



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 Group***

***Bridge Meeting 6***

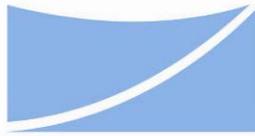
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***Tappan Zee Bridge/I-287 Corridor  
Environmental Review***

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**April 17, 2008**



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## Bridge SAWG Meeting

Tarrytown Marriott – April 17, 2008

Name	Attendance 4/17/08
Goldberg, Donald	X
Hawkins, Gil	X
Helmer, William F.	X
Hintersteiner, Robert	X
Hoffman, Milton	X
Lund, Marilan	X
Messina, John B.	X
Sherman, George	X
<b>Alternates</b>	
Feit, Fred	
Lorenzini, Marie	X
<b>Also attending:</b>	
Jacob, Klaus	X

The meeting was opened with an introduction from Kristine Edwards, the NYSDOT bridge manager, who welcomed all to the meeting. Kristine stated that this meeting was one of three presenting the results of the ongoing studies of the options to rehabilitate or replace the Tappan Zee Bridge. This meeting was the second of three in this series.

Paul Plotcyck asked that participants take full part in the evening and ask questions as the evening progressed. He explained that the primary focus of the meeting was a technical presentation on the engineering criteria used in the evaluation of the rehabilitation and replacement options.

### Questions and Discussions

- Question: Shouldn't the bridge be designed for a military load?  
Reply: Yes the TZB is part of the military route system and all the options could accommodate the necessary loads and clearance requirements.
- Comment: It was highlighted that the requirements of AASHTO are minimum standards.  
Reply: Yes this is correct, and as a result, the NYSTA, NYSDOT and Metro-North had developed a common set of additional specific operating and design criteria that expanded on the requirements of AASHTO. Development of these specific criteria would continue through the environmental process.
- Comment: Sun glare was identified as a serious issue on the existing bridge.  
Reply: Yes this issue was recognized. While the alignment of the TZB in all seven options was not too flexible, some work had already been completed to see if a change in alignment

of even a few degrees would improve driving conditions. These studies were continuing and would be completed during the DEIS.

- Question: Clarification of the meaning of hydraulic in the vulnerability criterion was asked.  
Reply: In this case hydraulic related to possible scouring in the river. As river flows past the bridge piers, there was potential for the speed of the water to scour away the riverbed around the foundations. In other bridges, this scouring had resulted in undermining of the bridge pier and collapse of the bridge. Because of the presence of piles and the low water speeds at the TZB this was not a concern for this location.
- Question on the weight of high performance concrete. It was clarified that all concrete has a similar density.
- Question: What codes or guidelines would be followed for seismic issues?  
Reply: It was necessary to use the latest official codes adopted by the NYSDOT. This included the AASHTO bridge specification. However, this code was supplemented with a site specific seismic assessment prepared especially for this project using the most up-to-date data.
- Comment: A SAWG participant commented that because of security concerns no trucks are currently allowed on the lower level of the George Washington Bridge.  
Reply: The need to design for specific threats was incorporated into the vulnerability criterion used in the evaluation of the options. Supplementing the requirements of current codes and recognizing the significance of the 9-11 events, the TARA assessment was conducted early in the current evaluation to ensure full consideration of security issues.
- Question: If the existing foundations were altered, would the existing shipping channel open up?  
Reply: No. As seen in the historic records available from before the construction of the TZB, the shipping channel has not changed notably.
- Comment: The need to consider the effects of climate change on the new TZB was highlighted. Climate change would affect wind, ice and water changes that would include a 15' storm surge.  
Reply: These changes, while not studied in detail at this stage, were included in the TARA assessment conducted to establish the full range of possible actions on the TZB. It was recognized that the AASHTO specification does not change fast enough to keep ahead of all issues. Those issues not currently included in the latest versions of AASHTO adopted by NYSDOT were included in the specific design criteria developed for this environmental process.