

Current Folder: INBOX

[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)[Sign Out](#)  
SquirrelMail[Message List](#) | [Delete](#)[Previous](#) | [Next](#)[Forward](#) | [Forward as Attachment](#) | [Reply](#) | [Reply All](#)

**Subject:** Re: HELP  
**From:** "Doug & Carol" <McKown5@softhome.net>  
**Date:** Mon, August 16, 2004 10:31 pm  
**To:** dreeb@albany.edu  
**Priority:** Normal  
**Options:** [View Full Header](#) | [View Printable Version](#)

Don -

Sorry to be late getting back. I was on vacation and am just now catching up on e-mail. I've got another meeting tomorrow night, so I won't be able to make a meeting then.

As for your proposed letter, I think there are a number of inaccuracies in what you're describing, unless the information currently on the Thruway website is not up-to-date. My understanding is that the 'Two Barrier' concept would work like this:

"Imagine that all the 'ticket' distribution booths and toll collection booths were removed at exits 23, 24, 25, and 25A, with the exception of southbound traffic exiting at 23 and westbound traffic exiting at 25. The entrance and exit ramps would remain as they are but the booths would be removed and you wouldn't have to stop. The Thruway would still connect to the Northway and the eastern portion of I-90 just as it presently does, but there would be no toll booths at exit 24. This would be of enormous benefit to our area - no traffic tie-ups at toll booths, no added accidents or air pollution from cars idling at toll booths. But to safeguard Thruway revenue the planners had to propose a reworking of the tolls.

Long distance travelers - those beginning or ending their trip outside of the 23 to 25A span - would encounter either one or both of the two new 'mainline barriers' on their trip. These are the two barriers for which the plan is named, one just west of exit 25A, the other just south of exit 23. When passing through one of these barriers going INTO the 23 to 25A span a traveler pays a toll equal to what they would currently pay if they traveled from their starting point to exit 24. When passing through one of these barriers going OUT OF the 23 to 25A span a traveler gets a ticket which, in effect, shows that they began their trip at exit 24. So a traveler passing through (i.e. neither entering nor exiting in the 23 to 25A span) would pass through both barriers. For these travelers the total toll would be no different than it is today, but it would be paid in two installments - one installment for their trip from their point of origin to exit 24, the second for their trip from exit 24 to their destination.

Commuters - those entering AND exiting within the 23 to 25A span - would not get a Thruway "ticket" at all. The basic idea is that most commuter traffic either begins or ends their trip at exit 24. Commuters who begin their day by getting on the Thruway at exit 24 will pay a round trip toll in the morning when they exit - either at exit 23 (going south) or at exit 25 (going west). Those that begin their day by getting on the Thruway either at either exit 23 or exit 25 will pay a round trip toll at the end of the day when they return home. No tolls will be collected at exit 24. The trip between exit 25A and exit 24 would continue to be free as it is now.

Because commuters don't have to stop to pick up a ticket when they get on the Thruway, and because they pay a round trip toll when they exit (either at 23 or 25), commuters that stay within these four exits would have one stop rather than four in their daily round trip - a huge savings in time."

Current Folder: INBOX

[Compose](#) [Addresses](#) [Folders](#) [Options](#) [Search](#) [Help](#)[Sign Out](#)  
SquirrelMail[Message List](#) | [Delete](#)[Previous](#) | [Next](#)[Forward](#) | [Forward as Attachment](#) | [Reply](#) | [Reply All](#)

**Subject:** Re: HELP  
**From:** "Doug & Carol" <McKown5@softhome.net>  
**Date:** Tue, August 17, 2004 12:19 am  
**To:** dreeb@albany.edu  
**Priority:** Normal  
**Options:** [View Full Header](#) | [View Printable Version](#)

Don -

I found a few typo's and some clumsy language in that write-up I sent earlier. Here is a cleaner version:

"Imagine that all the ticket distribution booths and toll collection booths were removed at exits 23, 24, 25, and 25A, with the exception of toll booths for southbound traffic exiting at 23 and westbound traffic exiting at 25. The entrance and exit ramps would remain as they are but the booths would be removed and you wouldn't have to stop. Now add two new barriers on the Thruway mainline, one just west of exit 25A, the other just south of exit 23. These are the 'mainline barriers' for which the plan is named.

The Thruway would still connect to the Northway and the eastern portion of I-90 just as it presently does, but there would be no booths of any kind at exit 24. This would be of enormous benefit to our area - no traffic tie-ups at toll booths, no added accidents or air pollution from cars idling at toll booths. But to safeguard Thruway revenue the planners had to propose a reworking of the tolls.

Long distance travelers - those beginning or ending their trip outside of the 23 to 25A span - would encounter one or both of two new mainline barriers on their trip. When passing through one of these barriers going INTO the 23 to 25A span a traveler would surrender their Thruway ticket and pay a toll equal to what they would currently pay if they traveled from their starting point to exit 24. When passing through one of these barriers going OUT OF the 23 to 25A span a traveler would pick up a Thruway ticket which, in effect, shows that they began their trip at exit 24. So a 'straight-through' traveler (i.e. neither entering nor exiting in the 23 to 25A span) would pass through both mainline barriers. For these travelers the total toll would be no different than it is today, but it would be paid in two installments - one installment for the trip from their point of origin to exit 24, the second for the trip from exit 24 to their destination.

Commuters - those entering AND exiting within the 23 to 25A span - would not get a Thruway "ticket" at all. The basic idea is that most commuter traffic either begins or ends each leg of their commute at exit 24. Commuters who begin their day by getting on the Thruway at exit 24 will pay a round trip toll in the morning when they exit the Thruway - either at exit 23 (going south) or at exit 25 (going west). Those that begin their day by getting on the Thruway either at either exit 23 or exit 25 will pay a round trip toll at the end of the day when they return to their home exit. No tolls will be collected at exit 24. The trip between exit 25A and exit 24 would continue to be free as it is now.

Because commuters don't have to stop to pick up a ticket when they get on the Thruway and because they pay a round trip toll only once a day when they exit the Thruway (either at 23 or 25), they have one stop rather than four in their daily round trip - a huge savings in time."

[Take Address](#)