



New York State Department of Transportation
Tappan Zee Bridge/I-287 Corridor Project
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VISIT OUR COMMUNITY OUTREACH CENTERS

Westchester
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Tarrytown, NY 10591
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Rockland
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Nyack, NY 10960
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Open Wednesday–Thursday,
4:00 pm–8:00 pm,
Saturday, 11:00 am–4:00 pm

Visit www.tzbsite.com

NYSDOT HONORS UPPER NYACK ELEMENTARY SCHOOL

Recognizing the “TappCAN” Zee Bridge

The New York State Department of Transportation (NYSDOT) presented Upper Nyack Elementary School with a statewide honor for excellence, NYSDOT’s Certificate of Achievement, for the school’s “TappCAN” Zee Bridge project. A replica of the Tappan Zee Bridge made from student-collected cans of food, the “TappCAN” Zee Bridge project is the brainchild of second-grade teachers and their students. They undertook the project because of the Tappan Zee Bridge’s regional significance, the quadricentennial of the discovery of the Hudson River by Henry Hudson, and as a means of helping the less fortunate by donating all cans collected to charity.

More than 400 first- through fifth-grade students, teachers, local officials, and parents participated in the February 11 award event, which included a tribute in song to the Hudson Valley by first- and second-graders, a presentation on the history of the Hudson Valley, and an enthusiastic rendition of the school song.

“You chose a good project to replicate...and you showed that you know your history and your current events,” said NYSDOT

Executive Deputy Commissioner Stanley Gee in presenting the award to the school. “But above all, you showed

that you care about those who are less fortunate among us. Your effort was very commendable.”

NYSDOT Commissioner Astrid C. Glynn selected the school for recognition upon learning of the project.

“Your magnificent project was creative and it made an important contribution to the community,” Commissioner Glynn said in a message to the school. “I am impressed by your thoughtfulness and your willingness to share with your neighbors, as well as by the ingenuity that you brought to the idea of the Tappan Zee Bridge.”

The school donated the food to the People to People of Rockland County charity.

Rockland County Legislature Chair Harriet Cornell and Nyack Superintendent of Schools Dr. Valencia Douglas also participated in the award event. In addition, Jenn Profenna, representing Rockland County Executive C. Scott Vanderhoef, provided the school with an Award of Excellence.

“The entire program was fantastic and an excellent show of community participation from the DOT in recognizing our school for this honor. We were all very thrilled,” said Dr. Anne Roberts, Upper Nyack Elementary School principal.



Above, from left, Stanley Gee, NYSDOT; Harriet Cornell, Rockland County Legislature Chairwoman; Dr. Anne Roberts, School Principal; Dr. Valencia Douglas, Nyack Superintendent of Schools; and second-grade teachers Karen Silber, Jennifer Javenes, and Margie Vasquez. Below left, the bridge builders.



Courtesy of the New York State Thruway Authority



TAPPAN ZEE BRIDGE/ I-287 CORRIDOR PROJECT

NEWSLETTER

Spring 2009



Project Director’s Message

This will be an exciting and productive year for the Tappan Zee Bridge/I-287 Corridor Project, in large part because of the key recommendations that were announced in September 2008. Those of you who attended our public meetings in Rockland, Westchester, and Orange Counties last fall, or regularly check the project website, www.tzbsite.com, know that two key recommendations were announced regarding both the future of the bridge and the future of transit across the I-287 Corridor.

First, the three agencies that oversee this project—the New York State Department of Transportation, the New York State Thruway Authority, and the Metropolitan Transportation Authority Metro-North Railroad—recommended a complete replacement of the existing bridge with a transit-ready bridge.

In addition, the agencies recommended that two new forms of transit serve the Tappan Zee Bridge/I-287 Corridor:

- ▶ a Bus Rapid Transit (BRT) system along the 30-mile corridor across Rockland and Westchester Counties, from Suffern to Port Chester, and
- ▶ a Commuter Rail Transit (CRT) system across Rockland County and the new Tappan Zee Bridge to provide commuters access to and from Grand Central Terminal.

