

Up-to-date toll recording devices have been installed to record the traffic volume and tolls collected.

The administration building and toll plaza are located on the Maryland approach to the bridge.

The total completion cost for constructing the Potomac River Toll Bridge will approximate \$5,226,600, of which sum \$2,793,000 was provided from the net sale of Bridge Bonds, and funds made available by the Federal Government to the extent of \$2,351,970.

During the period of time the bridge has been opened to traffic and the collection of tolls; that is, from December 14, 1940 to August 15, 1941, or a period of eight months, a total of 102,296 vehicular and pedestrian toll transactions have been recorded, resulting in a gross income during the period of \$92,275.10.

The initial toll rates, applicable to the Potomac River Toll Bridge, from the date it was opened to travel, are still in force and effect

CHESAPEAKE BAY FERRY SYSTEM

Of equal importance to the State of Maryland, for the movement of traffic over the navigable waters, is the operation of the Chesapeake Bay Ferry System, which provides a rapid means of travel between the western and eastern shores of the State, divided by the Chesapeake Bay.

Realizing the necessity of this means of transportation, the Legislature, at its Session of 1941, authorized the State Roads Commission of Maryland to acquire the Bay Ferry System from the then owners, and to issue Bonds to provide the purchase price. Accordingly, at June 1, 1941, the State Roads Commission sold \$1,200,000 State Roads Commission of Maryland Chesapeake Bay Ferry Revenue 1½% Bonds of 1941, and acquired certain properties of the Ferry Company at a cost of \$1,020,810.

The routes of the Ferry System are from Annapolis, crossing the Bay, to Matapeake, and from Romancoke, crossing the Eastern Bay, to Claiborne.

The fleet of ferry vessels consists of four boats, and are operated on frequent schedules between the several terminals.

Immediately upon acquiring and operating the Ferry System, the previous rates of tolls applicable to passengers and automobiles were reduced. All passenger fares were reduced approximately 40%, and the rates for transporting automobiles were reduced approximately 21%.

The State Roads Commission began the operation of the System on June 10, 1941.

During the first fifty-two days of operation, or during the period of time, June 10 to July 31, 1941, the total number of all transactions, including passengers, automobiles, trucks and busses, was 109,388, resulting in a gross income of \$75,061.58.

The Chesapeake Bay Ferry Revenue Bonds are secured by a Trust Indenture given by the Commission to Baltimore National Bank, Baltimore, Maryland, Trustee.