



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

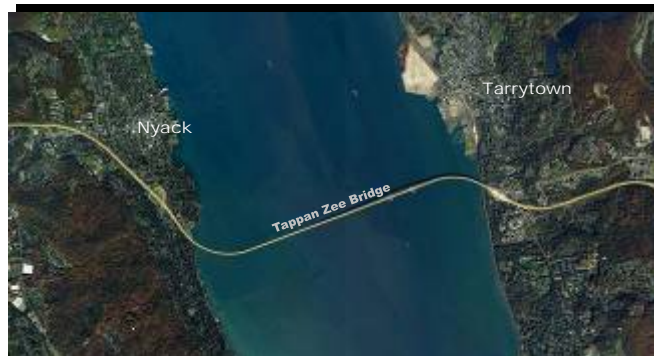
**New York State Department of Transportation  
Metropolitan Transportation Authority Metro-North Railroad  
New York State Thruway Authority**

**Meeting Minutes**

***Stakeholders' Advisory Working Groups (SAWGs)  
Bridge SAWG Meeting #5***

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

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**March 25, 2008**

Meeting Title: Stakeholders’ Advisory Working Groups (SAWGs)  
Bridge Group SAWG Meeting #5

Meeting Purpose: Exchange of Information

Location/Date: Best Western, Nyack, NY  
March 25, 2008

Agenda: Item 1. Introduction (Page 2)  
Item 2. Technical Presentation (Page 2)  
Item 3. Discussion (Page 2)

Attendees: **Name**

Jan Degenshein  
Donald Goldberg  
Robert Goldstein  
Gil Hawkins  
William Helmer  
Robert Hintersteiner  
Milton Hoffman  
John Messina  
Paul Richards  
Neil Trenk  
Sher Chorost  
Klaus Jacobs  
John Marshall  
Irene Ross  
Mary Jane Shimsky

And the representatives of the agencies and consultant team.

*Agenda Item 1*

*Introduction*

Paul Plotcyck welcomed all and instigated a round of introductions. He outlined some ongoing changes in the format of the meetings:

1. The study team will endeavor to prepare minutes faster and post copies to the website in a timelier manner.
2. Members will be asked for comments on the minutes at subsequent meetings.

*Agenda Item 2*

*Technical Presentation*

*Agenda Item 3*

*Discussion*

The following issues were discussed while looking over the draft drawings for the 7 rehabilitation and replacement options:

1. Right-of-Way
  - It was pointed out that the NYSTA right-of-way at the Westchester Landing on the original drawings went through the Metro-North Hudson Line. It was noted that the same land was also indicated as part of the Metro-North right-of-way on other drawings.
2. River Road in Rockland
  - The elevation of River Road was discussed in relationship to the Thruway's elevation above. A SAWG member highlighted the idea of lowering River Road, but the potential for flooding was noted.
  - Other SAWG members highlighted the need to consider the global rise in sea levels when establishing the final elevations on both sides of the river.
3. Historical and Cultural Resources
  - It was clarified that Wayside Chapel, near the TZB in Rockland, was already on the register of historical resources.
  - The eligibility of the TZB for registration was discussed because of the use of buoyant foundations.

- It was noted that the study team had met with “Friends of the Old Croton Aqueduct”. Other meetings were planned and much useful information had been sourced.

4. Pedestrian and Cycle way

- SAWG members confirmed that the existing pedestrian trail at the Rockland Landing was located adjacent to Route 9W.
- It was confirmed by the study team that pedestrians and cyclists will share the same pathway and that pedestrian and cycle ways were included in all options.
- The study team highlighted that pedestrian and cyclist issues were common amongst all options

5. Construction

- It was confirmed that construction staging would account for continued operation of the moveable barrier on the existing TZB were necessary in all options.
- The potential use of auguring techniques rather than percussion in the installation of piles was noted.
- It was noted that the construction of new piles adjacent to the existing piles at the buoyant foundation and the timber piles at the causeway may result in unwarranted vibration. The need for further study of construction techniques was acknowledged by the study team at a later stage in the process.
- The foundation type used in the area of the deep soils under the existing causeway was discussed. While the deep soils were significant the study team confirmed that all geotechnical studies completed indicate more than sufficient capacity to support a rehabilitated or replacement TZB. It was confirmed that the pile solution would likely involve deep steel piles but that other foundation types would be considered.
- Construction complexity at the buoyant caissons was discussed.
  - i. The need to maintain an adequate shipping channel during construction was noted.
  - ii. One SAWG member commented that retrofit of the buoyant foundations had never been done before and that the construction risk was high. The cost for construction insurance would be expected to be a major cost.
- The study team confirmed that during construction of the replacement foundation for the 8 buoyant foundations short closures of the TZB would be likely.
- One SAWG member encouraged the use of prefabrication construction techniques.
- The study team commented that a construction period of 4-4.5 years was expected for the replacement options.
- One SAWG member highlighted that the rock slopes under the soft soils may influence the location of the main piers.

6. Toll Plaza Operation

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- The study team confirmed that the NYSTA was moving forward with high-speed tolling but was not aware of the future plans for the toll plaza at the TZB.
7. Noise
- SAWG members living in the keys spoke of the noise from the bridge and particularly the noise from truck breaking. It was highlighted that new windows had been installed in a number of properties at the Quays to reduce noise.
8. BRT/HOT lanes
- Plans for the inclusion of “Lexus Lanes” in the corridor were raised. The study team commented that lanes were planned for BRT/Bus and HOV. Any residual capacity left in these lanes would be and should there be available to single occupancy vehicles at a cost.
9. Water treatment
- The study team confirmed that run-off water from the existing and modified Thruway is part of the study. Determining the space needed to provide for water treatment and storage as well as the associated costs are ongoing efforts.
10. Main Span Form
- Many SAWG members asked about the form of a replacement main span. The study team commented that a main span form had not yet been studied and that a decision on how the bridge would function (CRT or BRT) was the necessary first step.
11. Approach Span Forms
- A number of SAWG members commented that longer spans for the approach spans may be beneficial thus reducing the visual intrusion and the number of points of construction in the river.
  - The elevation of the causeway in all the 7 options compared to the existing TZB was discussed.