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2 County, where I live, is that some fool  
3 way back when, who didn't decide on  
4 planning on scoping committees to happen  
5 in the year 2000, decided to build houses  
6 and stuff on the right-of-ways. That  
7 could have been resolved questions. So  
8 everybody's going like, oh, there's stuff  
9 built there. Well, somebody's dumb fool  
10 of selling the property in the first  
11 place. And that kind of goes, you know,  
12 with keeping the bridge -- I remember  
13 somebody was saying across the hall there  
14 about keeping the bridge, and they said,  
15 wouldn't that be nice to turn the old flat  
16 part of the bridge into a park? And my  
17 answer to them was, well, look what they  
18 did in Piermont, put condos on it. So  
19 that was my thought about that one.

20 Take care.

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21 MR. WAITE: Next speaker, Barton  
22 Lee.

23 TZ-056T MR. LEE: Anyway, I've been a  
24 resident of this area for 33 years, and I  
25 know what they want to do with the Tappan

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Zee Bridge. I know it's structurally, you know, obsolete at this point; however, it is safe. My thoughts are, I highly suggest that the Thruway Authority and its consortium of engineers look strongly with what they did to the Old Sunshine Skyway Bridge in Florida. It actually -- it basically connects St. Petersburg with Braidontown Cooper. There are two options that they should strictly look at. The first option is if they decide to build a completely brand new bridge, they should -- let's say they want to destroy, you know, the existing Tappan Zee Bridge, they should make it like a fishing pier or a park. If anybody has been down to the Sunshine Skyway Bridge now, the bridge was completely rebuilt back in 1982 and was designed to absorb the impact of heavy freighters and large commercial boating traffic. What happened in 1980 to the Sunshine Skyway Bridge, as many people probably know, a big oil tanker, I don't know if it was an oil tanker, but it was a

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large freighter, went into the bridge,  
destroyed most of the bridge, and 55  
people were -- died. I don't know if the  
Hudson River takes that kind of traffic  
in; however, they should basically design  
some kind of bridge that would absorb some  
kind of impact, just in case that ever  
happens in the future. I hope, God  
forbid, it never does.

The second thing that they should  
look at is what they did to the Howard  
Franklin Bridge. Now, this is another  
bridge in the Tampa Bay area. It connects  
Tampa with St. Petersburg. It's known as  
I-275. When the Howard Franklin Bridge  
was built back in 1971, I believe, it was  
a four lane bridge, and there was some  
structural concerns about it. Many years  
later, in 19 -- I think it was 1996 --  
actually, it's earlier than that -- 1994  
what they did was they took the existing  
portion of the Howard Franklin Bridge and  
added on six lanes next to it. So now  
what you have is a four -- it's actually

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an eight lane bridge, with shoulders on each side. Now, I've been down there recently, and I noticed it, and I just can't believe what they did. They really did a good job with it. So those are two bridges that the Thruway Authority should highly consider if they design that they basically totally modify the existing Tappan Zee Bridge, destroy it or what have you.

I don't think a tunnel is actually practical at this point. It's only a three mile span of, you know, water in the middle there. So I don't think a tunnel is actually going to be that practical. It's not like it's the Chesapeake Bay Bridge Tunnel, where it's about 14 miles long.

Those are my views and concerns. I do know that White Plains is like a megatropoulous of Metro-North branching all these different rail lines into one. As a New Jersey resident, the Secaucus Transfer Project will be implemented in

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wintertime, I think that is actually Labor Day they're going to be opening it up for weekend service, which I think is great. But 25, 30 years from now, when I'll be in my mid-Sixties, you know, I would like to rely on the train instead of myself hopping in a car and going across the Tappan Zee. I prefer rail transportation versus driving, especially if I ever had to commute to White Plains, what have you. So definitely a rail combination with vehicles going across the bridge is an excellent idea. And I feel that they should over engineer this bridge, this new bridge, whatever they decide to do, just in case if they want to, you know, think about different aspects 60 years from now. You know, do they -- so they wouldn't decide to basically knock down like an existing bridge. Basically the George Washington Bridge was over engineered. I think it was designed to accommodate four or five different levels of train and vehicular traffic.

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2 So those are my thoughts. And  
3 that's all I have to say. And I thank you  
4 very much for letting me speak.

5 MS. FITZPATRICK: Anyone else like  
6 to speak?

7 (No response given.)

8 MR. WAITE: We have no more speaker  
9 cards.

10 MS. FITZPATRICK: No further speaker  
11 cards.

12 MR. WAITE: So we'll be here until  
13 9:00, but, again, if you want to go visit  
14 our boards or have another cookie.

15 I just want to formally announce  
16 that this concludes the scoping session  
17 for tonight.

18 Thank you all for participating.

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