



Howard P. Milstein
Chairman

New York State Thruway Authority
New York State Canal Corporation

200 Southern Boulevard, Post Office Box 189
Albany, New York 12201-0189

www.thruway.ny.gov

(518) 436-2700



Thomas J. Madison, Jr.
Executive Director

January 4, 2013

Re: NYSDOS No. F-2012-0135

New NY Bridge Project (formerly known as the Tappan Zee Hudson River Crossing Project) Supplement to the March 26, 2012 Coastal Zone Consistency Documents: Revised Design Drawings and Coastal Zone Policy Re-evaluation

Dear Mr. Zappieri:

On behalf of the New York State Thruway Authority (NYSTA), attached is supplemental information for the New NY Bridge Project (formerly known as the Tappan Zee Hudson River Crossing Project). The attached Coastal Zone Policy Re-evaluation supersedes the analysis included under cover of the December 17, 2012 Supplement to the March 26, 2012 Joint Permit Application. Since the December 17, 2012 submission, the design plans have been refined. The differences between the design plans submitted in the December 17, 2012 submission and those included under cover of this letter include the following:

- The bulkhead design, as shown on Sheet 7 of 15, has been revised to eliminate any fill.
- The Permanent North Dock shown on Sheet 7 of 15 has been reduced to 106,435 square feet (2.44 acres) from 150,000 square feet (3.44 acres), as shown on previous drawings.
- The Temporary Rockland County Trestle deck totals have been recalculated to reflect 144,140 square feet (3.31 acres). This includes the area that will become the Temporary North Trestle (88,440 square feet [2.03 acres]), the Temporary Walkway (5,700 square feet [0.13 acres]), and the Temporary South Trestle (50,000 square feet [1.15 acres]). This total area represents an increase of 2.48 acres of temporary overwater coverage from the area shown on the previous drawings. Although the total overwater platform coverage would be more than the previous drawings, the revised design is less than what was originally estimated for the Replacement Bridge Alternative as presented in the July 2012 Final Environmental Impact Statement (FEIS). The total overwater platform acreage for both temporary and permanent platforms combined has been reduced to 9.13 acres from 12.57 acres as identified in the FEIS.

- The Temporary Rockland Bridge Staging Area dock remains the same as identified in the previous drawings.
- The Temporary Westchester North and South Trestle acreages remain the same as identified in the previous drawings.
- The amount of armoring has been reduced from the volume that was presented on previous drawings. As shown on Sheet 10 of 15, the armoring volume has been reduced to 0.36 million cubic yards from the 0.65 acres shown in the previous drawings and the 0.53 to 0.56 million cubic yards required for the Replacement Bridge Alternative evaluated in the FEIS.

The revised selected design is within the scope of analysis (Long Span vs. Short Span Options) presented in the FEIS, and therefore, environmental impacts would be generally the same. Similarly, the selected design is consistent with the New York State Coastal Management Program policies. As such, there are no changes to the forms submitted to NYSDOS in March 2012.

Attached you will find the revised NYSDOS Coastal Zone Re-evaluation, which reflects minor changes in the impacts numbers as a result of refinements to the design. All changes since the December 17, 2012 submission have been double underlined for your convenience. The abovementioned attachments are also being submitted to the New York State Department of Environmental Conservation (NYSDEC) as a supplement to the Joint Permit Application of March 26, 2012.

We respectfully request NYSDOS's review of the supplemental documents and consistency concurrence for the project. Should you have any questions or require additional information, please do not hesitate to contact me at Elizabeth.Novak@thruway.ny.gov or (518) 436-3190.

Sincerely,



Elizabeth Novak

Mr. Jeff Zappieri
Supervisor of Consistency Review
New York State Department of State
99 Washington Avenue, Suite 1010
Albany, NY 12231-0001

Attachments:

Attachment 1: Engineering Drawings

Attachment 2: NYSDOS Coastal Zone Re-evaluation

cc: M. Toni and J. Burns (FHWA); P. Casper and M. Shamma (NYSTA); M. Anderson and K. Edwards (NYSDOT); J. Ferguson and E. McTiernan (NYSDEC); R. Conway (AKRF); D. Paget and A. Stolorow (SPR)

List of Attachments

Attachment 1: JPA Drawings

Attachment 2: NYSDOS Coastal Zone Re-evaluation

Attachment 1: JPA Drawings

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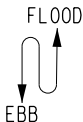
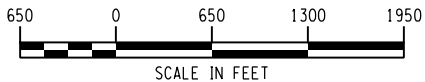
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DESIGN

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LOCATION MAP



HUDSON RIVER



WESTCHESTER COUNTY

TARRYTOWN
RAILROAD STATION

5

PIERSON
PARK

15

14

LOSEE
PARK

16

1

17

18

19

TARRYTOWN

WASHINGTON
IRVING GARDENS

20

IRVINGTON

21

22

87

287

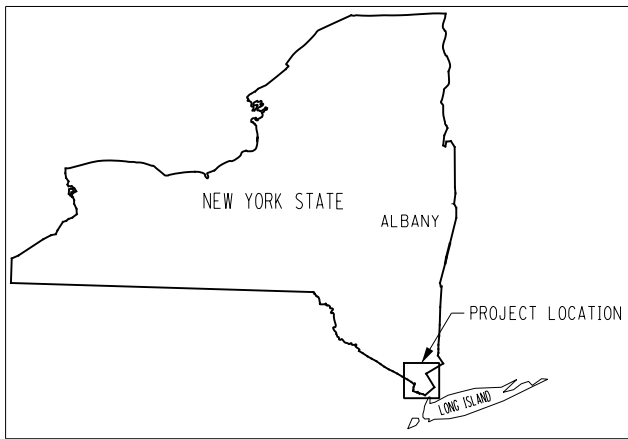
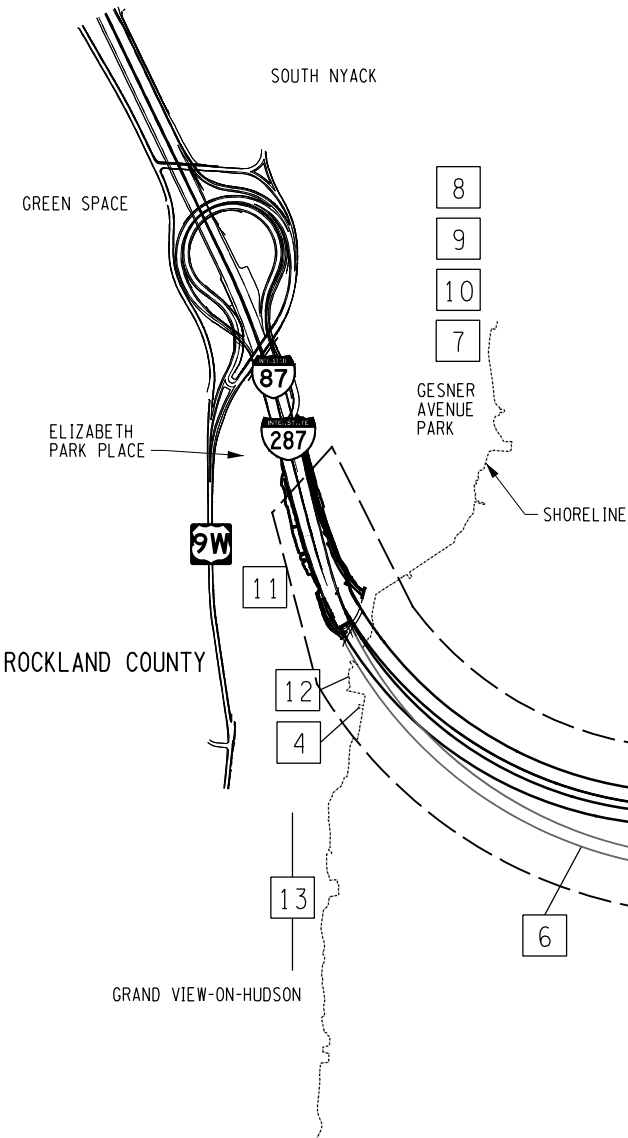
2

23

24

3

LYNDHURST



HISTORICAL STRUCTURES

NATIONAL HISTORICAL LANDMARK

- 1 OLD CROTON AQUEDUCT
- 2 LYNDHURST
- 3 SUNNYSIDE

S/NRHP LISTED

- 4 WAYSIDE CHAPEL
- 5 TARRYTOWN LIGHTHOUSE

POTENTIAL S/NRHP ELIGIBLE

- 6 TAPPAN ZEE BRIDGE
- 7 SOUTH NYACK HISTORIC DISTRICT
- 8 129 PIEMONT AVENUE
- 9 135 PIEMONT AVENUE
- 10 147 PIEMONT AVENUE
- 11 2 SHADYSIDE AVENUE
- 12 10 FERRIS LANE
- 13 RIVER ROAD HISTORIC DISTRICT

- 14 TARRYTOWN SEWAGE TREATMENT PLANT
- 15 TARRYTOWN RAILROAD STATION
- 16 TAPPAN LANDING HISTORIC DISTRICT
- 17 WASHINGTON IRVING GARDENS
- 18 99 WHITE PLAINS ROAD
- 19 100 WHITE PLAINS ROAD
- 20 IRVING HISTORIC DISTRICT
- 21 HOPE UNITED PRESBYTERIAN CHURCH

- 22 GLENWOLDE PARK HISTORIC DISTRICT
- 23 NEW COUNTY PARK
- 24 SOUTH END HISTORIC DISTRICT
- 25 SHIPWRECK TARGET 001

NOTES:
1. BIRD NEST BOX TO BE RELOCATED
PER PERMIT CONDITIONS.



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DATE

TAPPAN ZEE BRIDGE

HUDSON RIVER, MILEPOINT 27

SOUTH NYACK-TARRYTOWN, NEW YORK

ROCKLAND AND WESTCHESTER COUNTIES

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

LOCATION MAP

CONTRACT NUMBER

D214134

SHEET NO. 1 OF 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION

DOCUMENT NAME:

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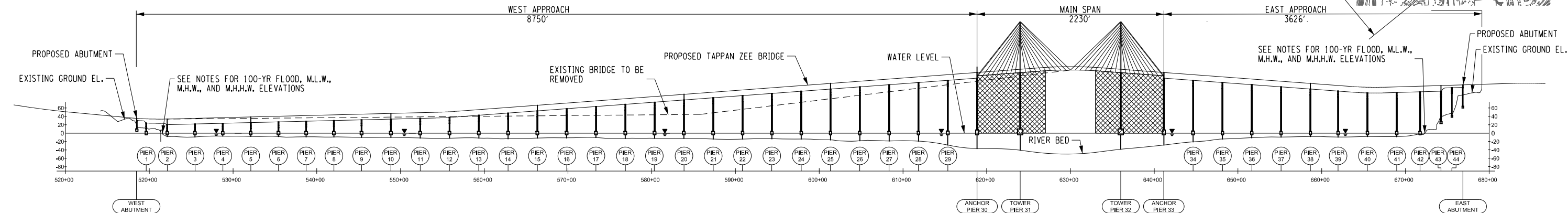
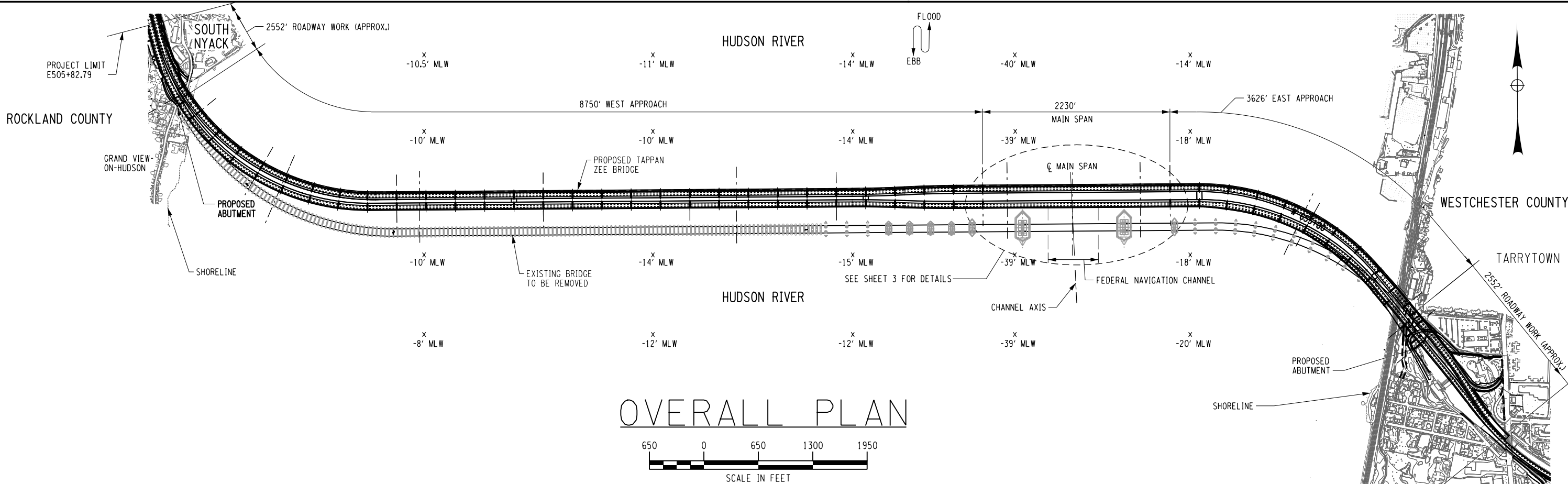
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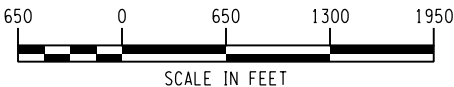
DESIGN SUPERVISOR



NOTES:

1. HORIZONTAL DATUM: NAD83
2. VERTICAL DATUM: NAVD88
3. TIDAL DATUM:
M.L.W. = EL. -1.69'
M.H.W. = EL. +1.76'
M.H.H.W. = EL. +2.02'
4. WIDTH OF APPROACH STRUCTURE: VARIES (219' TO 279')
5. WIDTH OF MAIN SPAN STRUCTURE 279'
6. FEMA MAP 100-YEAR FLOOD ELEVATION: EL. 7' NAVD88
7. REMOVE TO 2 FEET BELOW MUDLINE: ALL WOOD PILE-SUPPORTED PIERS AND CAISSON-SUPPORTED PIERS
8. REMOVE TO 2 FEET BELOW GRADE: ALL LAND-BASED PIERS AND ABUTMENTS
9. SPOT SOUNDINGS ARE BASED ON HYDROGRAPHIC SURVEY DATED JANUARY 2012, PREPARED BY S.T. HUDSON ENGINEERING.

