

Virginia. It is 11,446 feet long and was opened to traffic on December 15, 1940. The income from tolls on this structure for the twelve months ended September 30, 1952, was \$1,549,853.95 for the passage of 1,503,403 vehicles.

Patuxent River Bridge

Hyman Levin, Superintendent
Barstow

The Patuxent River Bridge, approximately two-thirds of a mile in length, crosses the Patuxent River from a point near Hallowing Point in Calvert County, to a point near Benedict in Charles County. It was opened to traffic December 1, 1951. During its first year's operation, 47,468 vehicles crossed the structure, producing toll income of \$57,522.25.

Appropriations—1953

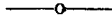
Special Fund (exclusive of Federal aid and bond proceeds):	
For construction and maintenance of roads on the State system, for debt service on State Highway Construction Bonds, etc.....	\$25,905,296
For benefit of counties and municipalities.....	7,641,119
For maintenance, administrative, and operating expenses of the Susquehanna River, Potomac River, and Chesapeake Bay Toll Bridges; and for administrative expenses in connection with the Chesapeake Bay Bridge Construction Fund.....	545,970
Total.....	\$34,092,385

Appropriations available to the Commission during 1953 for the construction and reconstruction of roads will be supplemented by earnings from Federal aid appropriations and by proceeds from the sale of State Highway Construction Bonds. Federal aid appropriations to the State of Maryland for the 1953 fiscal year for primary, secondary, and urban programs total \$5,171,877.00. At the beginning of the 1953 fiscal year State Highway Construction Bonds totaling \$75,000,000 had been issued; further sales of bonds will be made as funds are required to meet highway construction expenditures.

Appropriations—1954

Special Fund	\$36,091,716
Federal Fund	5,964,303
Total	\$42,056,019

Staff: 3,005.



BUREAU OF CONTROL SURVEYS AND MAPS

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