

December 2005 Presentation

Slide 1: Tappan Zee Bridge/I-287 Corridor PowerPoint presentation. Moving Ahead: Six Alternatives for Improving the Corridor

Slide 2: Today's Agenda: Project goals and issues, Environmental review process, Key options eliminated, Alternatives for study in the Draft Environmental Impact Statement (DEIS), Going forward.

Slide 3: Project Goals: Improve mobility and accessibility, Meet travel demand, Maintain infrastructure, Improve safety and security, Avoid/minimize/mitigate adverse impacts, Provide cost-effective solutions (aerial photo of TZB).

Slide 4: Key Highway Issues: TZB Daily Traffic Growth. Chart demonstrating that two-way traffic has already exceeded the bridge's capacity. By 2030, demand will far exceed capacity.

Slide 5: Key Transit Issues: Minimal bus transit available to serve employment centers within portions of the corridor; Bus service in general traffic – not express, Subject to roadway congestion & Travel times significantly longer than driving; No direct rail service from Orange/Rockland to Manhattan; No inter-connections in Westchester to Metro-North service.

Slide 6: Key River Crossing Issues: Increased, expensive maintenance needed, Significant seismic vulnerabilities, Narrow lanes, No shoulders, Movable barrier.

Slide 7: Environmental Review Process: Flow chart stating that the Project Team is completing the Alternatives Analysis (AA) phase, DEIS Alternatives. The Team will then prepare the DEIS, locally preferred alternative and then prepare the FEIS, record of decision (ROD).

Slide 8: Completing the Alternatives Analysis Process. Chart describing the process started with a long list of alternative elements (150), moving to Level 1 Screening, alternative elements (72) 15 scenarios, Level 2 Screening, to DEIS alternatives (6). The process is at the 6 DEIS Alternatives. Public outreach includes public scoping, public meetings, stakeholders, IMPO and the Task Force.

Slide 9: Key Options Eliminated (heading only, no other text)

Slide 10: Full Corridor LRT Eliminated: Low ridership- No one-seat ride to Manhattan and poor integration into existing Metro-North system; High capital cost; Not cost-effective

Slide 11: Highway Tunnel Eliminated- Key Features Considered: diagram showing temporary construction shaft and ventilation shaft spanning the river from Nyack to Tarrytown (vise versa).

Slide 12: Highway Tunnel Eliminated- Possible Cross Section Considered: diagram showing six tube-like diagrams labeled (from left to right) highway, highway, BRT, highway, highway, CRT.

Slide 13: Highway Tunnel Eliminated: Lose access to Interchanges 9 – 12, Extensive property acquisition and easements, Significant environmental impacts, High risk construction, Two to three times bridge cost.

Slide 14: CRT Tunnel (w/ New Highway Bridge) Eliminated- Alignments Considered: diagram showing the new alignments considered crossing the river from Nyack to Tarrytown.

Slide 15: CRT Tunnel Eliminated- Single v. Dual Tubes Considered: Three diagrams showing that a single tube is not currently feasible and dual tubes are feasible.

Slide 16: CRT Tunnel Eliminated: Evacuation & emergency response more difficult than bridge; Significant impacts in Tarrytown; Greater disturbance in Hudson River; Visual impacts (large vent buildings); High risk construction; \$1.3 billion more than bridge

Slide 17: Six Alternatives Selected for Further Study in the DEIS (heading, no other text)

Slide 18: Alternative 1- No build diagram. Approximate cost \$0.5 to 0.7 billion in 2004 dollars

Slide 19: Alternative 2- Bridge Rehabilitation with TDM/TSM Measures diagram. Approximate cost \$2.0 to 2.5 billion in 2004 dollars.

Slide 20: TDM/TSM Measures: Collage of photos showing ramp metering, van pools, congestions pricing, and intelligent transportation systems (ITS).

Slide 21: Common Highway Elements in Alternatives 3, 4A-4C (heading, no other text)

Slide 22: New Highway Opportunities: Supplement Westchester improvements; Resolve bottlenecks/chokepoints; Fix substandard roadway; Include climbing lanes; Incorporate high occupancy lanes; Support BRT; Facilitate emergency access

Slide 23: Existing Highway in Rockland: Two tiered diagram showing current Thruway exits from Suffern (Exit 15) to Nyack (Exit 10) and the current highway profile.