OVERALL ELEVATION



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TAPPAN ZEE BRIDGE

HUDSON RIVER, MILEPOINT 27

SOUTH NYACK-TARRYTOWN, NEW YORK

ROCKLAND AND WESTCHESTER COUNTIES

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OVERALL PLAN AND ELEVATION

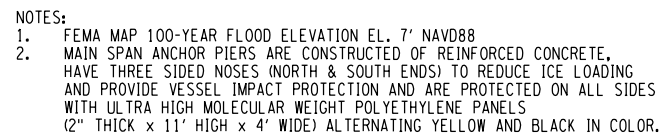
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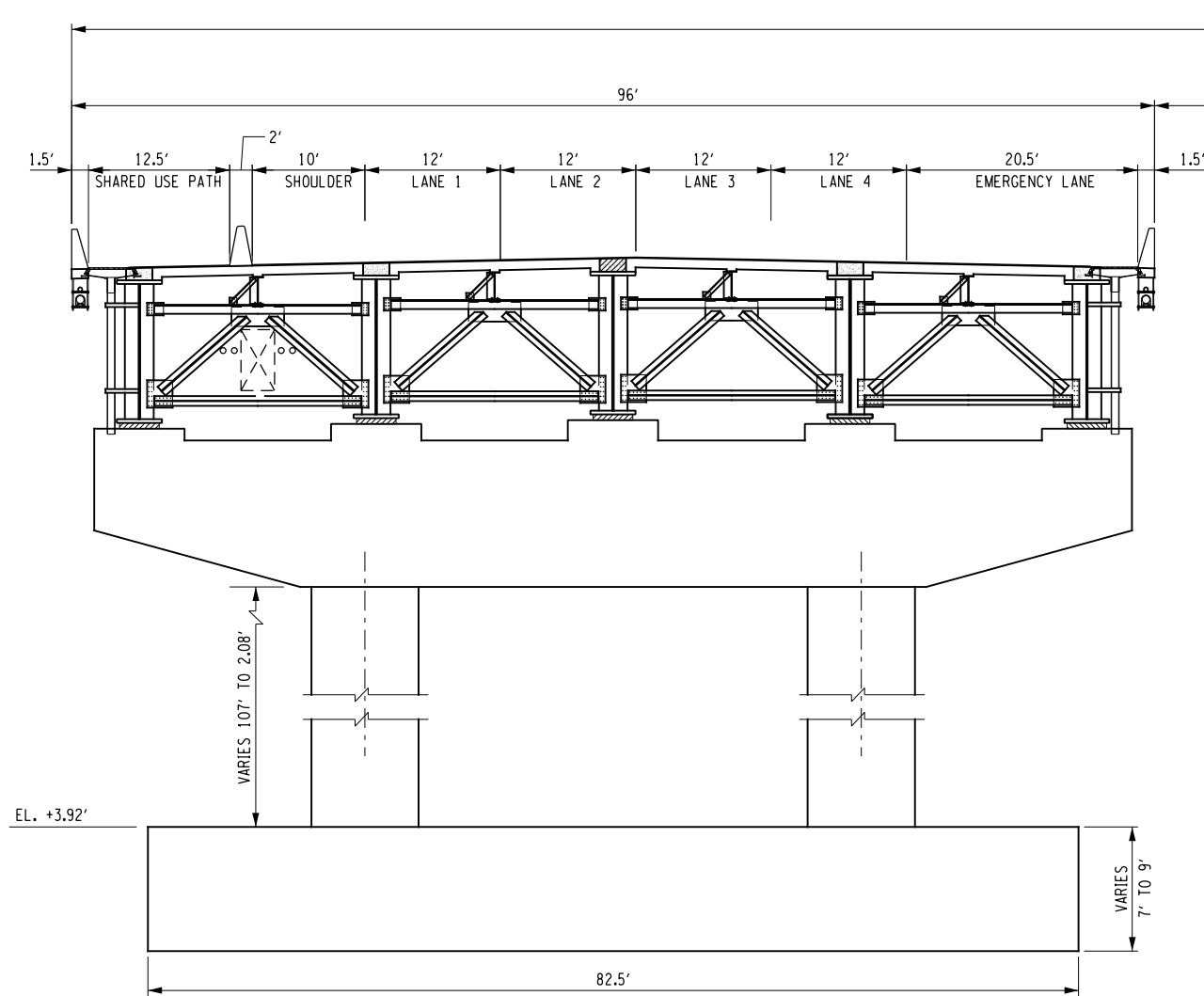
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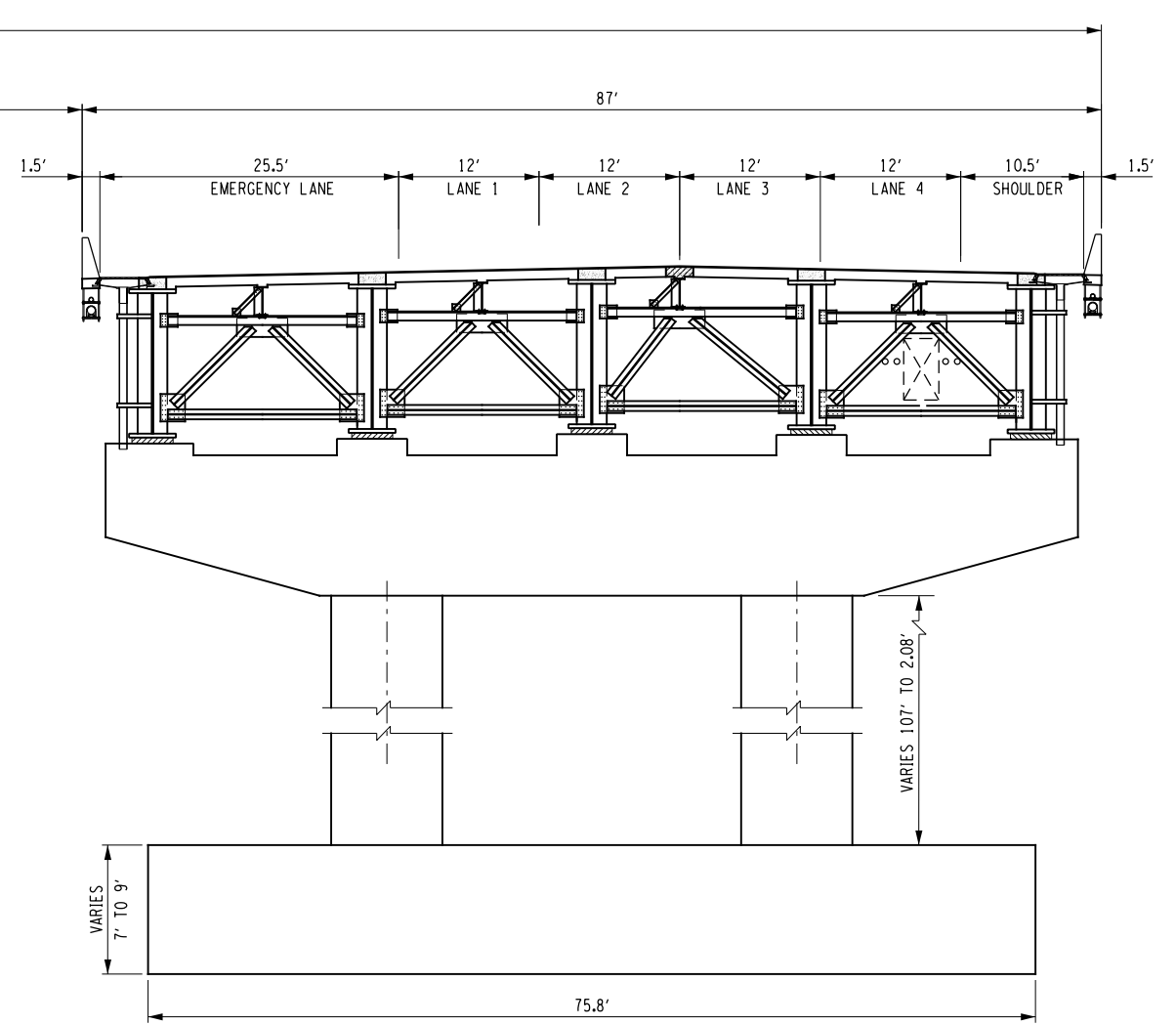
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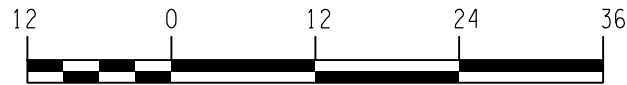


