



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

THE TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

DEIS PROCESS

This fact sheet is part of an extensive public outreach program that is at the center of a regional study to improve mobility within the I-287 Corridor, between Suffern and Port Chester, and to address structural issues related to the Tappan Zee Bridge. The study is being conducted by the New York State Department of Transportation, the New York State Thruway Authority and MTA Metro-North Railroad under the supervision of the Federal Highway Administration and the Federal Transit Administration, the federal co-leads for the National Environmental Policy Act (NEPA) process.



16
SCENARIOS
EVALUATED >>

6
ALTERNATIVES
are now under study in the
Tappan Zee Bridge/I-287
Environmental Review

* It's a big job

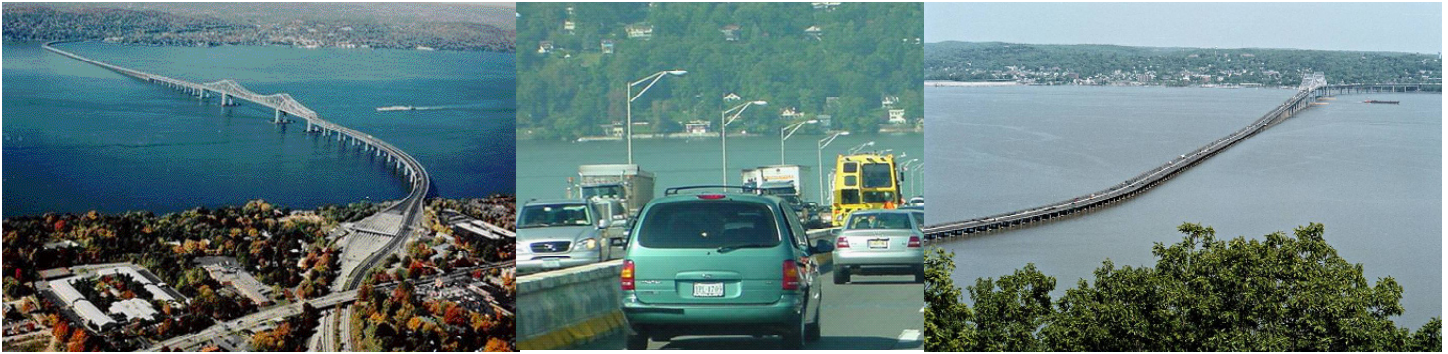
During the first stage of the Tappan Zee Bridge/I-287 Environmental Review, the Alternatives Analysis, more than 150 suggestions on how to improve conditions in the I-287 Corridor were identified, studied and combined into 16 different scenarios that were analyzed for their environmental impact, constructability, cost and ability to improve mobility in the I-287 Corridor. The six alternatives that remained at the end of that screening process are now being studied in more detail in the Draft Environmental Impact Statement (DEIS) process.

An Environmental Impact Statement is often referred to as an EIS. Prepared in accordance with the National Environmental Policy Act (NEPA) and the New York State Environmental Quality Review Act (SEQRA), the EIS examines the potential environmental impacts of proposed actions. NEPA and SEQRA share the same purpose—to keep the government and the public fully informed about the impacts of alternatives to proposed actions and projects, as well as ways to mitigate adverse impacts.

The project is now in the DEIS phase. During the DEIS, each of the six alternatives—including a “no build” option—will be examined for environmental considerations that include the Hudson River ecosystems, air quality, noise and vibration, historical resources, land use, geology, socioeconomics and aesthetics. A review of costs and benefits also is part of the criteria. The Project Team also has launched a financial analysis to explore funding and finance options for the selected solution.

In this phase of the process, a Final Environmental Impact Statement (FEIS) will be prepared. This will be followed by a Record of Decision (ROD), which will be issued by the federal government and a SEQRA findings statement to be issued by the state.





A CONGESTED CORRIDOR

- + The Tappan Zee Bridge handles more than 135,000 vehicles per day—with volumes as high as 170,000 vehicles daily. When it opened in 1955, the bridge averaged 18,000 vehicles per day.
- + The Tappan Zee Bridge is safe. The New York State Thruway Authority operates a regular program of scheduled maintenance designed specifically to ensure the bridge is safe for travel. The bridge also receives a detailed inspection every two years by qualified engineers.
- + It is costing many millions of dollars per year to maintain and to repair the bridge.
- + The Tappan Zee Bridge is the primary Hudson River crossing north of New York City, providing access to jobs and services for much of upstate New York, and is an important trucking route. It is a “lifeline” bridge, which requires it remain open and passable during emergencies.
- + The bridge does not meet current seismic criteria. It also does not have shoulders to accommodate emergency vehicles and breakdowns.
- + If nothing is done to relieve congestion in the I-287 Corridor between Suffern and Port Chester, by 2030 traffic crossing the bridge will increase to about 200,000 cars per day. Travel times are predicted to grow significantly.
- + Most trips in the corridor are local. On a typical weekday, more than 50 percent of eastbound trips over the bridge originate in Rockland County and half are destined for Westchester County. About 40 percent of truck trips in the corridor serve local destinations.
- + The only transit available for corridor travel is limited bus service, and there is little connectivity among transit providers.
- + I-287 in Rockland County includes several steep grades that reduce mobility due to slow-moving traffic trying to get uphill.

Each of the alternatives under study offers different potential benefits to the region, including solutions to many of the issues identified here. The study is focused on finding cross-corridor solutions that address traveler needs on both sides of the Hudson River, between Suffern and Port Chester.

GET INVOLVED, STAY INVOLVED

Visit the project Web site:
<http://www.tzbsite.com>

Send us an e-mail:
tzbsite@thruway.state.ny.us

Visit the Community Outreach Centers:

- Tarrytown Office
 Wednesdays/Thursdays, 10 am-3 pm
 333 S. Broadway, Tarrytown, NY 10591
 (914) 524-0273
- Nyack Office
 Wednesdays/Thursdays, 4 pm-8 pm
 Saturdays, 11 am - 4pm
 203 Main St., Nyack, NY 10960
 (845) 348-7714

Write to us:
 Michael P. Anderson, Project Team Leader
 Tappan Zee Bridge/I-287 Corridor
 Environmental Review
 Community Outreach Center
 333 S. Broadway, Tarrytown, NY 10591

To join the Tappan Zee Bridge/I-287 Environmental Review mailing list and learn more about this study, please complete the form below and return to:

Michael P. Anderson, Project Team Leader, Tappan Zee Bridge/I-287 Corridor Environmental Review, Community Outreach Center, 333 S. Broadway, Tarrytown, NY 10591

☐ Add my name to the mailing list

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