

Mr. WOLFF. That is correct.

Mr. CRAMER. It is a toll facility paid off by 1972?

Mr. WOLFF. That is correct.

Mr. CRAMER. The observation you made was if a northern bridge is to be built, it could be feasible if that was tied into it?

Mr. WOLFF. That is right. It would be feasible. We could do it quicker, more quickly.

Mr. CRAMER. Right. The observation I made was that it has been my objective, at least as one member of this committee, to try to make certain that the toll roads presently on the Interstate System be paid off as soon as possible.

Mr. WOLFF. Yes.

Mr. CRAMER. Rather than keeping tolls on the Interstate System where it is not absolutely essential. That is a different subject matter than the one we are faced with in this bill building bridges.

Mr. BUSCHER. Entirely different, yes, sir.

Mr. CRAMER. I, for one, oppose including the Kennedy Expressway and thus continuing it for many more years as a toll road, when it is part of the Interstate System.

Thank you.

Mr. CLEVELAND. Mr. Chairman, may I inquire?

Mr. FALLON. Mr. Cleveland.

Mr. CLEVELAND. I would like to ask the commissioner of highways about this bridge you already have across the Chesapeake. Was that designed, as some bridges I know were designed, so that you can add two lanes either above or below it?

Mr. WOLFF. No, sir. This is not designed—it is not possible to make that kind of modification.

Mr. CLEVELAND. It is two lanes?

Mr. WOLFF. That is correct.

Mr. CLEVELAND. How long ago was the bridge designed?

Mr. WOLFF. 1946-47.

Mr. CLEVELAND. I am thinking of the George Washington Bridge in New York, as you know, which was designed so you could add a lower level or upper level, whatever it was, and indeed they have done it.

Do you know if this was considered at the time?

Mr. WOLFF. Oh, yes. Oh, yes.

Mr. BUSCHER. I might add, sir, I took an active part in those considerations. I have been around a long time in this business. Former Governor Lane, who recently died, used every method at his command to attempt to get, first, a four-lane structure, then a three-lane structure, and then a substructure which would be convertible into additional lanes. It was not possible within our bonding powers at that time, based upon traffic projections, to come up with enough dollars to do this. It was considered.

Mr. CLEVELAND. In other words, the traffic projections at the time the Chesapeake Bay Bridge was originally designed did not show that it would be necessary to have subsequent lanes?

Mr. BUSCHER. No, it did not show that it would produce enough revenue to sell sufficient bonds to pay for the additional cost.

Mr. CLEVELAND. However, that projection by your experts proved to be a fallacy; is that correct?