WESTBOUND



EASTBOUND

TYPICAL APPROACH ROADWAY SECTION



SCALE IN FEET



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DATE

TAPPAN ZEE BRIDGE
HUDSON RIVER, MILEPOINT 27
SOUTH NYACK-TARRYTOWN, NEW YORK
ROCKLAND AND WESTCHESTER COUNTIES

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D214134

TYPICAL ROADWAY SECTION

SHEET NO. 4 OF 15

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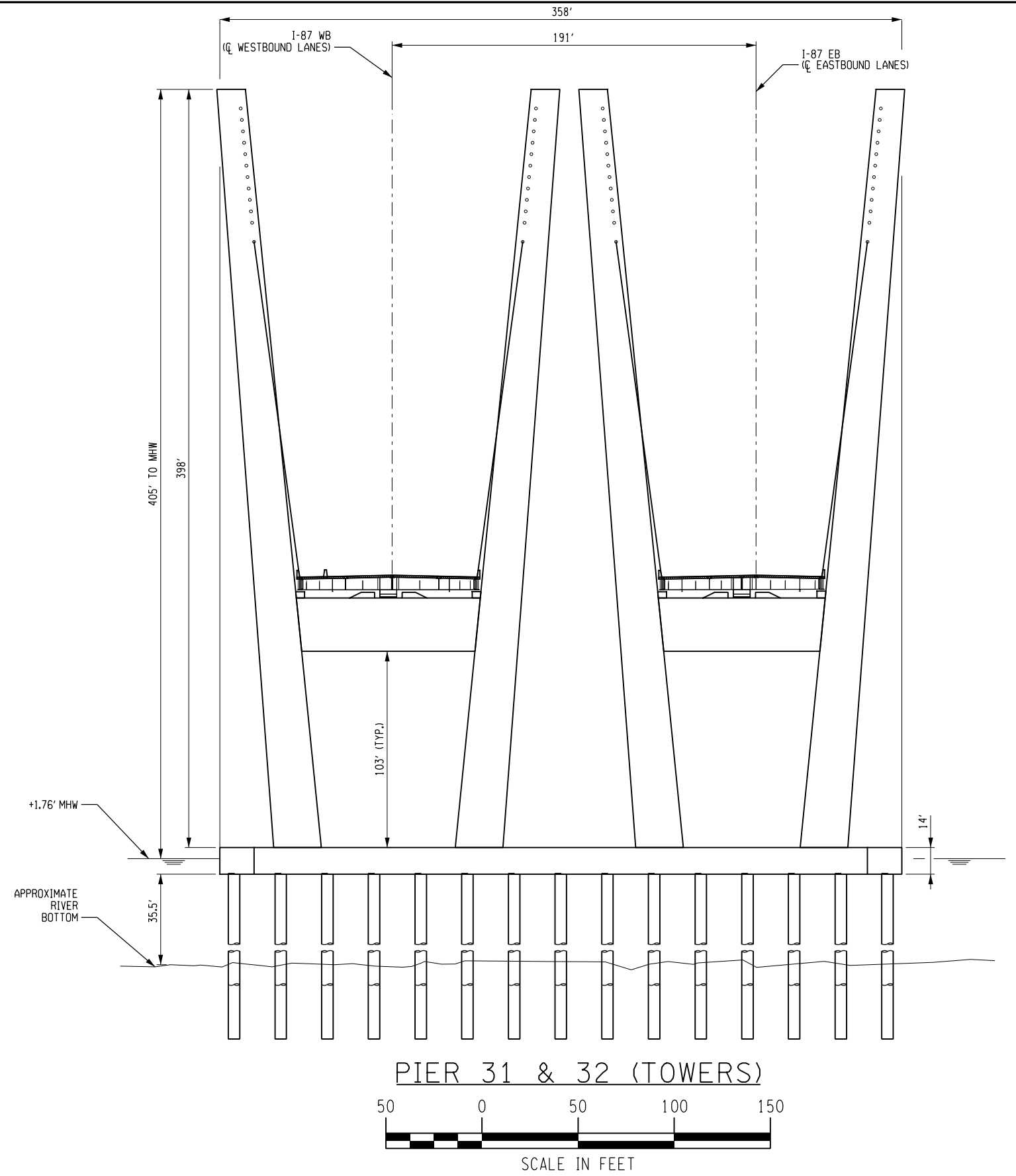
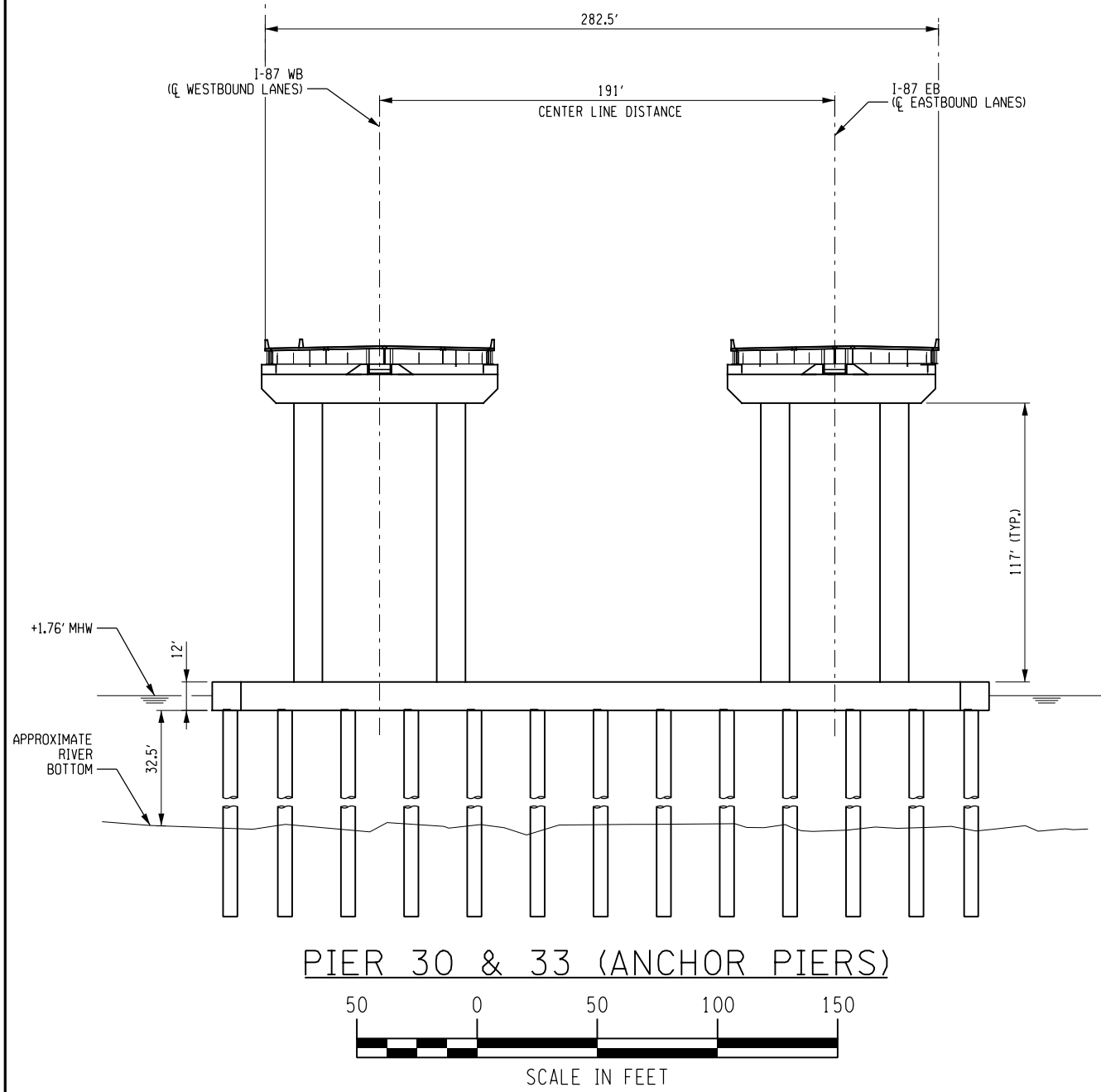
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NOTES:

1. MAIN SPAN ROADWAY AND SHOULDER DIMENSIONS ARE THE SAME DIMENSIONS AS SHOWN ON SHEET 4, TYPICAL APPROACH ROADWAY SECTIONS.



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ROCKLAND AND WESTCHESTER COUNTIES

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ANCHOR PIERS AND TOWER SECTION

CONTRACT NUMBER

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SHEET NO. 5 OF 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION
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HUDSON RIVER, MILEPOINT 27
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ROCKLAND AND WESTCHESTER COUNTIES

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LANDING OVERALL PLAN VIEW

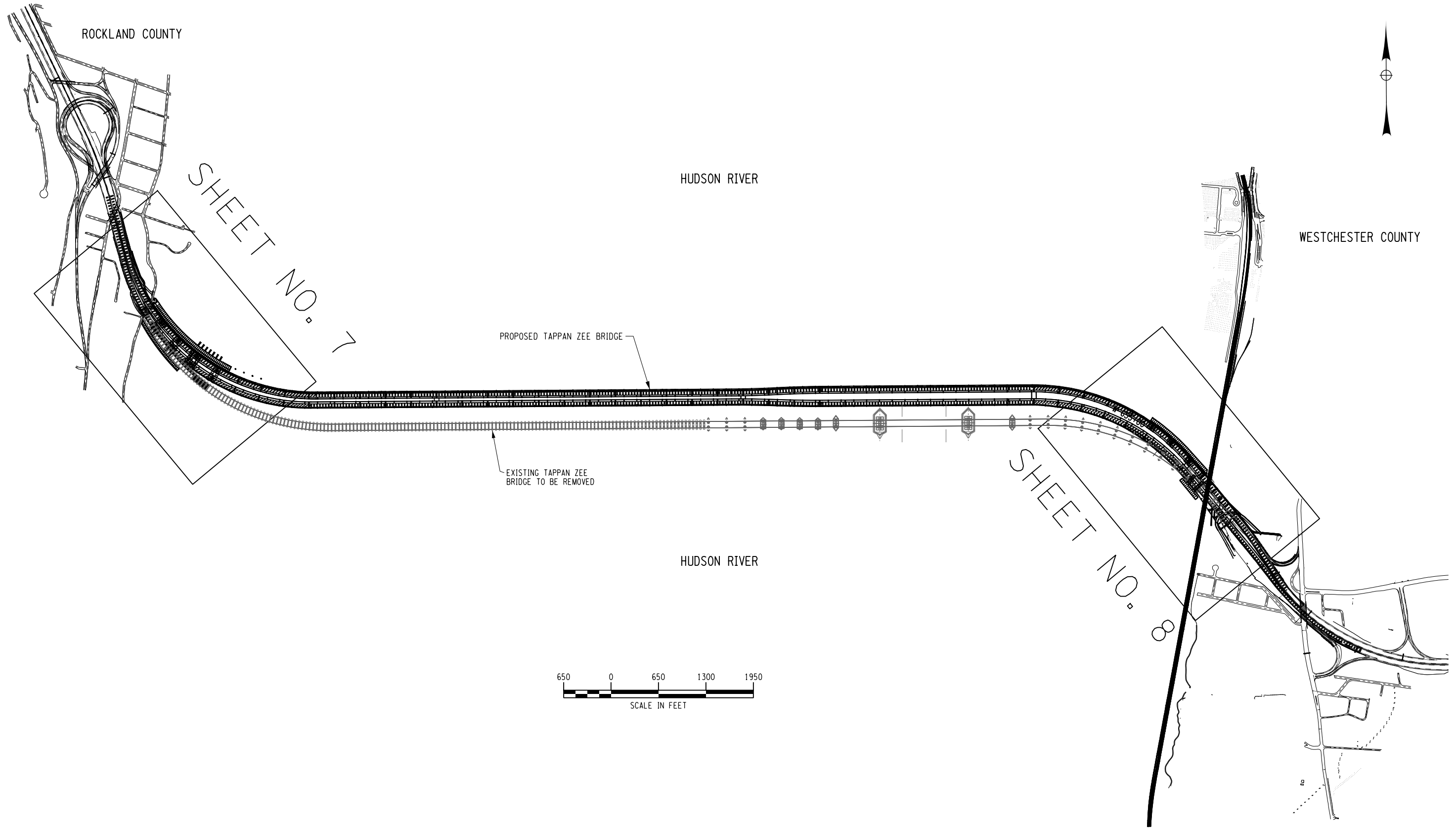
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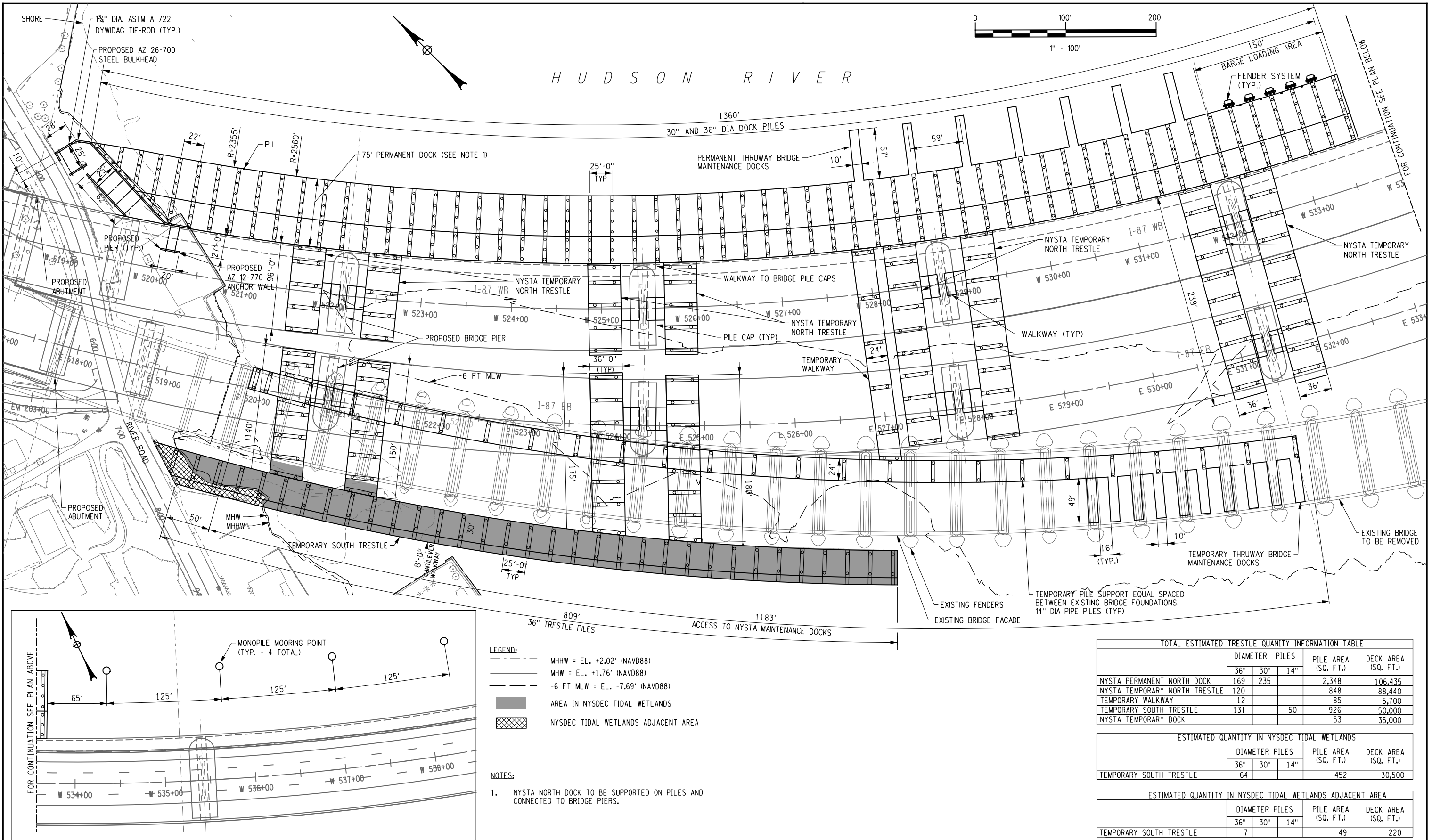
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LEGEND:

- MHHW = EL. +2.02' (NAVD88)
--- MHHW = EL. +1.76' (NAVD88)
--- -6 FT MLW = EL. -7.69' (NAVD88)
■ AREA IN NYSDEC TIDAL WETLANDS
▨ NYSDEC TIDAL WETLANDS ADJACENT AREA

NOTES:

1. NYSTA NORTH DOCK TO BE SUPPORTED ON PILES AND CONNECTED TO BRIDGE PIERS.

TOTAL ESTIMATED TRESTLE QUANTITY INFORMATION TABLE

	DIAMETER PILES			PILE AREA (SQ. FT.)	DECK AREA (SQ. FT.)
	36"	30"	14"		
NYSTA PERMANENT NORTH DOCK	169	235		2,348	106,435
NYSTA TEMPORARY NORTH TRESTLE	120			848	88,440
TEMPORARY WALKWAY	12			85	5,700
TEMPORARY SOUTH TRESTLE	131		50	926	50,000
NYSTA TEMPORARY DOCK				53	35,000

ESTIMATED QUANTITY IN NYSDEC TIDAL WETLANDS

	DIAMETER PILES			PILE AREA (SQ. FT.)	DECK AREA (SQ. FT.)
	36"	30"	14"		
TEMPORARY SOUTH TRESTLE	64			452	30,500

ESTIMATED QUANTITY IN NYSDEC TIDAL WETLANDS ADJACENT AREA

	DIAMETER PILES			PILE AREA (SQ. FT.)	DECK AREA (SQ. FT.)
	36"	30"	14"		
TEMPORARY SOUTH TRESTLE	7			49	220

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

0214134

ROCKLAND COUNTY LANDING

SHEET NO. 7 OF 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 08

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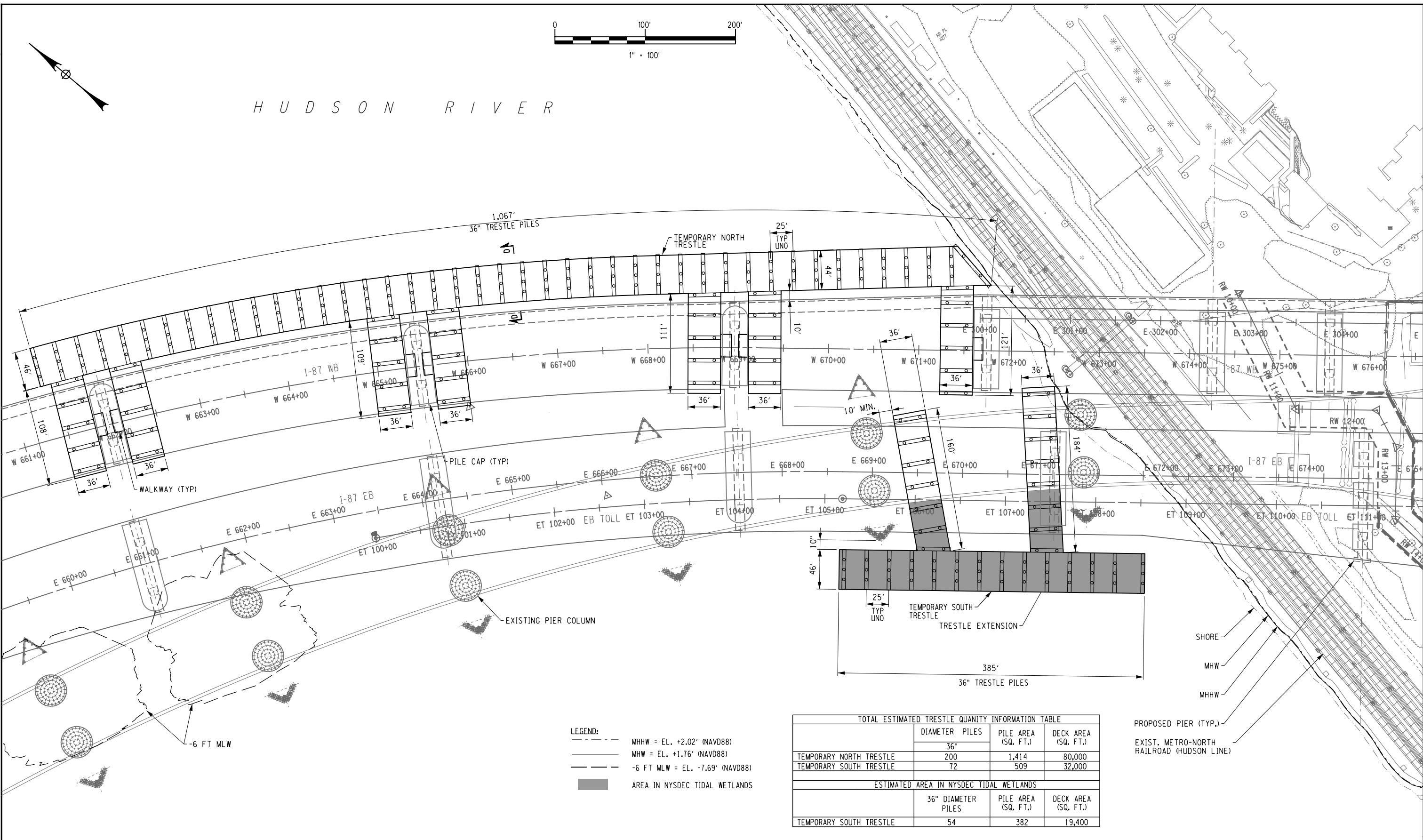
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HUDSON RIVER, MILEPOINT 27
SOUTH NYACK-TARRYTOWN, NEW YORK
ROCKLAND AND WESTCHESTER COUNTIES

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WESTCHESTER COUNTY LANDING

CONTRACT NUMBER

D214134

SHEET NO. 8 OF 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION
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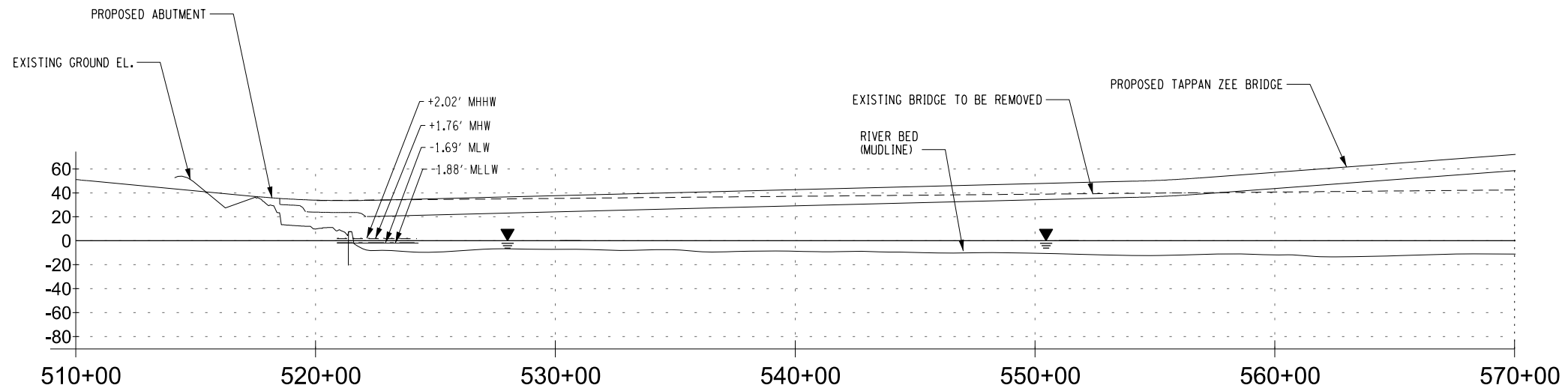
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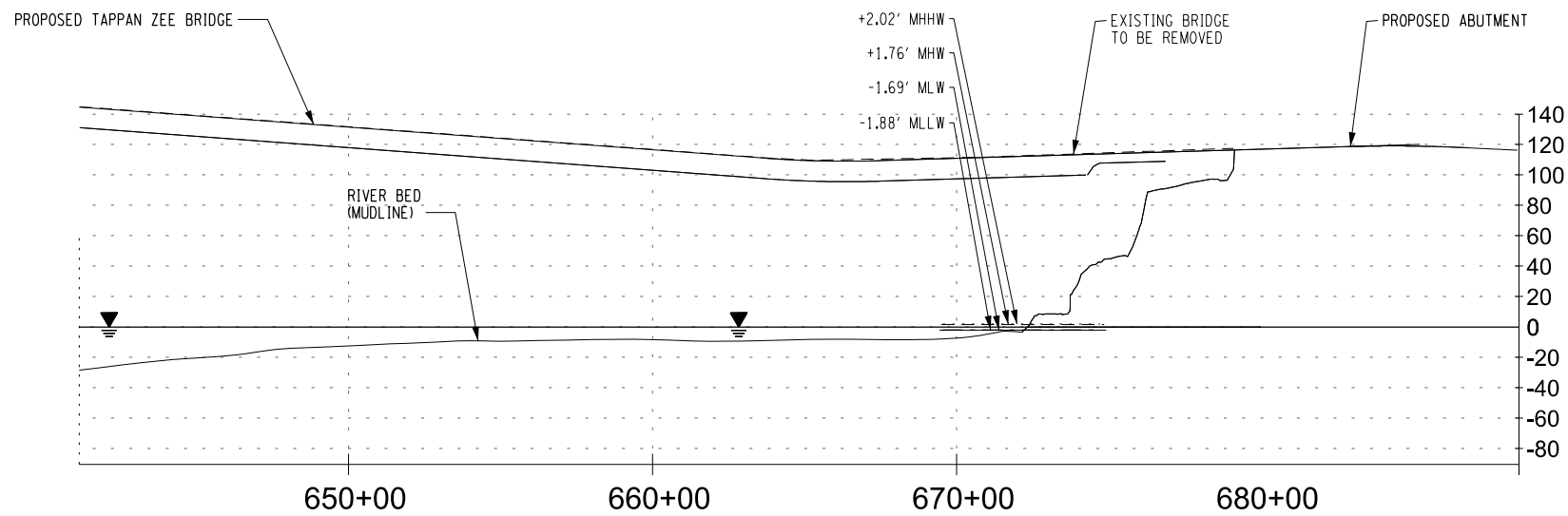
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ROCKLAND COUNTY SECTION



WESTCHESTER COUNTY SECTION



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HUDSON RIVER, MILEPOINT 27
SOUTH NYACK-TARRYTOWN, NEW YORK
ROCKLAND AND WESTCHESTER COUNTIES

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ROCKLAND AND WESTCHESTER COUNTY CROSS SECTIONS	D214134	
SHEET NO. 9 OF 15		

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION
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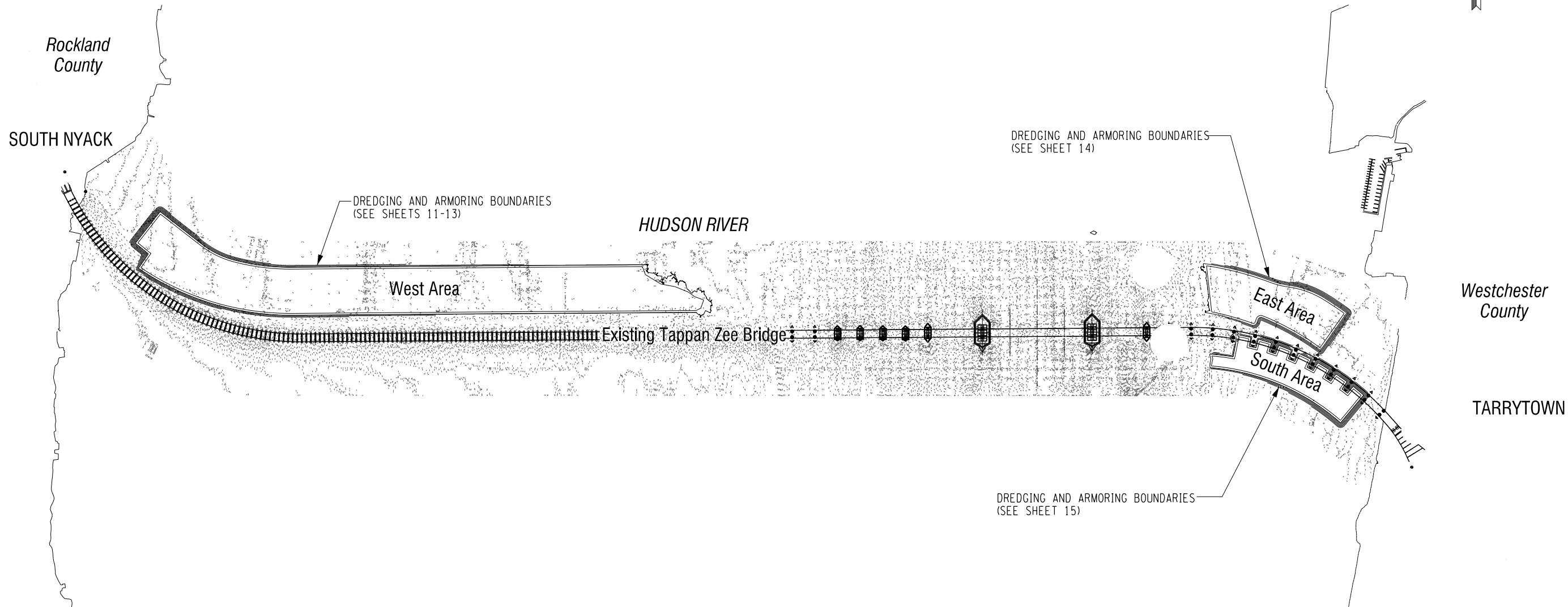
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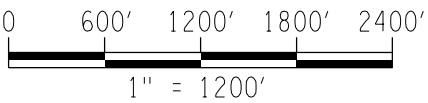
DESIGN SUPERVISOR



NOTES:

1. BASED UPON S.T. HUDSON ENGINEERS, INC. HYDROGRAPHIC SURVEY DATED JANUARY 26, 2012, SIGNED BY MR. MARK KLEIN #182 AND SIGNED AND SEALED BY MR. MICHAEL FASNACHT, NYSPE #57352.
2. AREAS IN TABLE BASED ON TOP OF SLOPE OF ACCESS CHANNEL AND ARMORING ELEVATION.