Why have these recommendations been made? As the information presented last fall (and found on the website) points out, there are several important reasons. Replacing the bridge is the only reasonable way to optimize engineering performance, lower maintenance costs, shorten construction time, and assure the longest life cycle for the bridge. The combination of BRT and CRT would provide the most flexibility to accommodate multiple markets, including the cross-corridor and New York City travel markets. These modes also do the best job of meeting the growth in travel demand anticipated for the region.

Find out more details about how and why these

recommendations were made by reviewing the two in-depth studies on the website: *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* and *Transit Mode Selection Report*.

The recommendations will be finalized in the *Scoping Summary Report*, which will be available this spring. Most important, with these two recommendations in place, the Draft Environmental Impact Statement (DEIS) may then move forward.

Also this year, the project team, with the participation and support of Rockland and Westchester Counties, will undertake an innovative initiative to facilitate local planning in the corridor, launching a training program on transit-oriented development (TOD). This program is designed to engage municipalities along the corridor and inform them of opportunities and issues associated with new transit services as well as resources that are available to help them plan accordingly.

There are plenty of opportunities for you to become involved in the project. Our Stakeholders’ Advisory Working Groups (SAWGs) are meeting regularly; find out more about how to join a SAWG on the project website. A new round of public open houses will be scheduled for later this year as well as numerous local meetings to discuss local issues. You may also visit our project outreach centers in Tarrytown and Nyack. Of course, we encourage you to be a regular visitor to www.tzbsite.com for the latest information.

As always, thank you for your continued interest and participation.

Michael P. Anderson, P.E.
Project Director

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New York State Department of Transportation



New York State Thruway Authority



Metro-North Railroad

PROJECT STATUS

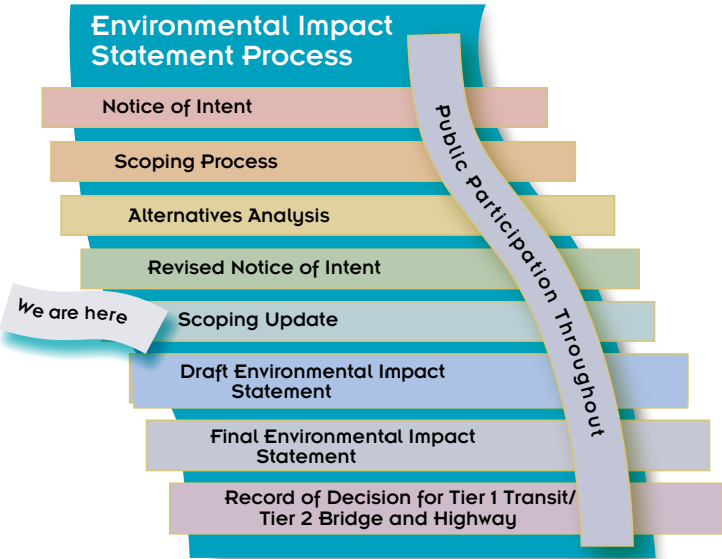
RECOMMENDATIONS ON THE BRIDGE AND TRANSIT MODES

Last year, the project team studied the feasibility of rehabilitating and replacing the Tappan Zee Bridge and which type of transit—Bus Rapid Transit (BRT), Commuter Rail Transit (CRT) or Light Rail Transit (LRT)—should be implemented across the 30-mile Tappan Zee Bridge/I-287 Corridor, from Suffern in Rockland to Port Chester in Westchester. The team announced its recommendations last fall, presenting its results for public review in two major draft reports. The team recommended that the Tappan Zee Bridge be replaced with a new bridge that would carry two types of transit: a BRT system to transport commuters between Suffern and Port Chester, and CRT service between Suffern and Grand Central Terminal. To view the *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* report and the *Transit Mode Selection Report*, visit www.tzbsite.com.

SCOPING SUMMARY REPORT

The publication of the *Scoping Summary Report* will close the scoping phase of the study. The report also will present the Project Purpose and Need, summarize public comments and the public involvement program, describe the Alternatives to be studied in the Draft Environmental Impact Statement (DEIS), and present the scope of the environmental and engineering studies for the DEIS. The report will also present the updated schedule for completing the DEIS.

