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Public Comments

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(The following comment was made by

TZB-010T

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MR. FRANK AULICINO, 17 Fieldcrest Road,

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Tuckahoe, New York 10707.)

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MR. AULICINO: This is my theory and my

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feelings. The bridge or a new bridge should

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be built south in Yonkers at Ashburton Avenue

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as it comes into the river.

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The infrastructure is there. It's been

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there for many, many years. The Palisades

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Parkway on the western end of the river would

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connect with the Thruway now, 87. It's two

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lanes each way with a huge, huge center mall

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and adjacent property on each side so from

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the Tappan Zee Bridge to Yonkers, very easily

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made into six lanes; three lanes south, three

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lanes north.

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The bridge would connect at Ashburton

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Avenue high enough so ships could go under

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it. And it would come into Ashburton Avenue

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at the North Broadway height.

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At that point, it would tunnel under

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Ashburton Avenue. Or you could remove all of

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the houses on the south side of Ashburton

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Avenue. There's only probably 10 or 12 old,

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old tenements. There's nothing structurally important or, would you say, old that they want to save it.

NRS. AULICINO: Historical.

MR. AULICINO: Now it would come out again on Ashburton Avenue 15 to 18 feet above Saw Mill River Road and Nepperhan Avenue. There it would cross and stay above the cemetery. And there's a big rock mountain behind that. That would be taken out. And it would now connect to Saw Mill River Road, Rumsey Road Interchange, and Cross County Parkway.

Now, the Cross County Parkway at that point is approximately eight lanes wide; three coming west and five going east. So the truck traffic would stay on that Cross County Parkway to the New York Thruway and get on the Thruway going south or north. Trucks coming south that don't want to go to the Thruway would come down Saw Mill River Road to the Mosholu Parkway and there connect to 95 south.

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Again, the property on the west side of that is all owned by Tibbets Park and it's the old railroad bed property from the Westchester-Putnam Railroad, so you're not moving any families and you're not buying any land.

And I think that would save a fortune in building the bridge since it's half the width or length at the Tappan Zee.

I would say that renovating the Tappan Zee is part of this, but it doesn't need a second bridge at the Tappan Zee. The second bridge would be down in Yonkers and that would alleviate, I would say, 50 percent of the traffic off the Tappan Zee both ways.

Building on the Tappan Zee is the most expensive area since that's the widest point of the river.