DREDGING	DEPTH AT MEAN LOWER LOW WATER (MLLW)	WEST AREA		EAST AREA		SOUTH AREA		TOTAL AREA (AC.)	TOTAL VOLUME (MCY)
		SCHEDULED DATES: AUG-OCT 2013		SCHEDULED DATES: AUG-OCT 2013		SCHEDULED DATES: AUG-OCT 2014			
		SURFACE AREA (AC.)	VOLUME (MCY)	SURFACE AREA (AC.)	VOLUME (MCY)	SURFACE AREA (AC.)	VOLUME (MCY)		
ACCESS CHANNEL	-13.0	95.3	0.52	24.1	0.16	19.1	0.13	138.5	0.81
OVERDEPTH ALLOWANCE (1FT)	-14.0		0.10		0.02		0.02		0.14
DREDGING TOTAL			0.62		0.18		0.15	138.5	0.95
ARMORING	-11.0	76.1	0.25	17.1	0.06	13.3	0.05	106.5	0.36



			TAPPAN ZEE BRIDGE		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER	
			HUDSON RIVER, MILEPOINT 27			D214134	
			SOUTH NYACK-TARRYTOWN, NEW YORK			SHEET NO. 10 OF 15	
			ROCKLAND AND WESTCHESTER COUNTIES				
SIGNATURE	DATE	PROPOSED TEMPORARY ACCESS CHANNEL DREDGING PLAN TO -13'					
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION							
DOCUMENT NAME:							

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NOTES:

1. BASED UPON S.T. HUDSON ENGINEERS, INC. HYDROGRAPHIC SURVEY DATED JANUARY 26, 2012 SIGNED BY MR. MARK KLEIN, CERTIFIED HYDROGRAPHER #182, AND SIGNED AND SEALED BY MR. MICHAEL FASNACHT, NYPSE #57352.



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DATE

TAPPAN ZEE BRIDGE

HUDSON RIVER, MILEPOINT 27

SOUTH NYACK-TARRYTOWN, NEW YORK

ROCKLAND AND WESTCHESTER COUNTIES

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

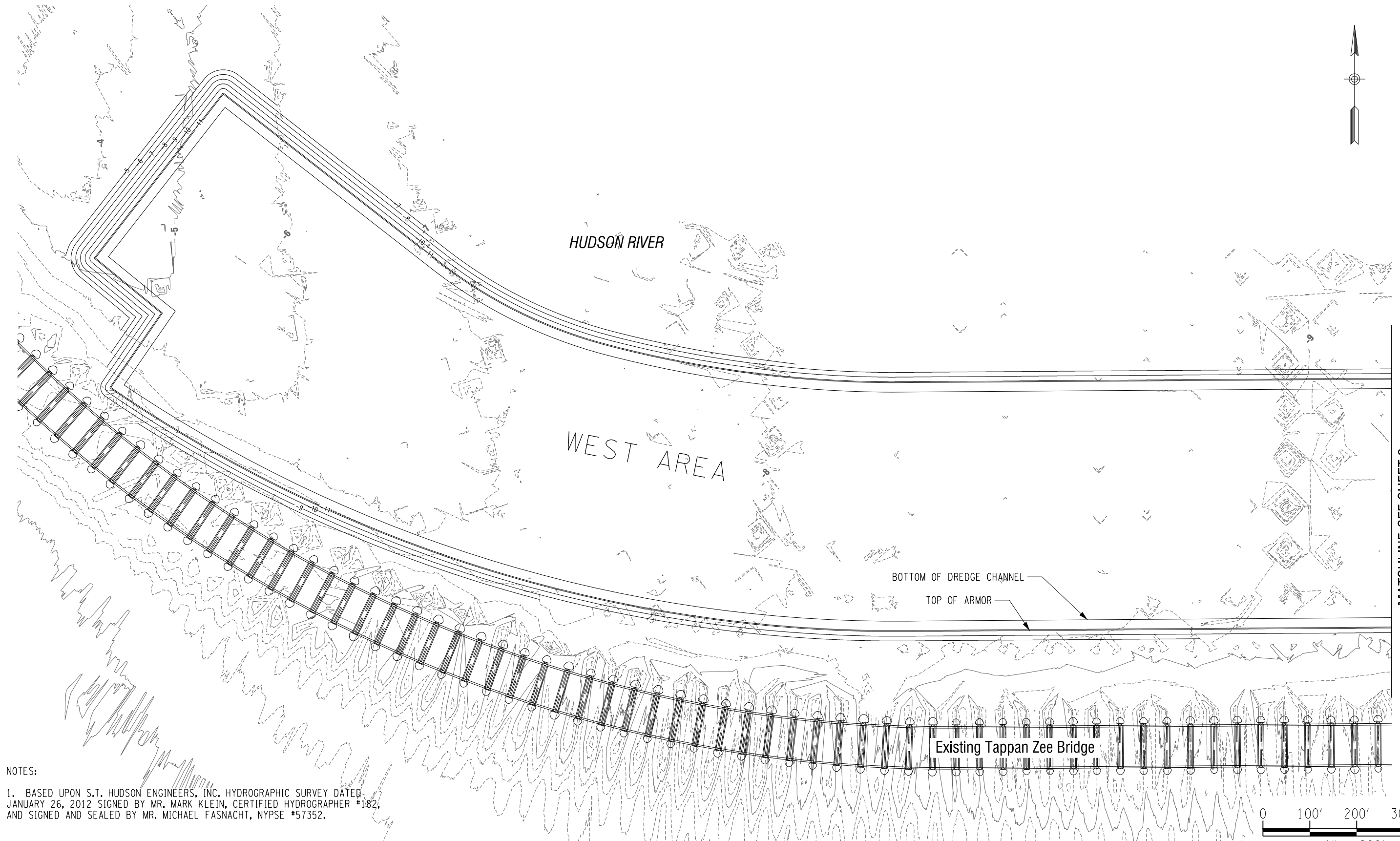
0214134

PROPOSED TEMPORARY ACCESS
CHANNEL DREDGING PLAN - WEST AREA
(STAGE 1)

SHEET NO. 11 OF 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION

DOCUMENT NAME:



MATCHLINE-SEE SHEET 3

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DESIGN

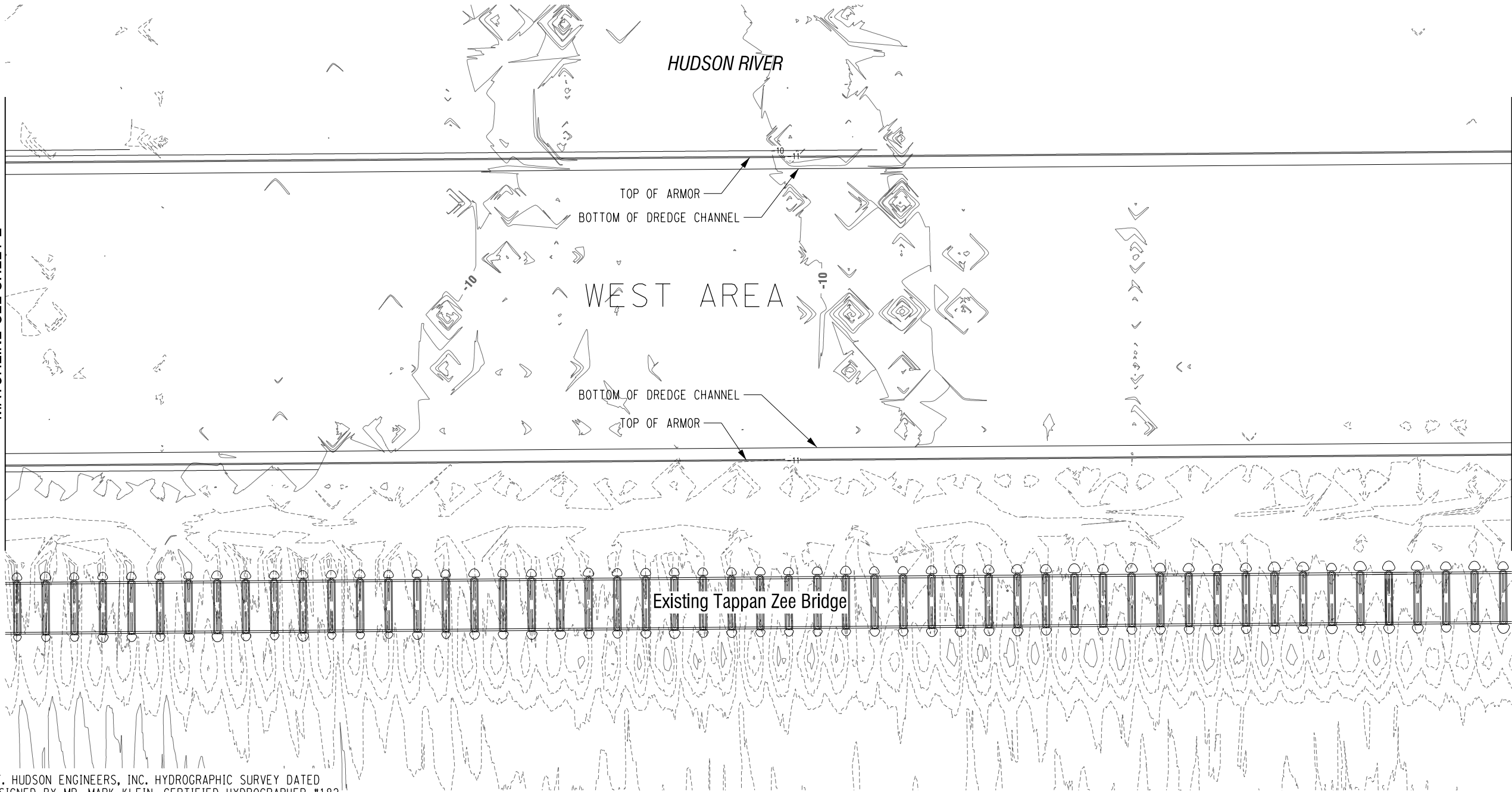
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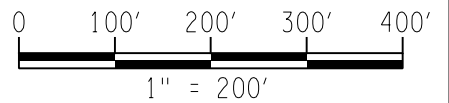
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MATCHLINE-SEE SHEET 2



NOTES:

1. BASED UPON S.T. HUDSON ENGINEERS, INC. HYDROGRAPHIC SURVEY DATED JANUARY 26, 2012 SIGNED BY MR. MARK KLEIN, CERTIFIED HYDROGRAPHER #182, AND SIGNED AND SEALED BY MR. MICHAEL FASNACHT, NYPSE #57352.



