

I might say that projections we presently have, although he gave a yearly amount, a yearly traffic, because of the very heavily seasonal characteristic, it actually is tremendously congested during the warm seasons and it is unable to carry the traffic. Not only that, the projections themselves, show a very healthy growth.

Our own people, our own financial people have made a determination that the parallel Bay Bridge, in combination either with the northern crossing or the tunnel, would afford us an additional net revenue of about \$1 million a year. So we have great hopes for the continuing growth of traffic through this corridor.

Mr. SNYDER. Now, you mentioned the delays of 30 minutes to—what was it—an hour and a half I believe?

Mr. WOLFF. An hour and a half.

Mr. SNYDER. Congressman Long, I would say, infers that some of these delays might be brought about by other matters—referring to his statement—some toll booths being closed during peak seasons, stop-light bottlenecks which now exist several miles west of the bridge, and the opening of the Kent Narrows Bridge 50 times a day to let boat traffic through.

Would you comment on those?

Mr. WOLFF. I would be glad to.

With respect to the effect of traffic signals on both sides of the bridge, there is no question but that we should improve the situation relating to—oh, I would say, half a dozen traffic signals around the bridge. But they do not create the magnitude of delay that the bridge does, nor does the Kent Narrows opened.

Now, in this present bond indenture, we are proposing that the western approach to the bridge be made a freeway extending to Ritchie Highway. That is a distance of about 6 miles. We would improve that so that it would have no obstructions whatsoever on the western shore.

On the Eastern Shore, we are preparing to design an interchange which will improve conditions on the eastern side.

In addition, the Kent Narrows proposition we feel we are first going to attack by submitting to the Corps of Engineers sufficient studies to request them to change the timing on opening, so that we can utilize that.

I think they are doing the same thing on Wilson Bridge here locally. And there is no question that improvements have to be made along the approaches of the river.

Mr. SNYDER. Do you have any indication what the delay situation might be if these improvements were made without the construction of the parallel bridge?

Mr. WOLFF. I think if you are saying quantitatively, I do not think I can answer that. But I can say that the problem of delay is minuscule compared to the effect of the bridge.

We are talking about trying to bring these heavy volumes through a constriction as against the fact that we have 1- or 2-minute delays at the light. That is an entirely different matter and makes an entirely different effect on the traffic.

Both of the sides of the bridge are served by four-lane facilities now, do you not see. So, in essence, the delays he refers to are extremely short in duration.

Mr. SNYDER. Do you have any prognosis as to marketability of your bonds which Congressman Long referred to?