



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

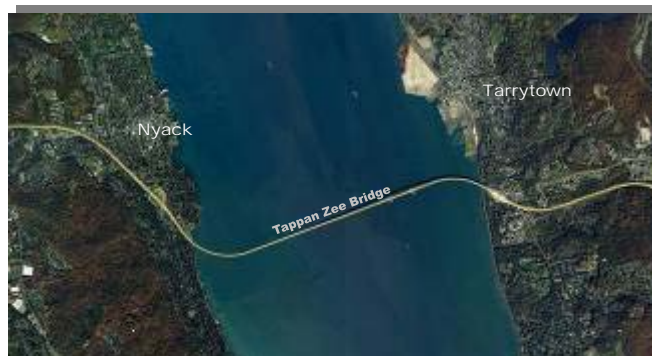
**New York State Department of Transportation  
Metropolitan Transportation Authority Metro-North Railroad  
New York State Thruway Authority**

**Meeting Minutes**

***Stakeholders' Advisory Working Group  
Bridge SAWG (#18)***

***Tappan Zee Bridge/I-287 Corridor Project***

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**May 20, 2010**

| <b>Attendance at Bridge Stakeholders’ Advisory Working Group Meeting<br/>May 20, 2010<br/>Bridge SAWG 18</b>                |  |
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| <b><u>Stakeholders’ Advisory Working Group Members</u></b>  |  |
| Marion Franklin<br>Francis Goudie<br>William Helmer<br>Milton Hoffman   | Marilan Lund<br>John Messina<br>Paul Richards<br>MaryJane Shimsky                      |
| <b><u>Project Team Members</u></b>  |  |
| Yvette Hinds, NYSDOT<br>Kristine Edwards, NYSDOT<br>Robert Laravie, NYSDOT<br>Angel Medina, NYSTA<br>Joe Pasanello, MTA/MNR | Mark Roche, Arup<br>Hemal Patel, Arup<br>Rita Campon, Parsons<br>George Paschalis, HSH |

**INTRODUCTION**

The following pages outline the material presented at this meeting of the Bridge Stakeholders’ Advisory Working Group (SAWG). The meeting was a continuation of the previous meeting but focused on the Westchester Landing having discussed the Rockland Landing in detailed at the previous meeting. The overall objectives were:

- Identification of reasonable locations for the transit components on the replacement Tappan Zee Bridge identified in the *Scoping Summary Report*, published in May 2009 – the “configuration options” for the replacement Tappan Zee Bridge,
- Process used to eliminate unreasonable configurations from the larger set of options, and
- How we will ultimately determine the configuration of the replacement Tappan Zee Bridge during the Draft Environmental Impact Statement (DEIS)

The agenda for the meeting was as follows:

1. Brief presentation to remind members of the current options for the proposed replacement of the TZB
2. Detailed discuss of the Westchester Landings as shown on the current engineer drawings

The venue: Warner Library, Tarrytown, NY

**1. Slide Presentation**

**2. Record of Discussions**

Following the presentation, members were shown working drawings of plan views for the remaining options for the proposed replacement TZB at the Westchester landing. Everyone was reminded that these are working drawings and that no final decisions have been made on any of their content. It was highlighted that details would be refined as impacts are evaluated and better solutions to individual issues are identified. In assessing the extent of the options in Westchester, the following were discussed:

- Dual Level with Transit Below (Option 6) would be the narrowest option. It would actually fit within the existing right-of-way (ROW) on both the Westchester and Rockland landings. It also would also be one of the options with the deepest deck structure. It would result in fewer property impacts but possible greater visual impacts because of the deeper deck.
- Stacked and Dual Level CRT North (Options 4 and 5) are slightly wider than Option 6 options as the BRT system would be operated on the top deck. These options would require a wider footprint and Option 4 would have a deeper structure.