SIGNATURE	DATE	TAPPAN ZEE BRIDGE
		HUDSON RIVER, MILEPOINT 27
		SOUTH NYACK-TARRYTOWN, NEW YORK
		ROCKLAND AND WESTCHESTER COUNTIES

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER	
	0214134	
	SHEET NO. 12 OF 15	

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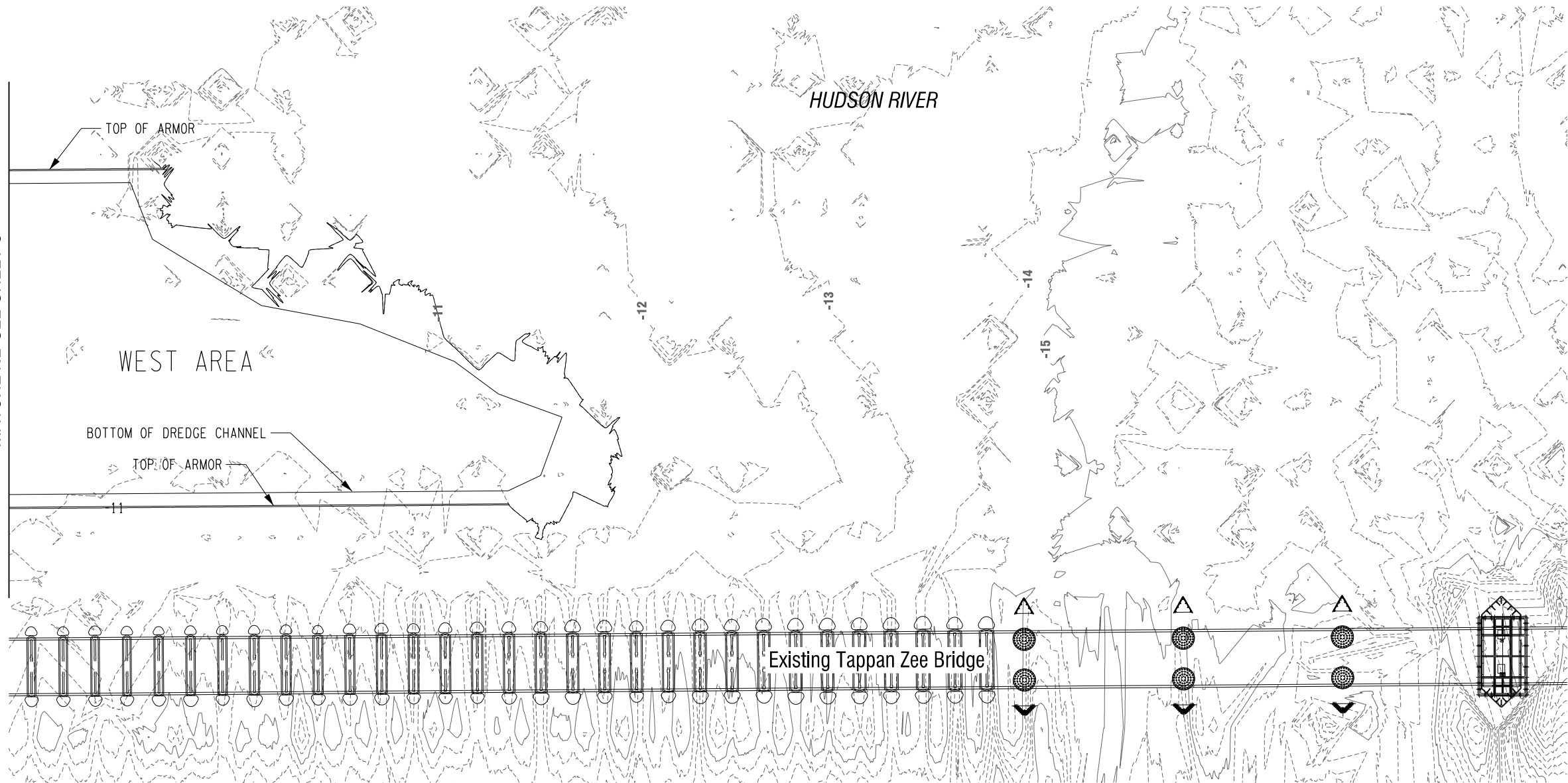
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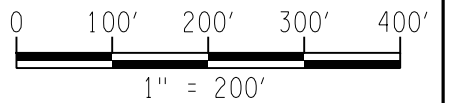
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MATCHLINE-SEE SHEET 3



NOTES:

1. BASED UPON S.T. HUDSON ENGINEERS, INC. HYDROGRAPHIC SURVEY DATED JANUARY 26, 2012 SIGNED BY MR. MARK KLEIN, CERTIFIED HYDROGRAPHER #182, AND SIGNED AND SEALED BY MR. MICHAEL FASNACHT, NYPSE #57352.



SIGNATURE

DATE

TAPPAN ZEE BRIDGE
HUDSON RIVER, MILEPOINT 27
SOUTH NYACK-TARRYTOWN, NEW YORK
ROCKLAND AND WESTCHESTER COUNTIES

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

PROPOSED TEMPORARY ACCESS
CHANNEL DREDGING PLAN - WEST AREA
(STAGE 1)

CONTRACT NUMBER

0214134

SHEET NO. 13 OF 15

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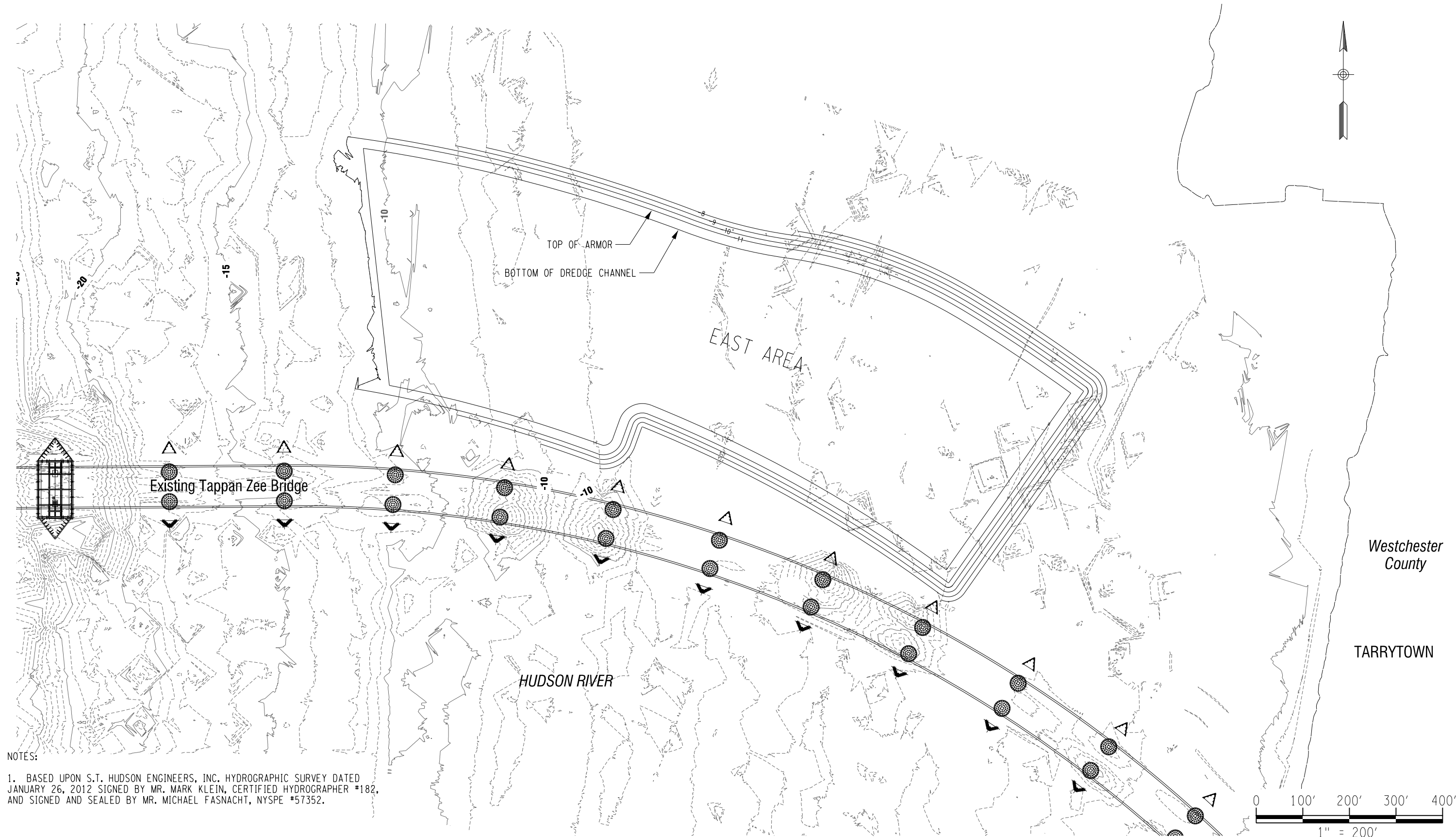
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SIGNATURE	DATE
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TAPPAN ZEE BRIDGE
HUDSON RIVER, MILEPOINT 27
SOUTH NYACK-TARRYTOWN, NEW YORK
ROCKLAND AND WESTCHESTER COUNTIES

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
PROPOSED TEMPORARY ACCESS CHANNEL DREDGING PLAN - EAST AREA (STAGE 1)	D214134
	SHEET NO. 14 OF 15

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DESIGN SUPERVISOR

JOB MANAGER

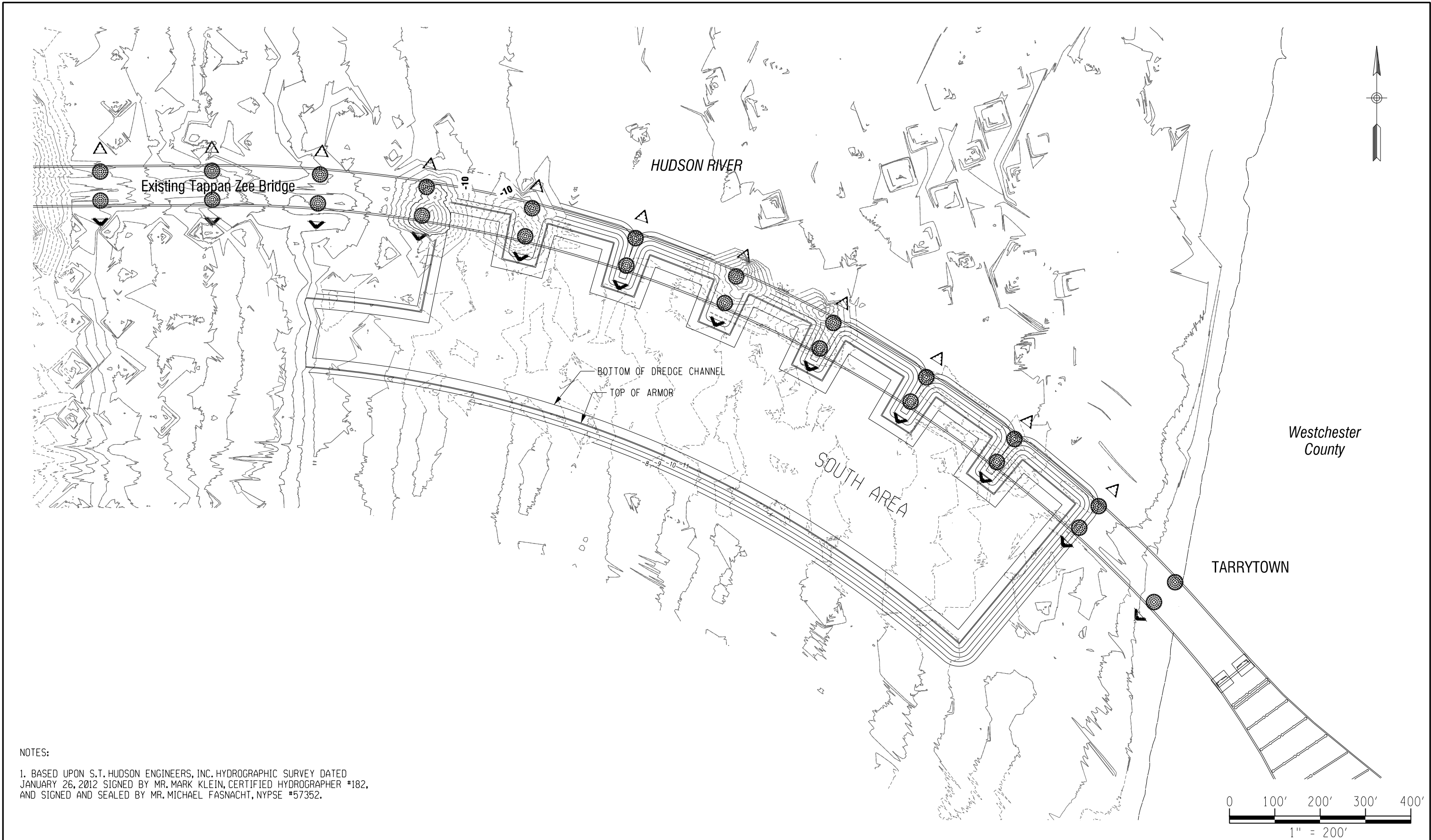
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PROJECT MANAGER



NOTES:
1. BASED UPON S.T. HUDSON ENGINEERS, INC. HYDROGRAPHIC SURVEY DATED JANUARY 26, 2012 SIGNED BY MR. MARK KLEIN, CERTIFIED HYDROGRAPHER #182, AND SIGNED AND SEALED BY MR. MICHAEL FASNACHT, NYPSE #57352.



<div>SIGNATURE</div>	<div>DATE</div>	TAPPAN ZEE BRIDGE		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER	
		HUDSON RIVER, MILEPOINT 27		D214134		
		SOUTH NYACK-TARRYTOWN, NEW YORK		SHEET NO. 15 OF 15		
		ROCKLAND AND WESTCHESTER COUNTIES				
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION						
DOCUMENT NAME:						

Attachment 2: NYSDOS Coastal Zone Re-evaluation

COASTAL ZONE POLICIES

Policy 1: *Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

The project is not intended to directly revitalize and restore underutilized waterfront areas, but the replacement bridge would not be a detriment to such revitalization efforts because it would not use any waterfront lands that have the potential for redevelopment as part of a larger economic development initiative. By replacing the existing bridge, the project would ensure that the potential for economic revitalization of the waterfront continues unimpeded by avoiding potential closure of the bridge and detrimental effects to local and regional transportation patterns. A closed bridge, or one with reduced capacity, would have the potential to limit private and public investment in the area and along the waterfront.

