



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

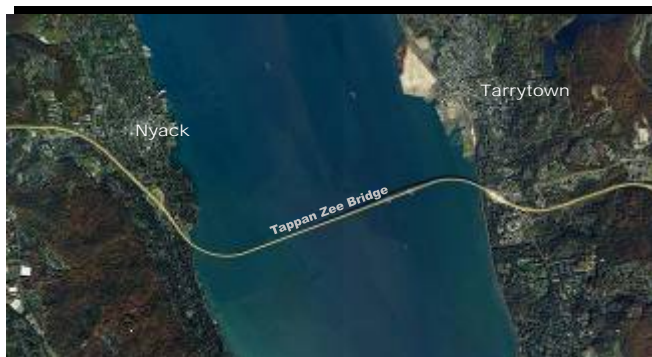
**New York State Department of Transportation  
Metropolitan Transportation Authority Metro-North Railroad  
New York State Thruway Authority**

**Meeting Minutes**

***Stakeholders' Advisory Working Group  
Bridge Meeting 9***

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

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**April 23, 2009**



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

## Bridge SAWG Meeting 9

Warner Library, Tarrytown, NY

Name	Attendance	Name	Affiliation
<b><u>SAWG Members</u></b>		<b><u>Project Team Members</u></b>	
Chorost, Sherwood (representing George Sherman)	X	Anderson, Michael	NYSDOT
Franklin, Marion	X	Biniek, Chris	Arup
Helmer, William	X	Campon, Rita	Parsons
Hintersteiner, Robert	X	Edwards, Kristine	NYSDOT
Hoffman, Milton	X	Hinds, Yvette	NYSDOT
Lund, Marilan	X	Laravie, Robert	NYSDOT
Messina, John	X	Medina, Angel	NYSTA
Shimsky, Mary Jane	X	Pasanello, Joe	MNR/MTA
Strober, Eric	X	Paschalis, George	HSH
Trenk, Neil	X	Roche, Mark	Arup
Weinstein, Ron	X	Szeligowski, John	Earth Tech

### **1. INTRODUCTION**

Kristine Edwards, the NYSDOT bridge manager for the study, opened the meeting and described the new format of the meetings. The new SAWG sessions will be more interactive as evident in the circular seating format. The goal is to have members participate, ask questions and offer opinions throughout the meeting, rather than listen to a presentation.

Scoping is now largely complete and comments received have been incorporated into the technical reports and Scoping documentation. With the recommendation to replace the existing TZB, a plan is being developed on how to move forward in development of the EIS.

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 begin investigating different options for a new bridge configuration. Both single level and dual level bridge were included and the focus was to look at how highway lanes, BRT/HOV lanes, and rail could be arranged on structure. Analysis of these options will eventually be compiled into the "Bridge Options Definitions" report.

## **2. STUDY TEAM PRESENTATION**

The working session was divided into 2 sessions: The first was a presentation on an array of bridges around the world, both single level and dual level structures. The second half of the working session was an interactive in depth look at possible single level and dual level bridge configurations.

## **3. QUESTIONS, COMMENTS**

1. Question: Is the number of lanes the same across all bridge options?

Response: Yes, each of the bridge options has 4 General Purpose Lanes, 2 BRT/HOT Lanes, 2 Rail Tracks, and shoulders.

2. Questions: What is the loading requirement difference between passenger rail and freight rail?

Response: Freight loads are typically 3 to 4 times that of passenger rail

3. Question: What about the main span for any of these options?

Response: The main span only represents about 20% of the bridge. The focus should be getting the appropriate approaches and letting that dictate the type of main span.

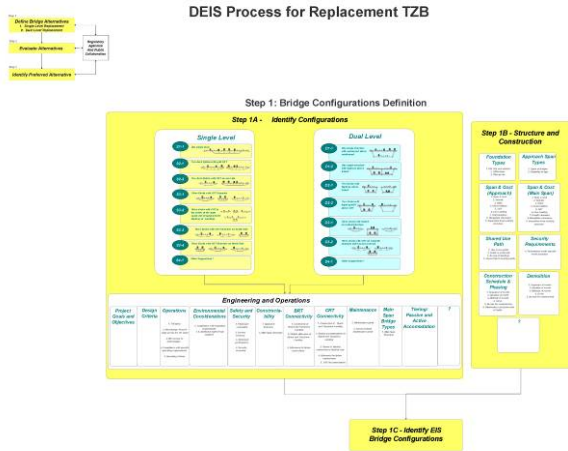
## **4. DISCUSSION SUMMARY**

1. The following new options were identified in the discussions and are to be included in the Step 1 process
  - Three level bridge with highway about highway above transit
  - One dual level structure option, the eastbound traffic should be moved to the lower level to assist in mitigating sun glare.
  - Two single deck option with BRT on one of the halves and CRT on the other.
  - BRT and CRT on separate single level bridge
  - A bridge option with eastbound traffic on a lower level and westbound on an upper level would reduce glare
  - A dual level bridge with highway in each direction on each level
2. The following items were highlighted for further discussions in the next working meetings
  - What is the available of right-way at the landing?
  - How CRT connects to the Hudson Line and how future cross corridor CRT is not precluded?
  - Is there a need for two shared use paths on the bridge?. The group considered that one shared use path may be sufficient but that there would need to be study of which side of the bridge would be the most appropriate.
  - How is River Road at the Nyack landing to be incorporated?

**Part 2: Working Session**



Part 2 of the SAWG workshop was a working session on possible cross sections of possible replacement bridges. The following is a collection of options on what could be the bridge configuration. Each was discussed and each has its own positive and negative qualities.



This graphic was the basis initial discussions about the general engineering and operating subjects used to highlight differences between options.

<p style="text-align: center;"><b>Single Level Configurations</b></p> <p style="text-align: center;">As shown at the end of Scoping</p>	<p>This graphic was used as a basis to discuss possible bridge configurations possible for a single level bridge. The graphic shows seven possible configurations.</p> <p>A number of additional configurations were developed during discussions which will be added to the graphic for the next meeting.</p> <p>See discussion summary for list of options.</p>
<p style="text-align: center;"><b>Dual Level Configurations</b></p> <p style="text-align: center;">As shown at the end of Scoping</p>	<p>This graphic was used as a basis to discuss possible bridge configurations possible for a dual level bridge. The graphic shows seven possible configurations. A number of additional configurations were developed during discussions which will be added to the graphic for the next meeting.</p> <p>See discussion summary for list of options.</p>

# TZB/1287 Environmental Review

Configuration Assessment - Single Level Bridge		Engineering and Operations										
Project Goals and Objectives	Design Criteria	Operations	Environmental Considerations	Safety and Security	Constructability	BRT Connectivity	CRP Connectivity	Maintenance	Max. Span Bridge Type	Trailing Bridge & Passive Accommodations	?	
2017												
2018												
2019												
2020												
2021												
2022												
2023												
2024												
2025												
2026												
2027												
2028												
2029												
2030												

Configuration Assessment - Dual Level Bridge		Engineering and Operations										
Project Goals and Objectives	Design Criteria	Operations	Environmental Considerations	Safety and Security	Constructability	BRT Connectivity	CRP Connectivity	Maintenance	Max. Span Bridge Type	Trailing Passive & Active Accommodations	?	
2017												
2018												
2019												
2020												
2021												
2022												
2023												
2024												
2025												
2026												
2027												
2028												
2029												
2030												

This graphic was used to record all the comparative comments between options resulting from the discussions. This and the previous three graphics will be part of the overall Bridge Options Definition Report (BODR).