



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 8***

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



February 26, 2008



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

Bridge SAWG Meeting 8

Palisades Center Mall

Name	Attendance
Antaki, Michael	X
Franklin, Marion	X
Helmer, William	X
Hoffman, Milton	X
Lorenzini, Marie	X
Messina, John	X
Miller, Robert	X
Richards, Paul	X
Sherman, George	X
Trenk, Neil	X

1. INTRODUCTION

Kristine Edwards, the NYSDOT bridge manager for the study, opened the meeting and provided a general update of the ongoing studies. Primary ongoing activities for the TZB includes the completion of Scoping and the incorporation of all the comments received into the technical reports and Scoping documentation, as well as the preparation of a plan for moving forward into the EIS with the recommendation to replace the existing TZB.

From the Scoping process two Replacement Bridge Alternatives were recommended for inclusion into the DEIS:

1. Replacement with a single level bridge
2. Replacement with a dual level bridge

The purpose of this meeting was to outline the proposed DEIS process for the development and evaluation of these two alternatives. In the DEIS, the objective is to fully identify impacts and associated mitigation and identify a Preferred Alternative – either a single level or a dual level Replacement Bridge. The preferred Alternative would not include a preferred bridge type or form but instead would identify a number of preferred bridge types, a preferred alignment for the bridge over the Hudson River and the preferred accommodation of transit.

2. STUDY TEAM PRESENTATION

The following presentation outlines the process followed in other recent large bridge EISs and provides further detail of the process proposed for this EIS. The presentation begins with an outline of the regulatory framework.

3. QUESTIONS AND DISCUSSIONS AFTER PRESENTATION

1. Question: Wouldn't a dual layer bridge use less land?

Response: Though it may appear to take up less area in the water, the complexities that arise at the shores from having to reconnect to the existing highway actually take up more space. See the George Washington Bridge as an example.

2. Questions: Will pile driving noise mitigation techniques improve as time gets closer towards construction?

Response: Yes they are improving all the time.

3. What size piles are out there now?

Response: The existing piles on the TZB are a mixture of sizes up to three-feet in diameter under the Main Spans.

4. Question: Are piles put in wet or dry?

Response: A hollow pipe is drilled into the ground, so wet. These piles would then be partially filled with concrete.

5. Question: Are earthquakes a consideration during construction as well?

Response: Yes. The bridge would be designed for earthquake demands even during construction.

6. Question: Why is the "necklace" out on the current bridge?

Response: Some issues have arisen with the electrical work as related to the ongoing redecking project on the bridge.

7. How can you explain interaction among agencies, specifically the DEC? It seems like they are usually the ones that hold up a project's progress.

Response: As part of the 6002 process, DEC and others are on board for this project and the team is in regular discussion with the agency. They realize the importance of the project and have been encouraging progress.

8. Question: Who reads the EIS and pulls it apart?

Response: In addition to it being a public document and reviewed by Regulatory Agencies, the FHWA and FTA give it a rigorous evaluation.

9. Question: What is the cost to generate the EIS?

Response: Currently \$69 million thus far, more is anticipated in the future.