Slide 24: Proposed Highway Improvements in Rockland: Two tiered diagram showing the proposed lane configuration on the Thruway from Suffern (Exit 15) to Nyack (Exit 10) and the highway profile w/ proposed climbing lanes.

Slide 25: Common Bridge Elements in Alternatives 3, 4A-4C (heading, no other text)

Slide 26: New Bridge Opportunities: Transit; Bicycle/pedestrian facilities; Balanced lane configuration; Shoulders and fixed barrier; Seismic and structural standards; Security and safety

Slide 27: New Bridge- Northern Alignment Preferred: map showing the northern preferred alternative spanning the river from Nyack to Tarrytown.

Slide 28: New Bridge- Possible Cross Sections: Three bridge diagrams detailing highway bridges with BRT/HOT lanes, single level bridge with BRT/HOT lanes and CRT, and dual level bridge with BRT/HOT lanes and CRT.

Slide 29: Alternative 3- Full Corridor BRT, New Bridge, and Highway Improvements: diagram showing full corridor BRT, climbing lanes, the Tarrytown Transfer Station, exclusive busway. Approximate cost \$5.0 to 6.5 billion in 2004 dollars.

Slide 30: Alternative 3- BRT Opportunities: More cost-effective and better travel times than existing service; Increased mobility between Rockland and Orange and employment centers in Westchester and Connecticut; Faster feeder service to Hudson Line from Orange/Rockland; Increased Westchester access to existing Metro-North lines to Manhattan; 49,000 daily riders on new service

Slide 31: Alternative 4A- Full Corridor CRT, New Bridge, and Highway Improvements: diagram showing the new Tappan Zee Station, climbing lanes, etc. Approximate cost \$11.5 to 14.5 billion in 2004 dollars.

Slide 32: Alternative 4A- New CRT Opportunities: More cost-effective and better travel times than existing transit service; Increased mobility between Rockland and Orange and intra-county trips in Westchester and Connecticut; Increased Westchester access to existing Metro-North lines to Manhattan; One-seat ride to Westchester County and Connecticut; One-seat ride to Manhattan; Adds second train station to Tarrytown area; Faster, more reliable service, more capacity than BRT; 57,000 daily riders on new service

Slide 33: Alternative 4B- Manhattan-Bound CRT with LRT in Westchester, New Bridge, and Highway Improvements: diagram showing HOT lanes, climbing lanes, Tarrytown Transfer Station, New Tappan Zee Transfer Station, bridge replacement, etc. Approximate cost \$10 to 12.5 billion in 2004 dollars.

Slide 34: Alternative 4B- New Transit Opportunities: More cost-effective and better travel times than existing service; Increased mobility between Rockland and Orange and intra-county trips in Westchester and Connecticut; Increased Westchester access to existing Metro-North lines to Manhattan; One-seat ride to Manhattan from Orange/Rockland; LRT provides more local service in Westchester; Improved access along the corridor for Lower Hudson Valley region riders; 54,000 daily riders on new service

Slide 35: Alternative 4C- Manhattan-Bound CRT with BRT in Westchester, New Bridge, and Highway Improvements: diagram showing HOT lanes, climbing lanes, Tarrytown Transfer Station, New Tappan Zee Transfer Station, CRT, bridge replacement, etc. Approximate cost \$9 to 11.5 billion in 2004 dollars.

Slide 36: Alternative 4C- New Transit Opportunities: More cost-effective and better travel times than existing service; Increased mobility between Rockland and Orange and intra-county trips in Westchester and Connecticut; Increased Westchester access to existing Metro-North lines to Manhattan; One-seat ride to Manhattan from Orange/Rockland; BRT provides one seat ride to more destinations in Westchester; 62,000 daily riders on new service

Slide 37: Going Forward (heading, no other text)

Slide 38: DEIS Public Involvement Activities: Continue meetings/workshops with the Public, Task Force and Stakeholders, IMPO, and Elected officials; Conduct public hearings at DEIS completion

Slide 39: Stay Involved: Attend meetings; Visit outreach offices in Nyack and Tarrytown; Check web site for updates (www.tzbsite.com)

Slide 40: Development of DEIS Alternatives: Does anyone have any questions?