An additional report, the *Scoping Comments Report*, will present comments from the public, which were accepted through December 1, 2008, and the project team responses to those comments. We received comments from nearly 100 people after the announcement of the recommendations last year. These are in addition to the nearly 300 people who commented earlier in 2008. The report also addresses comments received during the 2003 scoping phase from over 100 commenters.



Bus Rapid Transit (BRT)



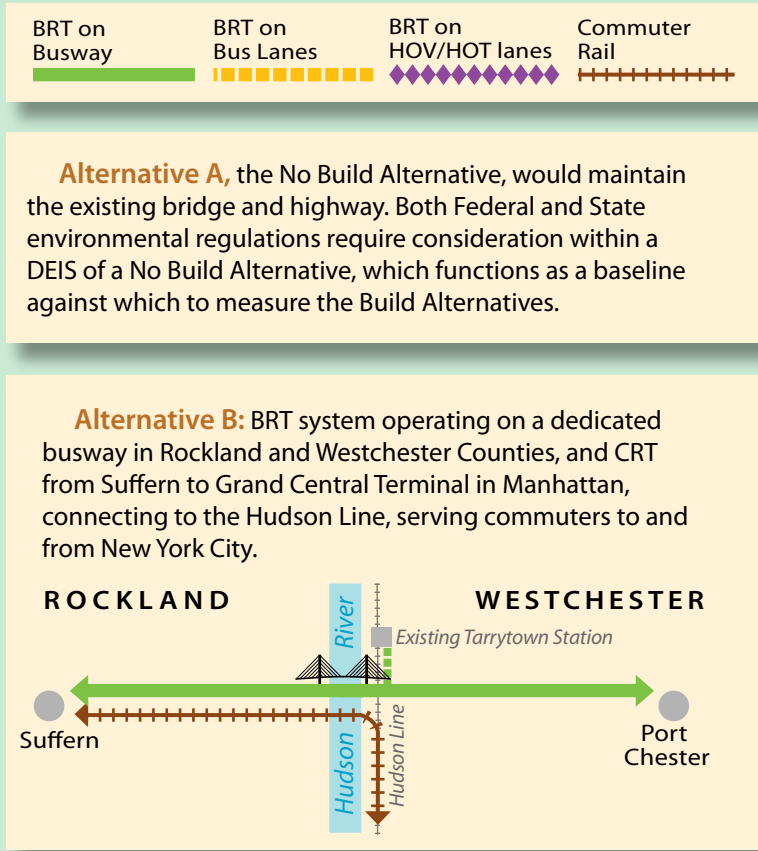
Commuter Rail Transit (CRT)

DEIS ALTERNATIVES

Based on the September 2008 recommendations, the project team is advancing five Alternatives (four Build and one No Build) to be evaluated in the Draft Environmental Impact Statement (DEIS).

Each of the Build Alternatives combines Bus Rapid Transit (BRT) with Commuter Rail Transit (CRT). The Alternatives differ in how they accommodate BRT, which could operate either on a busway, bus lane, or High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lane. A **busway** is a dedicated lane, separated by a barrier from other traffic, that would be used only by BRT vehicles. A **bus lane** is a dedicated, in-street lane, with some mixed traffic, but lacking barriers. An **HOV/HOT lane** would carry the BRT along with other High Occupancy Vehicles and a limited number of premium toll vehicles. The CRT would be similar in all the Alternatives, connecting to the Port Jervis Line in Suffern, traveling across Rockland and the new bridge, and continuing to Grand Central Terminal along the Hudson Line.

