

The John F. Kennedy Memorial Highway

A Toll Facility Of The Maryland Transportation Authority

Planning for the Northeastern Expressway, as the John F. Kennedy Memorial Highway was called originally, began in 1955. The turnpike was envisioned as 42 miles of four-lane, divided highway running from White Marsh Boulevard to the Maryland-Delaware line. Today, the highway, designated Interstate 95 as part of the national interstate highway system, is a popular travel route for interstate and commuter traffic.

The highway was developed as an interstate toll facility to hasten the construction of a safe and convenient thoroughfare through the northeastern part of Maryland. If the highway had been built using traditional federal-highway-funding programs, the turnpike would have been completed seven years later than planned.

At that time, the only other major north-south route through Maryland was US 40. However, in the late 1950s, US 40 did not prove to be a convenient route for interstate travelers in the Northeast and Mid-Atlantic region. The 43-mile roadway contained 21 traffic signals, 87 intersections and more than 1,000 commercial and private entrances and exits.

Construction of the Northeastern Expressway began in January 1962. The 50-mile expressway from the northern Baltimore City line to the Delaware-state line took just a little more than one-and-a-half years to complete. The original project included the Maryland House service area in Aberdeen, which, at that time, provided a restaurant and two automotive-service

stations for highway travelers. A second service area -- the Chesapeake House -- opened in 1975 north of the Susquehanna River.



The highway was dedicated at 4 p.m. on Nov. 14, 1963. President John F. Kennedy, with Governor Millard Tawes of Maryland and Governor Carvel of Delaware, officiated the ceremony.

The roadway was renamed the John F. Kennedy Memorial Highway in 1964 to honor the fallen president. The highway is

designated Interstate 95 and is part of the national interstate highway system.

Since its completion, portions of the highway have been widened to six, then eight, lanes to accommodate increases in traffic resulting from expanded commercial and residential development in Harford and Cecil counties.

In October 1991, a one-way-toll-collection system was introduced at the Kennedy Highway toll plaza in Perryville. Tolls now are collected in the northbound direction only. There are proven advantages to a one-way-toll-collection system: annual savings on operational costs; enhanced toll-



Background (continued)



More than 29.6 million vehicles traveled through the highway's toll plaza (both directions) during Fiscal Year 2007.

About the Authority

Fort McHenry Tunnel (I-95)

Harry W. Nice Memorial Bridge (US 301)

Francis Scott Key Bridge (I-695)

Baltimore Harbor Tunnel (I-895)

Thomas J. Hatem Memorial Bridge (US 40)

John F. Kennedy Memorial Highway (I-95)

William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)

collection capacity; and reduced air pollution from vehicles. Traffic has increased more than 300 percent since the highway opened. Current annual-traffic volume is more than 29.6 million vehicles (both directions).

The highway's two travel plazas provide an array of services to motorists. In addition to automated-teller machines and food and automotive services, comprehensive tourist-information services are available. The Maryland House also offers a business center, including phone jacks for portable computers and postal service. More than 5.4 million motorists visit the two travel plazas annually.

The Maryland Transportation Authority Police's Commercial Vehicle Safety Unit operates the newest and most-modern commercial-vehicle weigh station and inspection complex on the East Coast. Opened in early 1996, the facility is located at the highway's toll plaza in Perryville. The southbound weigh station has begun a pilot program that uses electronic screening to prevent safe trucks from undergoing frequent inspections unnecessarily. The northbound and southbound weigh stations join Maryland's 15 other permanent commercial-vehicle weigh stations in a Statewide, multi-agency program to reduce accidents and highway damage caused by unsafe commercial vehicles and drivers and overweight trucks.

The Maryland Transportation Authority is an independent State agency that finances, owns and operates the State's seven toll facilities. The Authority's eight Members, appointed by the Governor with consent of the State Senate, serve as the agency's policy-setting and governing body. Maryland's Secretary of Transportation serves as Authority Chairman.

Daily operations of the seven facilities are carried out by the Authority's 1,700 employees. Overall management of Authority operations is handled by the agency's Executive Secretary.

