

**TZB-069E**

Mr. Anderson

Whatever the final form the new bridge takes, you should design so as it can be assembled in large segments or units, as is done worldwide in many other major bridge projects I have seen. Such a procedure is time saver over the old way of building one piece at a time.

Also, for long term maintenance savings all exposed steel should be dipped or hot sprayed galvanized and/or electrically connected as per the sacrificial anode/cathode system.

After all every steel ship from super carriers and super tankers on down will have this system in place to protect the steel hull, so why would it not work for a bridge?

Thank you

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