

	HRBT	Fort McHenry Tunnel
Opened	1957 (westbound) 1976 (eastbound)	1985
Cost / Construction	Westbound: \$44 million Eastbound: \$95 million	\$750 million; 5 1/2 years
Funding	Westbound: \$44 million Eastbound: \$95 million ¹	100 % Interstate highway federal aid, with 10% to be repaid by state from toll revenue ²
Length of facility	3.5 miles	1.5 miles
Total # of lanes	4	8
Number of tubes	2	4
Number of lanes per tube	2	2
Roadway width per tube	Westbound: 23 feet curb to curb Eastbound: 26 feet curb to curb	26 feet from curb to curb
Roadway vertical clearance	Westbound: 13 feet 6 inches Eastbound: 14 feet 6 inches	16 feet
Speed limit	Variable up to 55 mph	Variable up to 55 mph
Toll facilities	None ³	Electronic tolling plus cash lanes
Tolls	None	\$2 for 2-axle vehicle
Administrative agency for design, right-of-way, and construction	VDOT	Interstate Division for Baltimore City (IDBC)

¹ "The construction of the original \$44 million Hampton Roads Bridge-Tunnel was funded with toll revenue bonds, and the bonds were paid off soon before the parallel Hampton Roads Bridge-Tunnel opened. The construction of the \$95 million parallel HRBT was funded as part of the Interstate Highway System as authorized under the Federal-Aid Highway Act of 1956, which means that it was funded with 90% FHWA funds from the Highway Trust Fund and 10% state DOT funds. So the result was a toll-free highway." [http://www.roadstothe future.com/I64_VA_HRBT.html]

² "The I-95 construction through the City of Baltimore qualified for and received 90% federal-aid funding from the U.S. Highway Trust Fund, for design, right-of-way and construction, with the remaining 10% coming from state funds. This 90/10 funding ratio was standard for all of the Interstate highways that were built after the 1956 federal highway act that established the Interstate Highway System, and these Interstate highways were without toll collection facilities, and were toll-free. Due to the projected very high cost of the Fort McHenry Tunnel project, where even the state's 10% share was estimated at over \$80 million (and that was in late-1970s dollars), the state of Maryland and the City of Baltimore asked the Federal Highway Administration (FHWA) fund the whole 100% of the project's cost, and to allow tolls to be collected via a toll plaza built immediately east of the tunnel, with the toll revenue designated to pay off the 10% share in installments. The FHWA granted this funding request, and specified that the tunnel would become toll-free after the state share was paid off via the tolls. In later years after the state share was refunded to FHWA, the state applied to have the toll collection authorization extended, because if I-95 became toll-free, then the Harbor Tunnel Thruway (I-895) and the Francis Scott Key Bridge (I-695) would also have to become toll-free in order to avoid causing a traffic imbalance on the three Baltimore Harbor highway crossings. Since the construction and improvements to the Harbor Tunnel Thruway and the Key Bridge have been funded with state-issued toll revenue bonds, with no highway federal-aid utilized, it was not feasible for the state to make those facilities toll-free, since a considerable amount of the bond debt still exists and remains to be retired over time." [http://www.roadstothe future.com/Fort_McHenry_Tunnel.html]

³ "The HRBT was tolled from 1957 until the second span opened in 1976, and the tolls were removed on the day that the parallel structure opened to traffic. . . . The HRBT toll for a one-way trip across the facility, was \$1.25 for an automobile, throughout the duration of the tolling from 1957 to 1976." [http://www.roadstothe future.com/I64_VA_HRBT.html]

	HRBT	Fort McHenry Tunnel
Owner	VDOT	Maryland Transportation Authority
Traffic volumes	88,000/day (100,000/day June - August) ⁴	115,000/day, 9% large trucks ⁵
Revenues (Tolls)	N/A	FY09: \$83,924,221
Expenditures	Operating, preventive and minor maintenance costs (FY10): \$5, 520,034	Division of Operations (FY09): \$11,471,013 Authority Police (FY09): \$4,139,722 Capital Program (FY09): \$31,866,551

⁴ According to an April 28, 2002 article in the *Hampton Roads Daily Press*, the HRBT was designed to accommodate 70,000 vehicles/day. [http://www.roadstothefuture.com/I64_VA_HRBT.html]

⁵ This number is still well within the traffic engineering designs of the facility.