The Transportation Authority oversees the State's seven toll facilities and the Maryland Transportation Authority Police. The agency has statutory authority to act on behalf of the Maryland Department of Transportation to supervise, finance, construct, operate and maintain transportation facilities.

Maryland's toll facilities were financed and constructed through revenue bonds. The outstanding principal and interest due each year is paid from toll revenues. Toll revenues are the primary source of funds. The Authority's toll receipts are pooled, and revenues from all seven facilities are combined to pay for operating, maintaining and making capital improvements to these facilities.

A Commitment to Safety

The Maryland Transportation Authority Police is a nationally accredited force with more than 500 sworn and civilian employees. Specialized K-9, motorcycle, all-terrain-vehicle, marine and anti-aggressive-driving units help provide maximum safety and security at Authority facilities, the Baltimore/Washington International Thurgood Marshall Airport and the Port of Baltimore. To maintain the highest level of professionalism and ethics, Transportation Authority Police officers remain true to their mission of safeguarding life and property, preserving peace, preventing and detecting crime, enforcing the law and protecting the rights of citizens.

The force has received local and national recognition for its roadway-safety efforts, which include child-passenger-safety awareness programs, anti-aggressive-driving initiatives and sobriety checkpoints. These efforts have been successful due to the continued teamwork among Authority Police and Operations personnel.

This same teamwork drives the Authority's Traffic Safety Committee, headed by the Chief of Police, Chief Engineer and Director of Operations. The committee provides leadership of Authority efforts to help ensure safe roadways for Maryland's citizens and visitors.

E-ZPass® Maryland

The Maryland Transportation Authority is a member of the *E-ZPass*® InterAgency Group (IAG), which continues to develop a seamless electronic-toll-collection system throughout the northeastern United States. *E-ZPass* Maryland has grown to include more than 650,000 active transponders and has reduced significantly typical, peak-hour congestion at Maryland toll plazas. More than 16-million *E-ZPass* customers from IAG agencies throughout the Northeast can pay tolls electronically in Maryland. As more motorists use *E-ZPass*, convenience will increase; traffic congestion in and around toll-plaza areas will decrease; and engine-idling time will be reduced, resulting in reduced vehicle emissions. For additional information about the *E-ZPass* Maryland program, visit www.ezpassmd.com.

I-95 Express Toll LanesSM (ETLsSM) Project

In July 2005, the Maryland Transportation Authority received federal approval to construct Express Toll LanesSM (ETLsSM) on the most congested portion of I-95 north of Baltimore City. This 10-mile segment stretches from the I-895 interchange in northeast Baltimore to north of MD 43 in White Marsh. The I-95 Express Toll LanesSM project will ease congestion and increase safety by making improvements to I-95, reconstructing bridges and interchanges and adding ETLsSM. Once complete, there will be two ETLsSM and four general-purpose lanes in each direction. Motorists will have the choice of using the general-purpose lanes at no cost or paying a toll to use the ETLsSM. The tolls will be managed to maintain relatively congestion-free traffic flow and will vary by time of day and traffic volumes. For more information, please visit www.I-95ExpressTollLanes.com.

Your Toll Dollars At Work

Fast Facts

Construction Dates

January 1962 - November 1963

Cost

\$73 million

Location

I-95 from the northern Baltimore City line to the Delaware border: 50 miles of divided highway, including 33 miles of six-lane highway, 17 miles of eight-lane highway and 63 bridge structures either on or over the highway.

Toll Rates

Toll is collected in the northbound direction only

Commuter discount with valid Maryland-issued *E-ZPass*: up to 84-percent savings per trip

2 axles: \$5

3 axles: \$10

4 axles: \$15

5 axles: \$20

6 axles: \$25

Annual Traffic

29.6 million vehicles
(both directions)

Contact Us

For more information about the Maryland Transportation Authority, please call the Division of Communications at 410-537-1017, or, toll-free, at 1-866-713-1596.

E-mail: mdta@mdtransportationauthority.com, or visit us at www.mdtransportationauthority.com



The Authority reminds its customers to stay alert and exercise caution when traveling through workzones, toll plazas and around police vehicles.



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