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 10

Tappan Zee Bridge/I-287 Corridor
Environmental Review

June 3, 2009

Bridge SAWG Meeting 10

Valley Cottage Library – Helen Klein Community Room
Valley Cottage, NY

Name	Attendance	Name	Affiliation
Stakeholders' Advisory Working Group Members		**Project Team Members**	
Patrick Bulla	X	Kristine Edwards	NYSDOT
Michelle Bulla	X	Helga Gregory	Arup
Jan Degenshein	X	Robert Laravie	NYSDOT
James Hartwick	X	Tom McGuinness	NYSTA
Gilbert Hawkins	X	Angel Medina	NYSTA
William Helmer	X	Joe Pasanello	MNR/MTA
Robert Hintersteiner	X	George Paschalis	HSH
Milton Hoffman	X	Mark Roche	Arup
Marie Lorenzini	X	Brian Sterman	MNR/MTA
Marilan Lund	X	John Szeligowski	Earth Tech
Catherine Nowicki	X		

1. INTRODUCTION

Kristine Edwards, the NYSDOT bridge manager for the study, opened the meeting. As documented in the last session, the new Stakeholders' Advisory Working Group sessions have become more interactive and the circular seating format seems to be working well. Members participated, asked questions and offered opinions throughout the meeting.

With the recommendation to replace the existing TZB, the plan is being developed on how to move forward in development of the EIS. As mentioned in previous Stakeholders' Advisory Working Groups, 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 get input from the working group as the team, evaluates and eliminates various options for a new bridge configuration. Both single level and dual level bridge configurations were included and part of the focus was to look at how highway lanes, BRT/HOV lanes, and rail could be arranged on structure considering project goals, design criteria, ROW, safety and security, operations, BRT connectivity, CRT connectivity, constructability, main span bridge type effects, and tiering accommodation.. An indepth analysis of these options will eventually be compiled into the "Bridge Options Definitions" report.

2. STUDY TEAM PRESENTATION

The working session was divided into 3 parts: Mark Roche began with the presentation with a brief slide show, depicting select bridges and the impacts of the landings as well as some general construction methods that may be utilized.

3. QUESTIONS, COMMENTS

1. Question/Statement: Gil Hawkins pointed out that tremendously wide structures could have potentially highly negative impacts to river health and should be a factor analyzed when considering the various configuration permutations.

   Response: Yes, after a configuration has finally been adopted, engineering is tasked whether single or dual level to highly consider the impacts of the construction and beyond of the bridge in terms of river health. This will be a topic for SAWG Meeting 11 on the 25th of June.

2. Questions: What about putting the shared use path in the center.

   Response: The elements that hold the bridge up are usually in the center. Also, it is a less than desirable area for viewing the surrounding scenery.

3. Question: What about the Bus Lanes, do they have to be in the center? Perhaps there is an option to put the bus lanes on the outside lanes, making it may make it easier for them not have to cross lanes to exit.

   Response: We are only looking at one configuration here. The placement of the various lanes will be considered further.

4. Question: River Road, does it flood?

   Response: Yes a section of River Road does flood.

5. What is the grade of the existing highway?

   Response: 3% on the Rockland side.

6. Would it make sense to extend the shared use path on the north side to the rail trail?

   Response: That is an option under consideration.

7. Question: Where would walkers park their vehicles?

   Response: It would be beneficial if they were not too close to the bridge for security reasons, impacts on the community, etc. The effort to define the limits of the bicycle and pedestrian accommodations is underway. Parking has been identified as a concern.

8. Has there been discussion of property acquisition on River Road?

   Response: As the design develops, so will the property acquisition needs. It is the goal of the project to minimize the acquisition of private property.

9. Question: Is a shared use path necessary on both sides of the bridge.

   Response: Not necessarily so. Options are being considered with one or both pathways. As stated earlier, that effort is underway.

4. DISCUSSION SUMMARY

1. The requirements for rail and highway were discussed. The profiles of the highway and rail demonstrated that the maximum grade for rail is less than the maximum grade for highway. Each of these will have impacts on the overall rise of the bridge and the configuration of the landings on either side.

2. Due to ROW constraints, it will be necessary to complete and transfer all existing traffic to the northern half of the new bridge enabling removal of a portion of the of the existing TZB to facilitate construction of the landings for the south half of the bridge.

   - Thruway facilities
   - Parking
   - Bikers
   - Maintenance depot

3. It was noted that building the replacement TZB would be using up existing right-of-way areas in order to fit everything in. The replacement bridge will have 4 general purpose lances in each direction. It will add full shoulders, BRT and CRT. This will result in a wider structure in the landing areas. The existing TZB has no shoulders on either side making it extremely difficult in emergency situations to access / or remove offending cars / trucks etc. Any new structure will have to abide by current standards and codes.

4. Right of Way areas issues were widely discussed. Mark Roche spoke about the fact that all the issues presented so far were surface concerns and that there are a number of below ground considerations, such as construction easements, foundations for retaining and noise walls (which may be required), tie-backs, drainage issues, etc.

