

State System .....	26,946,762
Maintenance of Highways—State System.....	5,916,137
Enforcement of Motor Vehicle Weight-and-Size Limitations .....	300,000
County and Municipality Funds.....	16,202,625
<b>Total .....</b>	<b>\$60,584,034</b>

**Appropriations—1958**

Special Funds (including Federal Aid):

Sinking Fund Provision—State Highway Construction Bonds .....	\$12,767,889
Construction of Primary and Secondary Highways— State System .....	46,257,178
Maintenance of Highways—State System.....	6,157,616
Enforcement of Motor Vehicle Weight-and-Size Limitations .....	325,000
County and Municipality Funds.....	18,145,175
<b>Total .....</b>	<b>\$83,652,858</b>

Staff: 3,219

**TOLL FACILITIES DEPARTMENT**

Louis J. O'Donnell, Chief Administrative Officer  
 Johnson H. Webster, Chief Maintenance Officer

Superintendents of Bridges and Tunnels:

George W. Phillips, Chesapeake Bay Toll Bridge, Sandy Point

Paul R. Harrison, Susquehanna River Toll Bridge, Perryville

Elwood E. Schafer, Potomac River Toll Bridge, Newburg

Harry O. Britner, Williamsport Toll Bridge, Williamsport

Harbor Tunnel Plaza, Frankfurst at Childs Telephone: Curtis 7-7200

The State Roads Commission, through its Toll Facilities Department, operates and maintains the four toll bridges indicated above. The Patapsco Tunnel, under Baltimore's harbor, opened November 30, 1957 as a fifth project under supervision of this Department. The four bridge projects yield an annual aggregate revenue of approximately \$8,750,000, and the tunnel is expected to increase the annual gross revenue to approximately \$14,000,000 in the course of the next several years.

The Administrative Offices, the accounting section and the maintenance division of the Department are centralized in the Administration Building near the Fairfield portal of the Tunnel.

The Chesapeake Bay Toll Bridge is the third longest bridge in the world. It is composed of 123 spans and extends across 4.35 miles of open water between Sandy Point on the western shore of Maryland and a point near Stevensville on the eastern. The combined length of the project, including roadway approaches, is 7.11 miles. The traffic lanes between the suspension towers are 2,922½ feet long and 198½ feet above water level; the suspension towers rise an additional 155½ feet to a total height of 354 feet. The Chesapeake Bay Toll Bridge was opened to traffic on July 30, 1952. During the fiscal year ended September 30, 1956, a total of 2,185,181 vehicles crossed