

Appropriations—1960

Special Funds (including Federal Aid):

Sinking Fund Provision—State Highway Construction Bonds	\$ 15,234,782
Construction of Primary and Secondary Highways—State System	56,569,934
Maintenance of Highways—State System.....	9,226,766
Enforcement of Motor Vehicle Weight-and-Size Limitations	380,000
County and Municipality Funds.....	37,291,971
Total.....	\$118,703,453

Staff: 3,468.

TOLL FACILITIES DEPARTMENT

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

Superintendents of Bridges:

George W. Phillips, Chesapeake Bay Toll Bridge, Sandy Point, Maryland
 Paul R. Harrison, Susquehanna River Toll Bridge, Perryville, Maryland
 Elwood E. Schafer, Potomac River Toll Bridge, Newburg, Maryland

Harbor Tunnel Plaza, Frankfurst at Childs Telephone: Elgin 5-3500

The State Roads Commission, through its Toll Facilities Department, operates and maintains the three major toll bridges indicated above and the Harbor Tunnel Thruway (Patapsco Tunnel, under Baltimore's harbor) which was opened to traffic on November 30, 1957. Currently, the four projects handle approximately \$24,000,000 toll transactions annually and produce revenue approximating \$14,000,000 all of which is utilized for debt service after deduction of maintenance and operating costs.

The Administrative Offices, the accounting section, and the maintenance division of this Department are centralized in the Administration Building adjacent to the Fairfield Portal of the Tunnel.

The Chesapeake Bay Toll Bridge is one of the largest over-water structures in the world. It is composed of 123 spans extending across 4.35 miles of the Chesapeake Bay between Sandy Point on the Western shore to a point near Stevensville on the Eastern shore of Maryland. The combined length of the project, including roadway approaches, is 7.11 miles. The traffic lanes between the suspension towers are 2,922½ feet in length and 198½ feet above water level; the suspension towers rise an additional 155½ feet above the Bay to a total height of 354 feet. This bridge was opened to traffic on July 30, 1952. It is located on two of the principal motor arteries, U. S. 301 and U. S. 50.

The Susquehanna River Toll Bridge spans the Susquehanna River from a point near Perryville in Cecil County to a point near Havre de Grace in Harford County. It is 7,613 feet long and was opened to traffic on August 28, 1940. It is on another main highway, U. S. 40.

The Potomac River Toll Bridge, from a point near Newburg in Charles County, Maryland, to a point near Dahlgren, Virginia, over the Potomac River, is 11,446 feet in length and was opened to traffic on December 15, 1940. It is on U. S. 301.

The Harbor Tunnel Thruway, opened to traffic on November 30, 1957, provides a North-South by-pass of the City of Baltimore as well