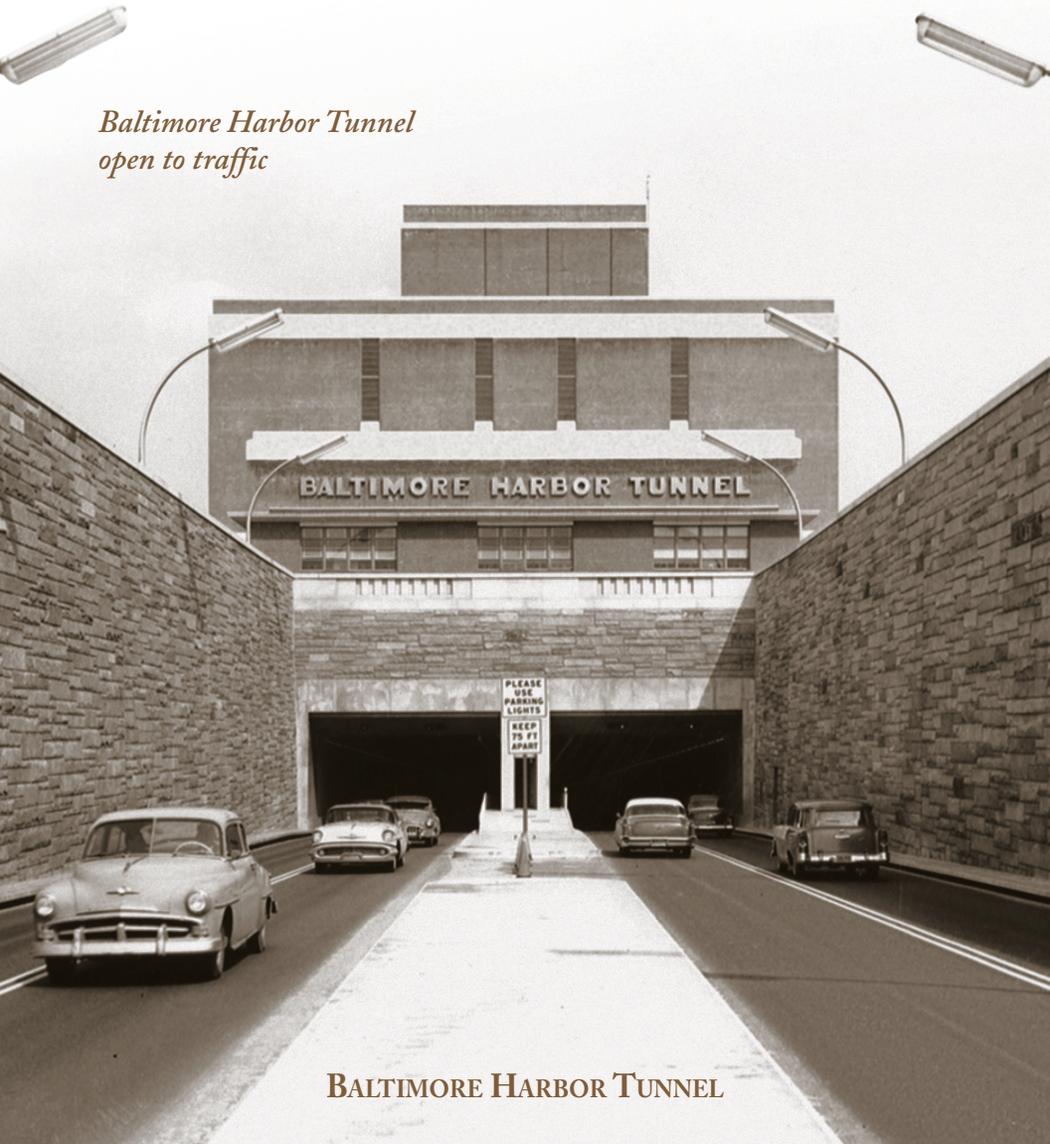
**National averages*

Keeping Maryland Connected

"Proudly we shall gather again ... in 1957 ... to open the Harbor Tunnel and its approaches to the flow of traffic. We will open the portals of Baltimore with greater ease to those for whom this grand city is their destination."

Address by
Governor Theodore R. McKeldin
Harbor Tunnel Groundbreaking
April 21, 1955

*Baltimore Harbor Tunnel
open to traffic*



BALTIMORE HARBOR TUNNEL

Governor
Martin O'Malley

Lt. Governor
Anthony Brown

Chairman
John D. Porcari

Members
Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Louise P. Hoblitzell
Richard C. Mike Lewin
Isaac H. Marks, Sr., Esq.
Carolyn Y. Peoples
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

Executive Secretary
Ronald L. Freeland

Planning Committee
Dave Roehmer • Don Smith • John Monk • Jeff Robson
Cpl. Jonathan Green • Lt. Mark Henry • Kenny Kiel
Larry Okpolor • Martara Hannah • Kelly Melhem
Lindsay Reilly • Kelly Hiser • Barbara Jones
Alexis Yeoman • Michele Scheideman

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