- The Single Level Options (Options 1-3) would be wider than the dual-level options and differ in the location of the CRT and the number of piers necessary to support the structure.
- Other features need to be added to the list of constraints and challenges. These include:
  - A shared use path on the north side of the bridge
  - A temporary haul road for construction vehicles from the staging area, possibly at the NYSTA facility, to the Hudson River, which would require a temporary bridge access to the river over Metro-North Railroad's Hudson Line. The temporary haul road and bridge are required to take construction materials to the river bank.
- The dual-level bridge options would be about 35-ft higher than the existing Thruway.
- Stormwater  
As part of a project of this size, we have to have a plan for handling run-off and stormwater. A management plan will be developed.
- CRT Ventilation Building  
A ventilation building would be required for health and fire/life safety. It would both clean the air and provide emergency access. Space and size of the facility will depend on the chosen connection to the Hudson Line
- Noise  
The need for and location of noise barriers would be determined by the noise analysis that we'll be doing as part of the DEIS.
- The traffic patterns developed for the landings in particular (Rockland and Westchester) need to be evaluated as the components are pieced together. Since there are six options with unique features, it is not a single solution for all options.

## 1. Comments, Questions, and Answers

- C: For Option 1 (Single Level CRT Center) from the toll plaza, it doesn't look possible to cross over to exit at Interchange 9 if you are in the HOT/HOV lanes, paying at the high-speed EZ Pass lanes.
- Q: Once you get past Interchange 9, do you have access to the rest of the interchanges from the HOT/HOV lanes?  
A: Those lanes would merge in to the general traffic. We need to check the traffic consequences of merging the 5 lanes in to 4 lanes.
- Q: Does everyone have to pay tolls for the HOT/HOV? Is this for EZ Pass only?  
A: Yes, it would be signed earlier that the HOV is high-speed EZ pass tolling only.
- Q: Are only the HOT/HOV lanes EZ Pass?  
A: No, there will be EZ Pass lanes for the general traffic in the toll area.
- Q: Would the Tarrytown connector for BRT affect the Quary town houses?  
A: There would be a viaduct carrying the BRT connection road from the Broadway station under the tolls and the replacement bridge approach, then down to the Tarrytown Station.
- SAWG members then examined the drawing of the short tunnel option, which would connect to the Hudson Line.
- Q: What are the land ownerships around the area of the tunnel?  
A: Kraft owns some property behind GM. We need to establish the extents.
- Q: Is the short tunnel option possible in terms of grades? What is the cost difference between the short and long tunnel options?  
A: The short tunnel is aligned to join the Hudson Line from above. The long tunnel would go under the Hudson Line and come up to join it from beneath. The cost of the short tunnel would be approximately 1/3 of the cost of the long tunnel.
- Q: What is the difference in ventilation requirements?

- A: The long tunnel would require a ventilation shaft with a footprint of approximately 100'x100' in the vicinity of Broadway. The short tunnel would only require an access shaft.
- Q: Can the short tunnel accommodate freight?  
A: It can work. Ventilation would be different – probably greater.
- Q: If the short tunnel costs less and would be quicker to build, what makes the long tunnel viable in comparison?  
A: The long tunnel would allow a future station and would avoid any construction in the community on the south side of the toll plaza.
- Q: When will the tunnel vs trestle decision be made, and by whom?  
A: A comparison report is due to be delivered soon, and a decision will be made in the coming months.
- Q: Is there going to be an opportunity for public comment on the long tunnel vs short tunnel vs trestle?  
A: Tunnel vs trestle was presented at the recent public community meetings. A decision on further outreach will be made shortly but there is clearly a need for more input from the possibly affected communities
- Q: How much does the trestle cost? How does it compare to the other two options?  
A: The trestle would be approximately 1/3 of the cost of the long tunnel. Its cost is similar to that of the short tunnel.
- Q: Is the HOV / HOT access to Interchange 9 an issue for every option?  
A: Yes, this is an issue for all the 6 bridge options.
- Q: How do you plan to resolve this?  
A: Dedicated ramps could be installed. Traffic studies of the area need to be completed.
- Q: How many toll lanes are required? Do you need so many cash lanes?  
A: Data has been provided by NYSTA. Weekend traffic usage is different from weekday usage. Weekends have more cash users. An analysis is underway to determine the number and physical configuration of the toll plaza area that will be evaluated in the DEIS.
- C: Toll collection will need to be done during the construction of the replacement bridge, complicating the Westchester Landing area.
- C: Need to add the existing RiverWalk to the drawings.
- Q: What is the length of the bridge?  
A: 3 miles
- C: There is likely to be recreational use by pedestrians and bicycles then.

An assessment of the staging of construction is underway. We need to understand the differences in constructing the bridge while maintaining traffic among the 6 options.