

Mr. BUSCHER. No, sir; it did not prove to be invalid.

If you go back and study the reports from the time the original bridge was open to traffic, you will find that they were substantially correct.

I point out, sir, if we had been able to spend the additional \$30 to \$40 million necessary to duplicate the structure at that time, that that need, the need for that additional structure, was not present until the last several years. It would have meant that the State of Maryland would have been paying interest on all of that borrowed money from 10 to 15 years, which would have cost just as much if not more than it cost to build it now, even at today's increased costs.

Mr. CLEVELAND. I am not sure I understand you. How much did the Chesapeake Bay Bridge cost?

Mr. BUSCHER. \$43 million, roughly.

Mr. CLEVELAND. How much?

Mr. BUSCHER. \$43 million.

Mr. CLEVELAND. Are you telling me that it would have cost an additional \$30 million just to design that bridge so at a future date it would carry extra lanes?

Mr. BUSCHER. I was advised by not only the consulting engineers, but by the State roads commission's own bridge engineer, it would have cost a total of approximately \$70 million to make the bridge convertible; that is, the substructure, to make it convertible into a four-lane structure.

Mr. WOLFF. This is an exceedingly long bridge. We are talking about something in the area of a 4½-mile suspension span. I am sure you are familiar with it.

Mr. CLEVELAND. I have been over the bridge.

Mr. WOLFF. Very long trestles at both ends.

Mr. FALLON. Mr. Snyder.

Mr. SNYDER. Mr. Chairman, I think there are several points that Congressman Long mentioned that need to be responded to. I do not know whether you have the statement in front of you or not.

Mr. BUSCHER. No, sir; we do not.

Mr. SNYDER. He made reference to the fact the existing Chesapeake Bay Bridge is carrying 4.3 million vehicles a year or one-half of its capacity of 8½ million vehicles—in addition Congressman Long says traffic declined in 1964 and the 1965 traffic level was below the 1963 level.

Mr. WOLFF. Yes, I can clarify that question. What was failed to be referred to was the fact that the advent of the Kennedy Expressway removed traffic from the existing Chesapeake Bay Bridge, and there was a decline in traffic on the Chesapeake Bay Bridge as a result of the completion of the Interstate, you see again a toll facility, which extends, as mentioned, between here and Wilmington, between Baltimore and Wilmington.

Now the traffic has begun to reflect the growth once again.

Mr. SNYDER. He did not mention 1966. I do not know whether it was convenient or not.

Mr. BUSCHER. No, it was not convenient.

Mr. WOLFF. Of course, it has been growing at the rate of about 5 percent a year, 4.5 percent a year, since Kennedy; but there was a very definite and perceptible decline in traffic at that time.