



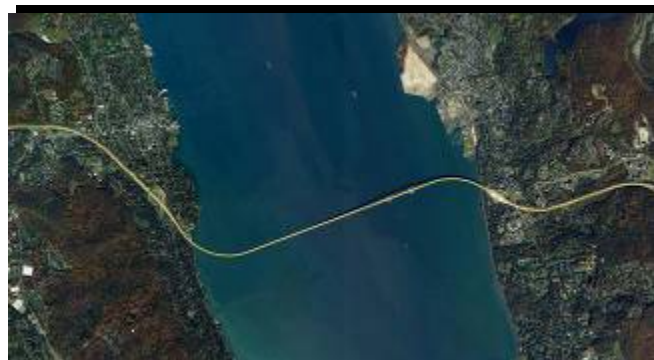
TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

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

Meeting Minutes

***Stakeholders' Advisory Working Groups (SAWGs)
Environmental SAWG Meeting #11***

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



April 30, 2009

Meeting Title:	Stakeholders' Advisory Working Groups (SAWGs) Environmental SAWG Meeting #11 – Visual Resources
Meeting Purpose:	Exchange of information
Location Date:	NYSDOT I-287 Project Office 660 White Plains Road, Tarrytown, NY April 30, 2009
Agenda:	Item 1. Introduction (Page 2) Item 2. Technical Presentation (Page 2) Item 3: Questions and Comments (Page 2)
Attendees:	<u>SAWG members</u> Phil Bosco Bob Dillon Richard May Lee Prisament Irene Ross <u>Project Team Members</u> Rita Campon, Parsons Yvette Hinds, NYSDOT Robert Laravie, NYSDOT Andrew Parker, EarthTech George Paschalis, HSH Mark Roche, Arup

Agenda Item 1

Introduction

The meeting began with an introduction and welcome to SAWG participants from Robert Laravie (DOT), he noted that future Environmental SAWGs will be more “hands-on” discussion merging the engineering with the environmental analysis, rather than the PowerPoint presentations of this evening and the past.

Agenda Item 2

Technical Presentation

Andrew Parker (Earth Tech) provided a presentation of the Project’s approach to the analysis of Visual Resources. (The slides and their accompanying annotations are provided as part of the Minutes). The Agenda noted the usual emphasis in Environmental SAWGs on our approach and methodology. We are not yet at the point where we can actually assess impacts because alignment options and additional engineering design need to be completed first. After reviewing the requirements and guidance for performing Visual Assessments, he emphasized an objective and systematic approach to defining the quality of visual resources and the anticipated effect of changes to these resources on a variety of viewer groups. Two sub areas of the 30-mile study corridor were then used to show how the methodology will be applied. These two areas were: Rockland Sub Area A – Hillburn to Suffern; and the Hudson River crossing. The attached slides of his presentation are accompanied by notes that explain the slide and photos.

Agenda Item 3

Questions and Comments

The SAWG participants provided commentary and asked questions during and after the presentation. Among these were the following.

Question: How far is the Hook Mt. viewpoint from the TZB?

Answer: About 4 miles to the north.

Question: How would the rail tunnel portals look from the bridge?

Answer: Dependent upon options being developed but the portals are likely to be below the roadway and not visible to travelers on I-287.

Question: In the Monsey plateau area, will the CRT need a tunnel?

Answer: Yes, it may need a short cut and cover type tunnel.

Question: About Louise Drive area in West Nyack, how many homes in area? Have they been interested in the project?

Answer: About 30 homes, we will try to engage them.

Question: How will we the CRT clear River Road with CRT going into tunnel?

Answer: Options will be developed as part of the bridge design.

Question: Can the GW Bridge be seen from existing bridge?

Answer: Yes, a portion of the GW Bridge is visible from the eastern end of the TZB, but at more than 14 miles distance, it depends on atmospheric conditions.

Question: In the Strawtown Road area, where are the historic church/ parsonage property locations?

Answer: The historic Clarkstown Reformed church is on the northwest side of the Thruway/Strawtown Road bridge, and its parsonage is on the northeast side of the Thruway/Strawtown Road bridge.

Adjournment

The meeting adjourned at 8:30pm.

Future SAWG meetings are: May 5th for a Joint Land Use-Transit meeting, and May 28th for the next Environmental SAWG, with Noise as the topic.