



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

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

Presentation

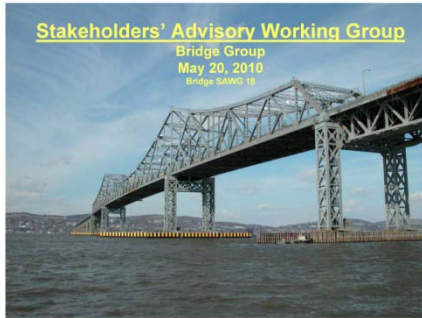
***Stakeholders' Advisory Working Group
Bridge SAWG (#18)***

Tappan Zee Bridge/I-287 Corridor Project



May 20, 2010

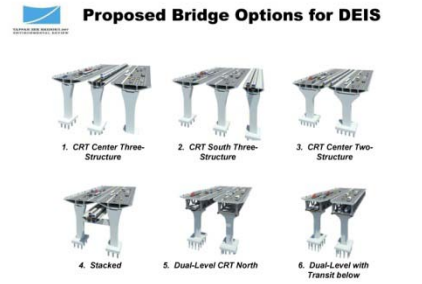
Slide Presentation



Slide 1. Kristine Edwards, NYSDOT, welcomed all members to the meeting and explained the agenda. The meeting consisted of a presentation as well as discussion centered on several engineering drawings. Together these materials furthered our discussions on the status of the bridge design development, and the major constraints and challenges at the Westchester landings.



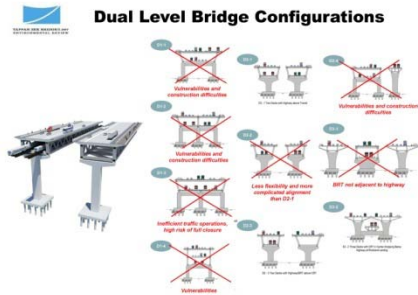
Slide 2. This slide lists the topics that were covered.



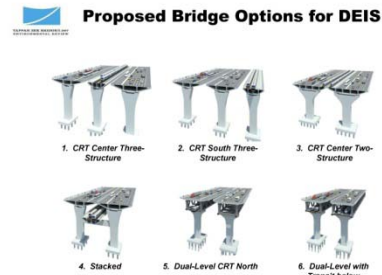
Slide 3. This slide reminded SAWG members of the 6 bridge options that remain under consideration; many options presented at earlier SAWGs have now been screened out. A report summarizing the evaluation and screening currently is under review by the agencies, so the conclusions presented to members tonight are “draft” or “preliminary.”



Slide 4. This slide was briefly shown as a reminder of the Single Level Options for the proposed replacement TZB still under consideration



Slide 5. This slide was briefly shown as a reminder of the Dual Level Options for the proposed replacement TZB still under consideration

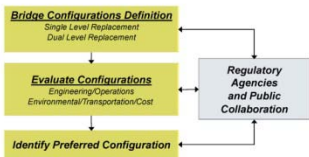


Slide 6. The common issues of the remaining 6 bridges were briefly discussed.

The major difference between the three remaining Single Level Options is the location of commuter rail transit (CRT) in the cross-section. There also is a difference in the number of supporting piers.

The major difference in the Dual Level structures is the location of bus rapid transit (BRT) and the structural form.

Next Steps
 DEIS Process for Replacement TZB



Slide 7. This slide summarized the overall process for the development of the EIS options for the proposed replacement TZB

Project Evaluation Criteria

Engineering	Environmental	Transportation	Cost
Structural Integrity	Land Use	Roadway Congestion	Capital Cost
Vulnerability	Displacements and Acquisitions	Alternative Modes in Mixed Traffic	Operating & Maintenance Cost
Seismic	Historic and Archeological Resources	Mode Split	Life Cycle cost
Redundancy	Parklands & Section 4(f)(5)(f)	Transit Ridership	
Emergency Response	Ecosystems & Water Resources	Non-Vehicular Travel	
Navigation	Visual Resources & Aesthetics	Reserve Capacity	
Construction Impacts		Transportation System Integration	
Life Span			

Slide 8. This slide outlined the overall criteria used to evaluate the reduced list of options for the EIS.

To date only the Engineering criteria were used as the basis for evaluation of the options to ensure technical feasibility. Going forward, the remaining 6 options now need to be evaluated using the Transportation, Environmental and Cost criteria to determine the options to be progressed into the EIS.

Options Development

Rockland

1. Bike/Ped Access/Location
2. Access to Waterfront for Thruway Maintenance /Construction
3. Ferries Lane
4. South Broadway Bridge Alignment
5. Interchange 10 Location
6. Esposito Trail Route
7. Sewer Main (near trail)
8. Franklin Road Bridge
9. SW
10. Form of Interchange 10
11. Introduction of Eastbound Ramp
12. CRT Maintenance Access
13. Median Emergency Turnaround
14. CRT Ventilation Building
15. NYSTA Facility at Interchange 10
16. River Road
17. NYSTA Dock Facility
18. Stormwater and Pump Station
19. Parking for Bike/Ped
20. Elizabeth Park
21. Busway Facilities
22. HOV/HOT/BRT Ramps in Thruway
23. Temp Widening of Existing Bridge
24. State Trooper Facility
25. Noise Walls

New York State Department of Transportation | MTA Metro-North Railroad | New York State Thruway Authority

Slide 9. This slide lists the issues on the Rockland side of the bridge that were discussed at the previous SAWG.

Options Development

Westchester

1. Bike/Ped Access/Location
2. South Broadway Bridge
3. South Broadway Traffic
4. CRT Ventilation Building
5. Toll Plaza Temporary Location
6. End of HOV/HOT Lanes Location
7. Access to Interchange 9
8. Toll Plaza Operations
9. NYSTA Access
10. NYSTA NY Facility
11. Toll Support Facility
12. Riverwalk Route
13. NYSTA Access to TZB
14. Heat Road - Access to Temporary Platforms / Hudson River
15. Noise Walls
16. CRT Maintenance Access

New York State Department of Transportation | MTA Metro-North Railroad | New York State Thruway Authority

Slide 10. This slide lists the issues on the Westchester side of the bridge that were anticipated to be the focus of discussion at this meeting. Drawings and aerial photos were laid out, and each item on this list was reviewed with the group. (See the discussion at the end of this document.)

Options Development

Hudson River

1. Construction Staging
2. Construction Duration
3. Dredging
4. Temporary Platforms
5. Foundation Size
6. Pile Size
7. Methods of Construction
8. Main Span Types

New York State Department of Transportation | MTA Metro-North Railroad | New York State Thruway Authority

Slide 11. These issues will be discussed at the next SAWG, in addition to some material on hydro acoustics.