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

Presentation

Joint Stakeholder Committee/
Stakeholders’ Advisory Working Groups Meeting

June 24, 2010
Tappan Zee Bridge / I-287 Corridor Project

Overview of Open House Presentations
June 28 & 30 2010

Scoping Results (May 2009)
Replacement of the Tappan Zee Bridge

Transit Mode Identification

Possible Single-Level Configuration

Possible Dual-Level Configuration

Public Outreach

- Bridge/transit reports available on www.tzbascle.com
- Open house/workshop meetings for general public in Ramapo, Clarkstown, Orangeburg, Greenburgh, White Plains, and Rye
- Working meetings targeted to Environmental Justice populations
- Ongoing stakeholder meetings

Transit-Related Outreach

- 20 transit-related meetings with towns/villages across corridor
- Coordination with County Planning Departments
- Input from Participating Agencies

Bridge-Related Outreach

- Series of meetings with from villages and towns adjacent to bridge
- Input from Cooperating Agencies on Hudson River ecology issues
- Input from Consulting Parties and National Historic Landmark properties
**Public Outreach**

- Bridge transit reports available on [www.bridge compuls](#)
- Open house/workshop meetings for general public in Ramapo, Clarion, Orange, Greenburgh, White Plains, and Rye
- Working meetings targeted to Environmental Justice populations
- Ongoing EJWG meetings

**Transit-Related Outreach**

- 20 transit-related meetings with towns/villages across corridor
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**Bridge-Related Outreach**

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**Bridge Configurations**

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**Single Level Bridge Configurations Considered**
Dual Level Bridge Configurations Considered

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Bridge Option Definition Report: Evaluation

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Bridge Options Definition Report: Conclusions

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Slide 19.

Airmont to Monsey
CRT Over Airmont Road

Options Evaluated
CRT over Airmont Road
CRT under Airmont Road

- Under Option requires a tunnel beneath Airmont Rd and deep cuts and a long tunnel to Route 59 in Monsey
- Over Option is close to Thruway grade, therefore shorter construction duration (1 year) and less cost ($1.0 billion less)

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Monsey to West Nyack
CRT in Median or South Side of Thruway

Options Evaluated:
CRT in Thruway Median
CRT on South Side of Thruway

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Monsey to West Nyack
CRT in Median or South Side of Thruway

- Thruway relocation and reconstruction is required for Median, not for South Side
- Thruway/CRT operations, maintenance and access favor the South Side

- CRT stations on south side are simpler to construct with simpler passenger access.
- BRT access ramps from HOV/HOT lanes are split and doubled to clear Median CRT
- Median construction duration significantly longer and more complex.
- Median construction costs appreciably higher due to complexities and restricted access.
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Tarrytown
Benedict Avenue Busway near Interchange 8

Options Evaluated:
Benedict Avenue
I-287 ROW

- Benedict Avenue Station more easily accessible in center of office parks
- Along Interchange 8 there is limited area for alignment and poor station location, Hotel rear access impacted

White Plains
Bi-Directional Bus Lanes on Hamilton Avenue

Options Evaluated:
Bi-Directional Bus Lanes on Hamilton Avenue
Bus Lanes on Hamilton Avenue and Main Street

Dedicated lanes on Main Street and Hamilton Avenue were evaluated:
- Bus lanes on Hamilton Avenue and Main Street create severe traffic impacts on Main Street
- Bus lanes on Hamilton Avenue (bi-directional) have less impacts on downtown traffic
- Project will assume bi-directional on Hamilton Avenue for BRT, but will be refined in Tier 2 transit analyses

Elmsford and Greenburgh
BRT Bus Lanes Alignment

- Through Elmsford and Greenburgh Route 119 is too congested for dedicated bus lanes
- Busway alignment provided adjacent to south side of I-287 and then to the north side for the Hillside Station
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Elmsford and Greenburgh
BRT Bus Lanes Alignment - Typical Cross Sections

Bus Lanes Alignment in Elmsford at Winthrop Avenue

Bus Lanes Alignment in Greenburgh at Yosemite Park

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East of Downtown White Plains
BRT Bus Lane Alignment

East of White Plains BRT is in dedicated bus lanes on Westchester Avenue to Exit 10. BRT then becomes a busway adjacent to the north side of I-287, and north along the west side of the Metro-North New Haven Line to the Port Chester Station.

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East of Downtown White Plains
BRT Bus Lane Alignment – Typical Cross Sections

Bus Lanes on Westchester Avenue at Butcher Avenue (eastbound)

Bus Lanes (as a Busway) along North Side I-287 at South Ridge Street
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Elmsford and Greenburgh
BRT Busway Alignment

East of the Benedict Avenue alignment the busway continues adjacent to the north side of I-287 through Elmsford and Greenburgh.

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East of Downtown White Plains
BRT Busway Alignment

BRT in a busway adjacent to south side of I-287, then crosses to the north side near Exit 10. Busway continues to Metro-North Port Chester Station, similar to the Bus Lane alignment.

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East of Downtown White Plains
BRT Busway Alignment – Typical Cross Sections

Busway at Butcher Avenue

Busway along west side of Metro-North New Haven Line (View Looking North)
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Highway Improvement Options

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Highway Improvement Options Evaluated

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Westbound and Eastbound Climbing Lanes

Analysis of Warrants (Standards) considers:
- Reduction in truck speed on a steep grade
- High vehicle volumes and congestion levels
- Accident rates above the Statewide Average
Interchange 13 Auxiliary Lanes

Auxiliary lanes separate the weave/merge operations in a separate roadway parallel to the highway. Traffic analyses show their effectiveness:
- Weaving area separated from mainline traffic creating smoother, safer traffic flow
- Requires interchange ramps to be reconstructed and entry and exit lanes to be lengthened
- Properties adjacent to the interchange are acquired/impacted

Interchange 14X Evaluation

Findings:
- FHWA Policy for new Interchanges:
  - Improve conditions on the interstate system
  - Not added to alleviate local congestion
- Results of traffic analyses:
  - Worse conditions at interchange 14B from higher volumes entering in the AM and PM
  - Slower speeds and longer delays on WB Thruway during PM peak period
  - Many vehicles would enter 14X WB and exit at 14B, using Thruway to bypass Routes 50
  - Minimal change in speed and travel times on Route 50

Interchange 10 Reconfiguration

Existing Configuration

Demand Configuration

Demand Configuration with Roadblocks

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EIS Alternatives

One No – Action and Four Build Alternatives

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