

The Harbor Tunnel Thruway, opened to traffic on November 30, 1957, provides a North-South by-pass of the City of Baltimore as well as rapid motor transit from one area of the City to another. In addition to the twin tunnels under the Patapsco River, which are 1.7 miles in length, it has approximately 18 miles of access roads and approaches usable only by Tunnel patrons. These access roads, in addition to connecting with principal traffic arteries in the City, provide a link between such through routes as U. S. 40 North and U. S. 40 West, the Washington Expressway, and immediate connections to U. S. 1 North and South, and to U. S. 301 South.

Revenue and Expenditure Budget
Fiscal Year Ending September 30, 1961

Revenue Budget:

Toll Income	\$15,913,000
Investment and Miscellaneous Income.....	430,000
Total	\$16,343,000

Expenditure Budget:

Susquehanna River Toll Bridge.....	\$ 276,900
Potomac River Toll Bridge.....	163,000
Chesapeake Bay Toll Bridge.....	380,000
Patapsco Tunnel	1,322,900
Administrative and General.....	277,700
Bridge and Tunnel Revenue Bond Interest.....	6,045,940
Total	\$ 8,466,440
Remainder Available for Sinking Fund Purposes.....	\$ 7,876,560

BUREAU OF CONTROL SURVEYS AND MAPS

Advisory Board

Charles Looney, Department of Civil Engineering, University of Maryland; Albert P. Backhaus, Director, Department of Public Improvements; James J. O'Donnell, Director, State Planning Department; Norman M. Pritchett, Chief Engineer, State Roads Commission; Joseph T. Singewald, Jr., Director, Department of Geology, Mines and Water Resources.
George W. Cassell, Engineer-in-Charge

300 W. Preston Street, Baltimore 1

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The Bureau of Control Surveys and Maps, established by Chapter 628, Acts of 1939 but inactive during World War II, was reactivated by the State Roads Commission in 1951 (Chapter 284, Acts of 1951). This Bureau is directed by an advisory board consisting of the Chief Engineer of the State Roads Commission, the Director of the Maryland State Planning Department, the Director of the Department of Public Improvements, the Director of the Department of Geology, Mines and Water Resources, and the Dean of the College of Engineering of the University of Maryland. It coordinates the activities of the various agencies engaged in mapping and surveying in the State; promotes the use of the Maryland Plane Coordinate System for engineering projects; through field observations, extends the control network for use in highway surveys; and maintains a complete file of control, both horizontal and vertical, available throughout the State (Code 1957, Art. 91, secs. 30-35). The funds for the operation of the Bureau are provided in the budget of the State Roads Commission.