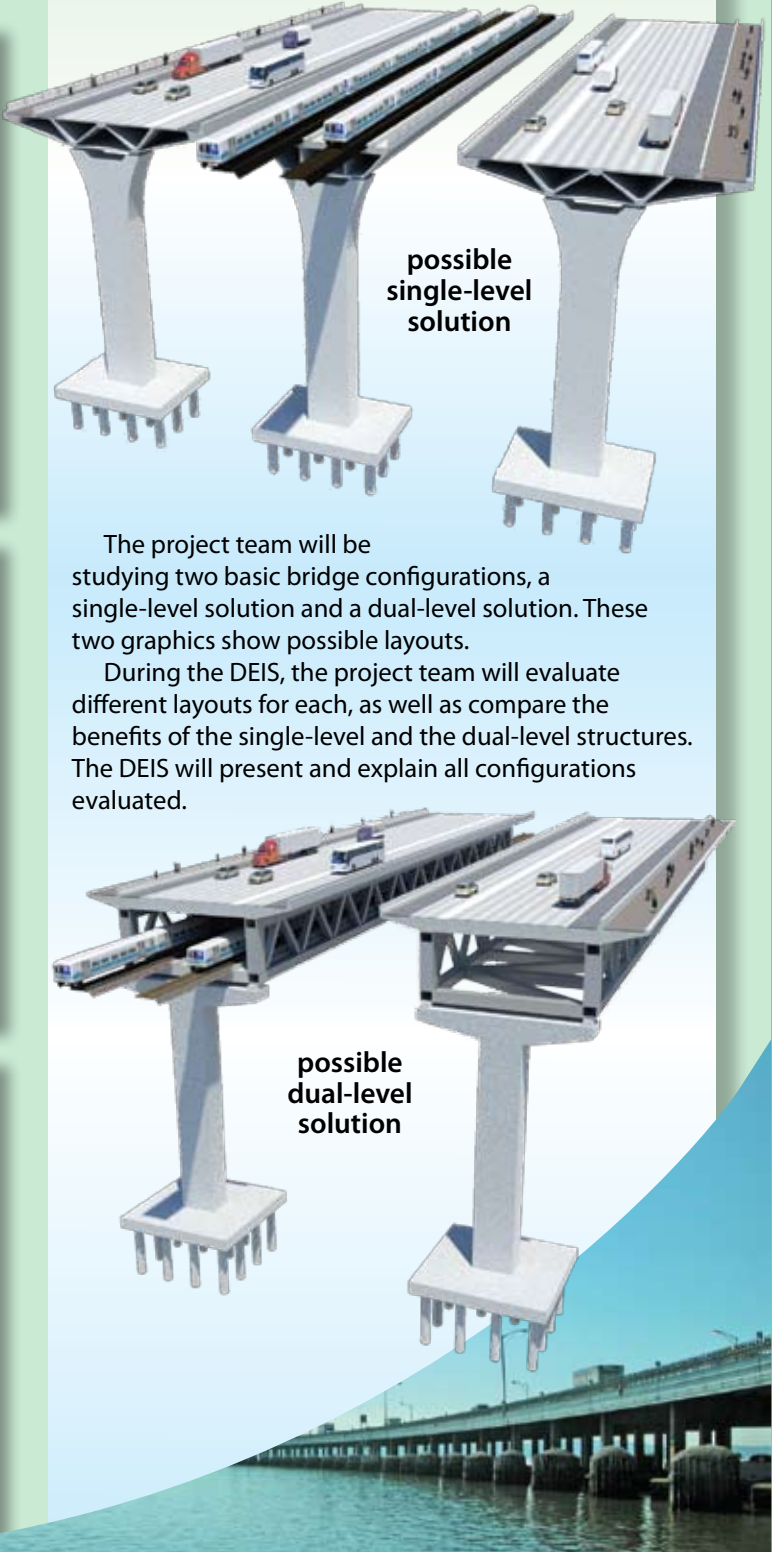
Transit Configurations



Replacement Bridge Configurations

The DEIS also will analyze whether the new Tappan Zee Bridge should have single- or dual-level configurations.

Each bridge configuration would carry eight general purpose lanes, include shoulders, and accommodate BRT lanes, CRT tracks, and bicycle/pedestrian paths.



The project team will be studying two basic bridge configurations, a single-level solution and a dual-level solution. These two graphics show possible layouts.

During the DEIS, the project team will evaluate different layouts for each, as well as compare the benefits of the single-level and the dual-level structures. The DEIS will present and explain all configurations evaluated.