As discussed in Chapter 7, "Parklands and Recreational Resources", and Chapter 8, "Socioeconomic Conditions", of the FEIS, no adverse impacts would occur to the commercial and recreational uses adjacent to the bridge in Tarrytown, South Nyack, and neighboring municipalities. This conclusion is unchanged by the selected design and new information received since the approval of the FEIS and the Joint Record of Decision and State Environmental Quality Review Act Findings (Joint ROD) in September 2012. The federal channel which conveys shipping north/south beneath the Tappan Zee Bridge would remain unimpeded during construction. In addition, waterfront parks, marinas, mooring fields, and commercial/industrial businesses that currently operate in the study area would remain largely unaffected by the proposed bridge.

Therefore, the project remains consistent with Policy 1.

Policy 2: *Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.*

Nyack Policy 2A: *Preserve and retain existing water dependent uses in the coastal area.*

The original assessment that Policy 2 is not applicable to the project still stands in light of the selected design and other new information received since coastal consistency was granted by NYSDOS. The project is not related to the siting of water-dependent uses. The purpose of the project is to maintain a vital link in the regional and national transportation network. This will improve traffic congestion on the bridge and address the structural, safety, and security needs of the Hudson River crossing. Therefore, Policy 2 is not applicable to the project.

The original assessment of the project's consistency with Policy 2A is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Water dependent uses in the Village of Nyack, including the Memorial Park boat launch and additional marinas and boat facilities listed in the Village's LWRP, are located ½ mile or more from the project and would not be directly adversely affected during or after construction. However, disruptions to small craft

navigation through the construction zone can be expected during construction. The ability for boats to travel along the Hudson River would be maintained throughout the construction period. Signage and channel markers would be utilized to advise recreational boaters of preferred routes and potential dangers within the construction zone. This would be done in coordination with the U.S. Coast Guard. Upon completion of the project, navigation would be restored. The vertical and horizontal clearances of the new bridge would accommodate the same dimensions of vessels that cross beneath the existing Tappan Zee Bridge, and the project would not adversely impact vessel navigation. Therefore, the project is consistent with Nyack Policy 2A.

Policy 3: *Further develop the state's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of state public authorities, of land use and development which is essential to or in support of the waterborne transportation of cargo and people.*

The project is not located near any of the state's major ports and would not affect the waterborne transportation of cargo and people to or from the port of Albany, Buffalo, New York, Ogdensburg, or Oswego. Therefore, it remains that this policy is not applicable to the proposed project.

Policy 4: *Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.*

The applicability of this policy to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project is not related to, and would have no impact upon, traditional uses and activities of small harbors. Therefore, it remains that Policy 4 is not applicable to the proposed project.

Policy 5: *Encourage the location of development in areas where public services and facilities essential to such development are adequate.*

Sleepy Hollow Policy 5A: *Discourage the development of uses which, by reason of their demand for new community services and facilities or their imposition of burdens on existing services and facilities, would require disproportionate public cost in comparison to public benefits.*

The original assessment that Policy 5 and 5A are not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project would not extend new services into unserved areas, nor would it introduce any new residents or permanent workers to the surrounding area. Instead, it would provide benefits to local and regional populations and workforce in the form of improved operational mobility and safety. As such, the project is not related to the encouragement of development in the coastal area. Therefore, neither Policy 5 nor Sleepy Hollow Policy 5A is applicable to the proposed project.

Policy 6: *Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.*

The responsibility for implementing Policy 6 rests with the various agencies issuing the requisite permits and/or approvals. Therefore, it remains that Policy 6 is not applicable to the proposed project.

FISH AND WILDLIFE POLICIES

Policy 7: *Significant coastal fish and wildlife habitats will be protected, preserved, and, where practical, restored so as to maintain their viability as habitats.*

Nyack Policy 7A: *Protect the physical characteristics of the Hudson River along Nyack that support the varied fish populations found there.*

Sleepy Hollow Policy 7D: *The Hudson River immediately adjacent and within 1,000 feet of the Village's shoreline shall be protected, preserved, and where practical, restored so as to maintain its viability as a locally significant habitat.*

The project is not located in close proximity to any Significant Coastal Fish and Wildlife Habitats (SCFWH) and would not result in adverse impacts to SCFWH designated by the NYSDOS. The original conclusion that sediment plumes and sound levels capable of causing physical effects to fish (≥ 187 dB re $1\mu\text{Pa}^2\text{-s}$) would not enter SCFWH is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

Project construction would have lesser potential impact to fish and fish habitat than what was originally estimated in the FEIS and Biological Assessment (BA) due to less dredging volume and duration and less impact hammering under the selected design.

Therefore, it remains that the project is consistent with Policy 7, Nyack Policy 7A, and Sleepy Hollow Policy 7D.

Policy 8: *Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bioaccumulate in the food chain or which cause significant sublethal or lethal effects on those resources.*

The original conclusion that, with the implementation of stormwater management practices to treat stormwater for the landing areas, the discharge of stormwater runoff from the proposed project would not result in a net increase in pollutant loading to the Hudson River, is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

Under the selected design, there would be a lower volume and duration of dredging and fewer and smaller piles driven into the riverbed, and thus less sediment suspension during construction than what was considered in the FEIS and original Coastal Assessment Form. The amount of dredging and ~~armoring~~ required for the recommended design would be 951,000 cubic yards, which is less than what was presented in the FEIS (approximately 1.9 million cubic yards). The volume of armoring would also be reduced, with the selected design requiring 0.36 million cubic yards, which is less than the 0.56 million cubic yards analyzed in the FEIS. The duration of dredging would also be shorter—two, 3-month phases over a two year period compared with three, 3-month phases over a four year period. Increases in suspended sediment would be minimal for the construction of the selected design and within the natural range of variation of suspended sediment concentration within this portion of the river. Sediment resuspension resulting from dredging and other sediment disturbing activities would be expected to meet the Class SB turbidity standard at the edge of the mixing

zone. Resuspended sediment would dissipate shortly after the completion of the dredging activities, and would not result in adverse impacts to water quality. During the periods of in-water construction when no dredging is occurring, the limited sediment resuspension during pile driving, cofferdam installation and removal, and vessel movement would be localized, would be expected to dissipate shortly after the completion of in-water construction activity and would not result in adverse water quality impacts. For these reasons the increase in suspended sediment projected to result from dredging and other in-water sediment-disturbing construction activities, even under the worst case scenarios, and the placement of armoring within the dredged channel, would not result in adverse impacts to water quality or aquatic biota of the Hudson River.

Therefore, it remains that the project would be consistent with Policy 8.

Policy 9: *Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

Increasing access to recreational fish and wildlife resources; increasing existing stocks; or developing new resources are not components of this project. The ability for boats to travel along the Hudson River would be maintained throughout the construction period. Signage and channel markers would be utilized to advise recreational boaters of preferred routes and potential dangers within the construction zone. While some boaters, due to water craft size or power source, may experience difficulty navigating through the construction zone during this time period, this temporary disruption is not considered an adverse impact.

Therefore, it remains that the project is consistent with Policy 9.

Policy 10: *Further develop commercial finfish, shellfish and crustacean resources in the coastal area by: (i) encouraging the construction of new, or improvement of existing on shore commercial fishing facilities; (ii) increasing marketing of the state's seafood products; and (iii) maintaining adequate stocks and expanding aquaculture facilities.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Development, maintenance, or marketing of commercial fisheries are not components of the project. The loss of oyster beds is identified as an adverse impact in the FEIS, and although this impact would be reduced under the selected design, there would still be 8.08 acres of oyster beds lost. However, these oysters are not part of a commercial fishery. The project sponsor remains committed to mitigating the loss of oyster beds in coordination with NYSDEC.

Therefore, the project would be consistent with Policy 10.

FLOODING AND EROSION POLICIES

Policy 11: *Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.*

The acreage of affected floodplain on the Rockland and Westchester County sides of the project site would be slightly different under the selected design than what was analyzed in the FEIS and original Coastal Assessment Form, but the project would remain consistent with this policy.

On the Rockland County side, the selected design would increase the incursion into the 100-year floodplain from 0.3 to 0.4 acres, and decrease incursion into the 500-year floodplain from 10 to 5.6 acres. No floodplains within Westchester County would be within the project site under the original design alternative, whereas the selected design would affect 0.3 acres of 100-year floodplain and 1.2 acres of 500-year floodplain. However, these incursions into portions of the 100-year and 500-year floodplain within Rockland and Westchester Counties would not result in adverse impacts to floodplain resources or result in increased flooding of adjacent areas. Flooding in these areas is caused by coastal flooding, which is influenced by astronomic tide and meteorological forces.

Therefore, under the selected design, the project would be consistent with Policy 11.

Policy 12: *Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.*

The original assessment that Policy 12 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project would be constructed on land areas that do not include natural protective features such as beaches, dunes, barrier islands, and bluffs. Therefore, it remains that Policy 12 is not applicable.

Policy 13: *The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least 30 years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.*

This policy is not applicable to the project under the selected design.

Policy 14: *Activities and development including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.*

This policy is not applicable to the project under the selected design.

Policy 15: *Mining, excavation, or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such lands.*

Under the selected design, there would be a lower volume and duration of dredging that what was considered in the FEIS and original Coastal Assessment Form. As such, the original conclusion that dredging activities for the project would not interfere with natural coastal processes and would not increase erosion of coastal land is unchanged, and it remains that the project would be consistent with Policy 15.

Policy 16: *Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long-term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.*

Coastal erosion protective structures are not a component of the project under the selected design. Therefore, Policy 16 is not applicable.

Policy 17: *Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.*

Non-structural measures, such as the set-back of buildings, use of vegetation, etc. are not applicable to the project under the selected design, and the project would not cause shoreline erosion or increases in area flooding. Therefore, it remains that the project would be consistent with Policy 17.

GENERAL SAFEGUARDS POLICY

Policy 18: *To safeguard the vital economic, social and environmental interests of the state and its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the state has established to protect valuable coastal resource areas.*

Sleepy Hollow Policy 18A: *Protect the vital economic, social, cultural, and environmental interests of the Village in the Evaluation of any proposal for new roads, road widening or infrastructure.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project would ensure that there is a reliable transportation corridor across the Hudson River, linking I-287 and I-87, which would support both the economic and social interests of the state, the region, and adjacent communities. By maintaining this vital transportation link, the project would safeguard and promote New York State's economic, social, and environmental interests.

Under the selected design, the project would not interrupt traffic patterns in the Village of Sleepy Hollow nor adversely impact established residential or commercial character with new roadways or infrastructure.

Therefore, it remains that the project would be consistent with Policy 18 and Sleepy Hollow Policy 18A.

PUBLIC ACCESS POLICIES

Policy 19: *Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

The Hudson River is used by sail-boaters, power-boaters, and other personal watercraft users for recreational purposes. Temporary disruptions to recreational boating through the study area can be expected during the construction period for the proposed project

under the selected design, and sail boaters may be precluded from using sails while traversing through the construction zone. However, no long-term impacts to recreational boating on the Hudson River are anticipated once the proposed project is operational. The ability for boats to travel along the Hudson River would be maintained throughout the construction period. Signage and channel markers would be utilized to advise recreational boaters of preferred routes and potential dangers within the construction zone. This would be done in coordination with the U.S. Coast Guard.

Under the selected design, the replacement bridge would include a shared-use bike and pedestrian path, thereby improving the connectivity between trailways and recreational resources on either side of the Hudson River. The project would have no detrimental effect on any existing waterfront park or recreational resource.

Therefore, the project would be consistent with Policy 19.

Policy 20: *Access to publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided, and it should be provided in a manner compatible with adjoining uses.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Under the selected design, the project would still provide public access on the replacement bridge by means of a bicycle/pedestrian path that would connect to existing trails and walkways along the waterfront in both counties. This path would consist of a 4-acre, shared-use public space for pedestrians and bicyclists to cross the Hudson River. This shared-use path would increase the public's access to trail systems and bicycle routes on both sides of the Hudson River, offering new direct and on-street connections to existing systems.

New access points to the foreshore are not provided by the project, nor are they precluded from occurring in the future.

Therefore, the project would be consistent with Policy 20.

RECREATION POLICIES

Policy 21: *Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water related uses along the coast.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Under the selected design, the project would be consistent with the preservation and enhancement of other coastal resources because it would allow for the continued use of existing recreational facilities in the area. It would not diminish any existing water-dependent use or water-enhanced recreational use of the Hudson River.

The extension of RiverWalk - the shared-use path along the eastern shore of the Hudson River - would not be adversely affected by the project under the selected design. Future connections of RiverWalk beneath the bridge to segments north and south would not be precluded. The replacement bridge would also include a shared-use (bicycle and pedestrian) path across its north bridge span which would connect the Esposito Trail in Rockland County with Route 9 in Westchester County. This shared-use path would be approximately 4 acres in footprint.

Therefore, the project would be consistent with Policy 21.

Policy 22: *Development, when located adjacent to the shore, will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.*

The original assessment that Policy 22 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project would not generate new demand for water related recreation as might be the case for a residential or commercial development.

Therefore, Policy 22 is not applicable to the proposed project.