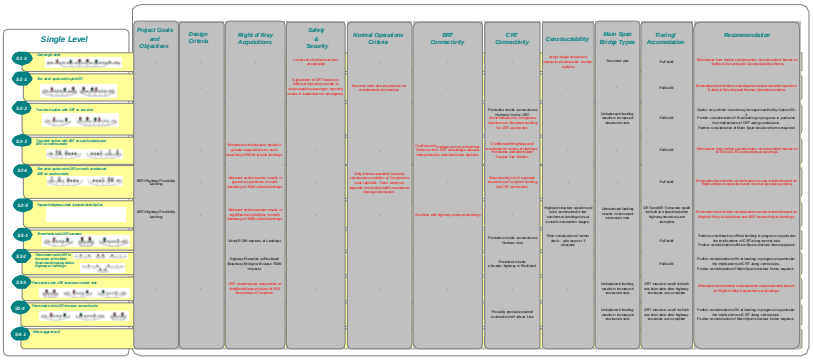
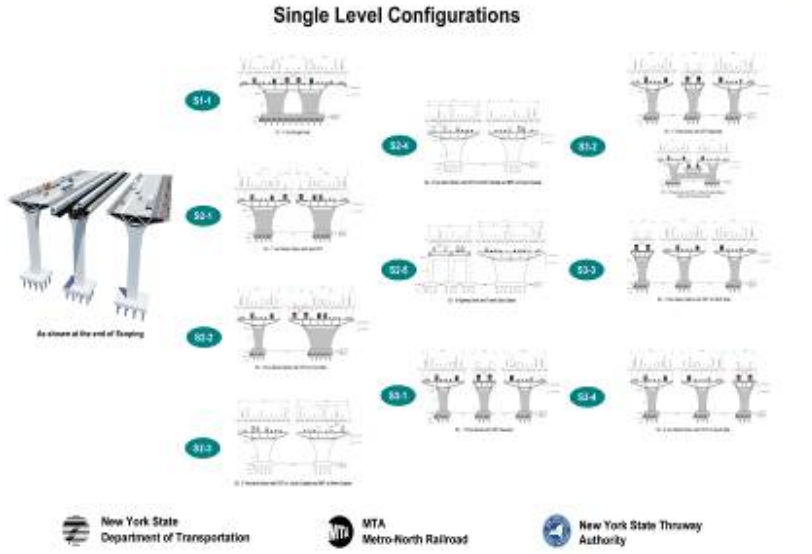
5. A short discussion ensued about best place for the shared use path, north or south. South was stated as a better option for pedestrians and bikers as winds generally come from the south and the pedestrians and bikers would not be impacted by fumes from the cars and buses.

6. It was acknowledged that the northern half of the new bridge should be built first leaving the existing bridge in place and keeping traffic moving.

7. The next meeting will be June 25. This will be a joint meeting with the Environmental Stakeholder Advisory Working Group. The configuration analysis will continue at the July 28th Bridge Stakeholders' Advisory Working Group.

Part 2: Working Session

Part 2 of the Stakeholders' Advisory Working Group was a working session on possible cross sections of possible replacement bridges. The following is a collection of options on what could be the bride configuration. Each was discussed and each has its own positive and negative qualities. With input from the working group members, 6 single and 5 dual level configurations will not be further developed.

	This graphic was the basis for discussions about the general engineering and operating subjects used to highlight differences between options.
	This graphic was used as a basis to discuss possible bridge configurations possible for a single level bridge. The graphic shows ten possible configurations. A number of additional configurations were developed during discussions which will be added to the graphic for the next meeting. MR presented a summary of various configurations and received input from the working group why some should remain.

The following configurations will not be developed further because they fail to meet requirements of good engineering practice. The reason will be documented in the Bridge Options Definition report.S1-1 –One single deck

S2-1 – two structures single level – creates unsafe rail –

S2-3 – two-deck option with CRT on north outside, BRT on south outside

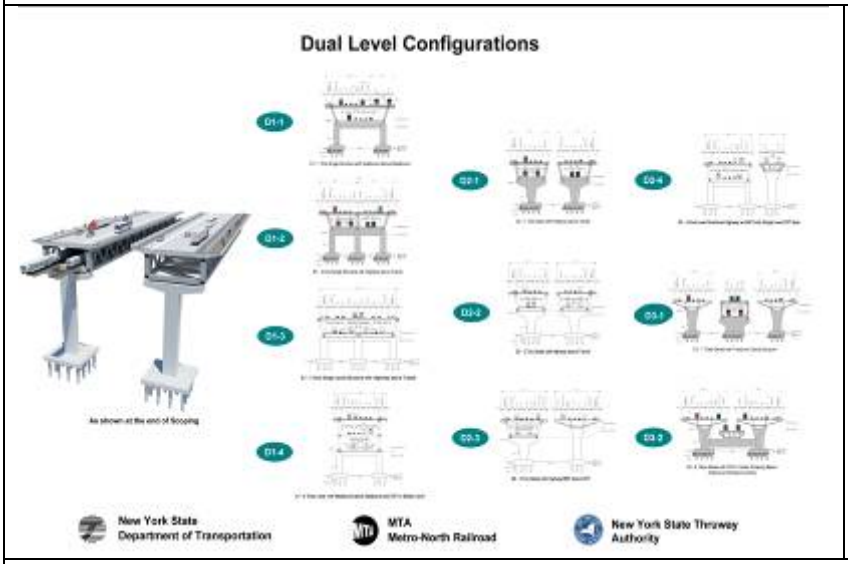
S2-4 – two deck option with CRT on south outside, BRT on north outside.

S2-5 – all highway on one deck and transit on another.

S3-3 – three decks with CRT structure on north.

4 options (S2-2, S3-1, S3-2, S3-4) remain for a single level bridge configuration.

Arup will be further developing these configurations, particularly at the landings, for these 4 options and will present in a future Stakeholders' Advisory Working Group meeting.



This graphic was used as a basis to discuss possible bridge configurations possible for a dual level bridge.

The graphic shows ten possible configurations.

MR presented a summary of the various configurations and received input from the working group why some configurations should be eliminated and why some should remain.

D1-1, D1-2, D1-3, D1-4, D2-3, – were discussed and it was recommended that they be eliminated from further consideration.

D2-1, D2-2, D2-3, D2-4, D3-1, D3-2 are options that are still on the table.

Arup will be further developing these configurations, particularly at the landings, for these 6 options and will be presented in a future Stakeholders' Advisory Working Group.