

**TZB-001E**

**From:** David Smith [drstms@yahoo.com]

**Sent:** Wednesday, February 20, 2008 6:15 PM

**To:** tzbsite@dot.state.ny.us

**Subject:** A suggestion

Hi,

My name is David Smith and I live in Nyack, NY. I have heard a lot of controversy over the proposed changes to the bridge, and a lot of comments about the current situation. I have crossed the bridge many times and I would like to make a suggestion.

Since the current bridge was designed and built well for the time it was built, I suggest that it be allowed to serve out its useful life, however long that is. However, in order to improve the capabilities and reliability of the corridor, I would like to suggest that one new structure be built with four mass transit lanes (2 bus outside 2 rail) on the lower level and six automotive lanes, with shoulders, on the top level. It would allow for four lanes of typical use with expansion and adjustability as traffic dictates.

This plan would allow for northbound traffic to travel on the new structure, while southbound traffic, pedestrian and bicycle traffic could travel on the old structure. It would also allow for bi-directional traffic on either bridge, if one is closed for emergency reasons. Traffic could also be allowed to travel using four lanes northbound and two lanes southbound on the new bridge, with two southbound lanes using the old structure, during rehabilitation of the old structure. Since the new bridge will be upstream, any protective structures for prevention of debris and ice damage would be beneficial to the old bridge as well.

While this plan may seem more expensive in some ways, it does make the corridor more reliable while minimizing cost, and allowing for the old structure to be replaced whenever its useful life is actually reached. During the meantime, new technologies and other beneficial building techniques may lead to an even more reliable and safe corridor.

When the time comes for the old bridge to be replaced, three lanes, plus shoulders, in each direction, and mass transit beneath, would make the corridor traffic inconveniences more tolerable.

Thank you for your consideration of this suggestion,  
David R. Smith  
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