New York State Department of Transportation  
Metropolitan Transportation Authority Metro-North Railroad  
New York State Thruway Authority

**Meeting Minutes**

*Stakeholders’ Advisory Working Groups (SAWGs)*  
*Bridge SAWG Meeting #4*

**Tappan Zee Bridge/I-287 Corridor**  
**Environmental Review**

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November 15, 2007
Meeting Title: Stakeholders’ Advisory Working Groups (SAWGs)  
Bridge SAWG Meeting #4

Meeting Purpose: Exchange of Information

Location/Date: Holiday Inn, Airmont, NY  
November 15, 2007

Agenda:

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Attendees:

- Walter Aurell?
- William Helmer
- Jan Degenshein
- Donald Goldberg
- Marilan Lund
- Paul Richards
- Robert Miller
- George Sherman
- Marie Lorenzini (alternate)
- Paul Plotczyk (Facilitator)

Members of the agencies and consultant team.

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**Agenda Item 3**  
**Questions and Comments**

Question: Why does the Replacement Bridge Option 3 include 2 modes of transit (CRT and BRT)?

Answer: This option has the same modes as defined in Alternatives 4A, 4B and 4C. CRT is the only transit mode on the TZB.

Question: Is there a risk in the Replacement Bridge Option 2 that construction of the separate CRT bridge may be postponed as CRT is on a separate structure from the highway?

Answer: The DEIS does not consider construction phasing so the current assumption is that a complete option one would be fully constructed. Construction phasing may be considered in the future and Replacement Bridge Option 2 does offer that possibility.

Question: Has the effect on traffic on nearby bridges due to rehab/replacement of the Tappan Zee Bridge been considered?

Answer: Yes, these issues are being studied as part of the DEIS.
Question: What is the schedule for the project?
Answer: In the current schedule an alternative will be chosen in 2008 and design will be completed in 2009. Construction will commence in 2010. The construction period for a replacement bridge is 5 years, the construction period for a bridge rehabilitation is slightly longer (10 years).

Question: Would other crossing locations such as a bridge at Newburgh better address the regional mobility issues (e.g. access to Stewart Airport)?
Answer: Studying a new crossing at Newburgh is beyond the scope of this project.

Question: Has any further consideration been given to a truck tunnel?
Answer: Adding shoulders to the bridge to bring it up to minimum highway safety standards will widen the bridge by 50’ which is 60% of the width of the existing bridge. This is a significant increase in width and will require a lot of new structure, any further lane requirements would be a relatively small increment to the widening for shoulders. It makes more sense to widen the bridge rather than to build a tunnel.

Question: Do you have enough information from the river borings to compare the river conditions to the San Francisco Oakland Bay Bridge East Span foundations?
Answer: The site investigation carried out in the river by the project team has provided detailed geotechnical information that has been used to prepare several conceptual foundation schemes for a new crossing.

Question: How well surveyed are the supports of the main span? Could we tell if they have moved several millimeters?
Answer: The surveys are not that accurate at this stage.

Question: Replacement Bridge Option 3 (dual level with CRT below) seems unbalanced with CRT on one lower deck and the other deck empty. Why not put CRT in the center?
Answer: That is a fair comment. The intent of these options is to illustrate a concept; there are several possible cross sections that have not been shown but would be considered if a replacement TZB is determined to be the way forward.