HISTORIC RESOURCES AND VISUAL QUALITY POLICIES

Policy 23: *Protect, enhance, and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the state, its communities, or the nation.*

The FEIS concluded that the removal of the existing National Register-eligible (NR-eligible) Tappan Zee Bridge would result in an adverse effect to historic properties. This remains an unavoidable impact under the selected design. The FEIS also identified the potential for adverse effects on submerged archaeological resources along the Rockland County shoreline and the Hudson River bottom, in the event that further investigation determined any such resources to be eligible for the National Register. A Memorandum of Agreement (MOA) was executed among the FHWA, New York State Department of Transportation (NYSDOT), New York State Thruway Authority (NYSTA), State Historic Preservation Office (SHPO), and Advisory Council on Historic Preservation (ACHP) to resolve adverse effects. The MOA also stipulated the completion of ongoing investigations for potential archaeological resources in the Hudson River and continuing consultation for the consideration of measures to avoid, minimize, or mitigate adverse effects on any submerged resources eligible for the National Register. Further archaeological investigation that has since occurred identified a National Register-eligible shipwreck, but other potential archaeological resources described in the FEIS were not present or were not considered eligible for National Register listing. Construction of the selected design would disturb the area associated with the shipwreck. In accordance with the MOA, FHWA, NYSDOT, and NYSTA are consulting with SHPO and ACHP to develop alternative mitigation measures, in lieu of data recovery, for the mitigation of adverse effects on the NR-eligible shipwreck.

Since the MOA anticipated the presence of National Register-eligible submerged resources, considered the potential for adverse effects, and incorporated stipulations for consultation to mitigate those effects, the selected design would not alter the conclusions of the FEIS with respect to historic and cultural resources. The original assessment of the project's consistency with Policy 23 is also unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Under the selected design, it remains that the project is inconsistent with this policy, but the need to maintain a regionally important transportation link necessitates impacts to historic structures.

Policy 24: *Prevent impairment of scenic resources of statewide significance.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project site is approximately 15 miles from the nearest NYSDOS-mapped Scenic Area of Statewide Significance (SASS) and no designated scenic resources of statewide significance would be impaired by the project.

Therefore, the project remains consistent with Policy 24 under the selected design.

Policy 25: *Protect, restore, or enhance natural and manmade resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.*

Nyack policy 25A: *Protect and enhance views from Route 9W, Tallman Place, Fourth Avenue, Second Avenue, First Avenue and Memorial Park.*

Sleepy Hollow policy 25A: *Protect or enhance views of the Hudson River, the Hudson River valley, and the opposite shore from the immediate riverfront as viewed from publically owned properties.*

The original assessment of the project's consistency with these policies is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The selected design is consistent with the renderings and analysis presented in the FEIS for a cable-stayed main span; however, it would have a lower elevation at the highway approach to the Rockland landing, and thus have lesser visual impact from certain locations compared to the Replacement Bridge Alternative. Under the selected design, the replacement bridge would not affect the overall scenic quality of the Tappan Zee region or the surrounding Hudson River communities.

Therefore, the project remains consistent with Policy 25, Nyack policy 25A, and Sleepy Hollow policy 25A.

AGRICULTURAL LANDS POLICY

Policy 26: *Conserve and protect agricultural lands in the state's coastal area.*

The original assessment that Policy 26 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project site is not located on or adjacent to lands meeting NYSDOS criteria for important agricultural lands.

Therefore, Policy 26 is not applicable.

ENERGY AND ICE MANAGEMENT POLICIES

Policy 27: *Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.*

The original assessment that Policy 27 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

Policy 28: *Ice management practices shall not interfere with production of hydroelectric power, damage significant fish and wildlife and their habitats, or increase shoreline.*

The original assessment that Policy 28 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

Policy 29: *Encourage the development of energy resources on the Outer Continental Shelf, in Lake Erie and in other water bodies, and ensure the environmental safety of such activities.*

The original assessment that Policy 29 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS.

WATER AND AIR RESOURCES POLICIES

Policy 30: *Municipal, industrial, and commercial discharge of pollutants, including, but not limited to, toxic and hazardous substances, into coastal waters will conform to state and national water quality standards.*

Under the selected design, no municipal, industrial, or commercial discharges of pollutants or hazardous substances would occur as part of the project. With regard to non-point source pollution, the original conclusion that, with the implementation of stormwater management practices to treat stormwater for the landing areas, the discharge of stormwater runoff from the proposed project would not result in a net increase in pollutant loading to the Hudson River, is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. No significant adverse impacts to the water quality of the Hudson River would result from the selected design.

Therefore, the project remains consistent with Policy 30.

Policy 31: *State coastal area policies and management objectives of approved Local Waterfront Revitalization Programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already over-burdened with contaminants will be recognized as being a development constraint.*

The original assessment that Policy 31 is not applicable to the proposed project is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. Policy 31 requires that NYSDEC consider the CMP and the purposes of any approved LWRP when reviewing coastal water classifications and while modifying surface water quality standards. Policy 31 is not applicable to the project.

Policy 32: *Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.*

This policy is not applicable.

Policy 33: *Best management practices will be used to ensure the control of storm water runoff and combined sewer overflows draining into coastal waters.*

The original conclusion that, with the implementation of stormwater management practices to treat stormwater for the landing areas, the discharge of stormwater runoff from the proposed project would not result in a net increase in pollutant loading to the Hudson River, is unaffected by the selected design and other new information received

since coastal consistency was granted by NYSDOS. Under the selected design, the project would not result in a net increase in pollutant loading to the Hudson River for total suspended sediments and would result in just a small increase in pollutant loading for total phosphorus, thereby minimizing the potential for adverse changes to Hudson River water quality from the discharge of stormwater from the proposed project.

Therefore, it remains that the project would be consistent with Policy 33.

Policy 34: *Discharge of waste materials into coastal waters from vessels will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.*

The original assessment of the project's consistency with these policies is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The project would not involve the discharge of waste materials to the Hudson River, as the Hudson River is a no-discharge zone. Wastewater from sanitary facilities and from vessels used during construction would be disposed in accordance with all applicable health regulations.

Therefore, the project would be consistent with Policy 34.

Policy 35: *Dredging and dredge spoil disposal in coastal waters will be undertaken in a manner that meets existing state dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.*

Sleepy Hollow policy 35A: *Dredging shall not occur during fish spawning seasons and must be authorized by an appropriate permit from the NYSDEC and USACE.*

The original assessment of the project's consistency with these policies is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. The selected design would comply with all of the EPCs related to dredging as presented in the FEIS, and the mitigation plan would continue as detailed in the FEIS. Therefore, the selected design would not alter the conclusions of the FEIS with respect to effects of dredging on fish. Under the selected design, dredging would be undertaken outside the spawning season and in accordance with permits to be issued by USACE and NYSDEC. Any disposal of dredging material in ocean waters would be undertaken in accordance with a Section 103 permit pursuant to the Marine Protection, Research and Sanctuaries Act (16 USC §§ 1431, et seq., and 33 USC §§ 1401, et seq.).

Under the selected design, the spatial extent of the dredging would be reduced by approximately 25 to 34 acres and its duration would be reduced from three, 3-month phases over a four year period to two, 3-month phases over a two year period relative to the Replacement Bridge Alternative evaluated in the FEIS. This would allow the river's natural depositional process to occur sooner than what was estimated in the FEIS. In addition, the depth of the dredge channel for the selected design (maximum of 14 feet including over dredge) is three feet less than what was predicted in the FEIS (maximum of 17 feet including over dredge).

Therefore, the project would be consistent with Policy 35 and Sleepy Hollow Policy 35A.

Policy 36: *Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters; all practicable efforts will be undertaken to expedite the*

cleanup of such discharges; and restitution for damages will be required when these spills occur.

The original assessment of the project's consistency with Policy 36 is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. No new potential areas or sources of hazardous or contaminated materials have been identified, and the project would continue to be subject to all applicable testing and handling requirements described in the FEIS.

Therefore, the project would be consistent with Policy 36.

Policy 37: *Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.*

The original assessment of the project's consistency with Policy 37 is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. With the implementation of stormwater management practices to treat stormwater for the landing areas, the discharge of stormwater runoff would not result in a net increase in pollutant loading to the Hudson River. Additionally, there would be no net increase in total suspended sediments under the selected design (see response to Policy 33).

Therefore, the project would be consistent with Policy 37.

Policy 38: *The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDOS. With the selected design, the project would not impact the quality and quantity of surface water or groundwater supplies, and no significant adverse impacts to water quality would result from the discharge of stormwater (see response to Policy 33).

Therefore, the project would be consistent with Policy 38.

Policy 39: *The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural lands and scenic resources.*

See response to Policy 35, above. Any disposal to upland sites would be the responsibility of the contractor and would comply with relevant laws and regulations.

Policy 40: *Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.*

This policy is not applicable.

Policy 41: *Land use or development in the coastal area will not cause national or state air quality standards to be violated.*

The proposed project is not a land use or development project. Therefore, Policy 41 does not apply.

Policy 42: *Coastal management policies will be considered if the state reclassifies land areas pursuant to the prevention of significant deterioration regulations of the Federal Clean Air Act.*

Policy 42 relates to NYSDEC's obligations under the federal Clean Air Act's prevention of significant deterioration program and, therefore, is not applicable to the project.

Policy 43: *Land use or development in the coastal area must not cause the generation of significant amounts of the acid rain precursors: nitrates and sulfates.*

The original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDEC. The project would not generate significant amounts of acid rain precursors (NO_x, SO₂). Therefore, the project would be consistent with Policy 43.

WETLANDS POLICY

Policy 44: *Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.*

Although acreage of wetland disturbance under the selected design differs slightly than that which was analyzed for the Replacement Bridge Alternative, the original assessment of the project's consistency with this policy is unaffected by the selected design and other new information received since coastal consistency was granted by NYSDEC.

With the selected design, approximately 0.10 acres of littoral zone tidal wetlands would be dredged on the Westchester side of the river, similar to the Replacement Bridge Alternative. Like the Replacement Bridge Alternative, no dredging of littoral zone wetlands on the western shore of the river would be required under the selected design.

With the selected design, the Westchester Bridge Staging Area (WBSA) temporary work platform would include two temporary platforms and occupy 0.32 additional acres of NYSDEC littoral zone tidal wetlands than what was analyzed for the Replacement Bridge Alternative. Within this wetland area, 0.009 acres of NYSDEC littoral zone tidal wetlands would be impacted within the footprint of the temporary piles driven to support the pile-supported temporary south platform, as compared with 0.007 acres described in the FEIS. This platform would provide access for the demolition of the existing bridge and for construction of the upland portion of the new eastbound bridge. A temporary Westchester North Access Platform would be used to construct the new west bound bridge. This platform would be located outside of NYSDEC regulated tidal wetlands. Separate platforms to accommodate multiple construction and demolition activities in this area are critical to achieving the construction schedule. Furthermore, the speed and efficiency of construction equipment access and demolition/construction work via a work platform would be far greater than performing the same work by barge, and the wetland impacts of work platform support piles would result in less wetland impacts compared to dredging. Although there would be an increase in impacts to littoral zone tidal wetlands in the WBSA, overall, the amount of platform coverage would be reduced by 4.134 acres from what was predicted in the FEIS.

The FEIS determined that the temporary and permanent work platforms would not be constructed in NYSDEC-regulated tidal wetlands or in potential USACE wetlands on the Rockland County side of the river. With the selected design, a temporary trestle and temporary docks would be added to the south side of the bridge. Approximately 0.70

acres of the temporary trestle would occur over NYSDEC littoral zone tidal wetlands, with 0.01 acres impacted as a result of the pile footprint. Approximately 0.005 acres of platform would occur over NYSDEC-regulated adjacent area, with ~~0.001 acres~~ 49 square feet impacted as a result of the pile footprint. An alternative would be to dredge an access channel along the southern side of the existing bridge towards the shoreline. However, due to the shallow water depth in this area, a significant amount of dredging disturbance would be required and would result in a greater impact to NYSDEC littoral zone tidal wetlands than with the temporary trestle-support piles. Furthermore, the speed and efficiency of construction equipment access and construction and demolition work via a temporary platform was determined to be far greater than performing the same work by barge. As such, the most feasible and reasonable alternative that provides the least environmental impact and the best work efficiencies was determined to be the temporary platform. Although there would be an increase in impacts to littoral zone tidal wetlands in the RBSA, overall, the amount of platform coverage would be reduced by ~~0.33~~ 3.44 acres from what was predicted in the FEIS.

Regarding freshwater wetlands, the selected design would be an improvement from that considered in the FEIS. In the selected design, the temporary platform and access road for the WBSA analyzed in the FEIS are no longer included and have been replaced with temporary trestles over the Hudson River, as described above. No portions of these temporary trestles would be constructed in freshwater wetlands and no other freshwater wetlands would be impacted as a result of the selected design.

Although the selected design would affect wetlands, the need for the project necessitates these impacts, and overall impacts to wetlands would be less than those of the Replacement Bridge Alternative evaluated in the FEIS. Furthermore, there remains no prudent and feasible alternative to the impact on these resources. Notwithstanding the decreased wetland impacts of the selected design, the project sponsors remain committed to the mitigation plan, which was developed in coordination with NYSDEC and was described in the FEIS. With the implementation of these mitigation measures in place, the project would be consistent with Policy 44.