



Commander (dpb)  
First Coast Guard District  
1 South Street  
Battery Park Building  
New York, NY 10004-1466

**JAN 16 2009**

## **PUBLIC NOTICE 1-075**

All interested parties are notified that the Commander, First Coast Guard District, has received a request from the New York State Department of Transportation (NYSDOT) to assist in determining navigational clearances that would be acceptable for a new bridge structure proposed to replace the existing Tappan Zee Bridge (TZB) across the Hudson River (mile 27.0) between Tarrytown and Nyack, New York. The partnership of NYSDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), New York State Thruway Authority (NYSTA) and Metro-North Railroad (MNR) have proposed replacement of the TZB and is preparing an Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act-Section 6002 (SAFETEA-LU) to address environmental impacts of various replacement alternatives.

It is anticipated that a Coast Guard Bridge permit will be required for the proposed action; therefore, the Coast Guard has agreed to serve as a cooperating agency as defined by NEPA regulations and SAFETEA-LU. As such the Coast Guard is soliciting comment from navigational interests regarding navigational clearance needs for present and prospective navigation transiting the proposed project vicinity.

**WATERWAY AND LOCATION:** The TZB is approximately 3.1 miles (5 km) in length and spans the Hudson River 27.0 miles (43.74km) above the mouth of the waterway between Tarrytown and Nyack, New York.

**CHARACTER OF WORK:** The TZB is a component of the New York State Thruway, designated as I-87/I287. It is the project proponents' determination that based upon the mobility needs of the region and the requirement to provide enhanced engineering performance of this critical crossing, replacement of the TZB is required. Upon construction of a new TZB, all structural elements of the existing TZB will be removed to depths determined by the Coast Guard in consultation with the Army Corps of Engineers.

### **NAVIGATIONAL CLEARANCES:**

**Existing Bridge** - The existing TZB provides a minimum vertical clearance of 139 feet (42.36meters) above mean high water (mhw) for a horizontal opening of 1,042 ft (317.60m) between fenders under the main span. The federally authorized navigation project provides a channel 32 ft (9.75m) deep below mean low water for a 600 ft (182.88m) channel width. East and west spans adjacent to the main span provide 469.1 ft (142.98m) horizontal clearance and a minimum vertical clearance of 123 ft (37.49m) above mhw.

**Proposed clearances** – Recommended horizontal clearance through the main navigational channel for a proposed replacement bridge is 1000 ft (304.80m) between fenders. Vertical clearance for the 600 foot wide authorized federal channel is recommended to be up to 155 ft (47.24m) above mhw but in no case less than the existing vertical clearance of 139 feet. Factors determining the final vertical clearance selection will be the reasonable needs of navigation, roadway geometry at the Tarrytown end of the bridge and incremental cost. Spans adjacent to the main span may vary between 150-450 ft (45.72-137.16m), a reduction from the existing condition.

**CONSTRUCTION:** Significant numbers of marine construction equipment and material barges would be required during construction of a replacement bridge with the potential of impacting navigation. Construction is estimated to take 5 years including three years for substructure placement and two years for superstructure erection with an additional two years for demolition of the existing TZB. To ensure the safety of navigation there may be short periods when the waterway will be closed for critical operations. All marine operations and the plan and schedule will be reviewed and approved by the Coast Guard. All waterway/channel closures must receive the approval of the Coast Guard as well.

### **SOLICITATION OF COMMENTS:**

Mariners are requested to comment on the recommended navigational clearances through the main channel and the clearance needs under the adjacent spans. Comments on other navigational safety issues including navigational lighting are requested as well. Boat owners transiting the project vicinity are requested to provide information about their vessels including type of vessel, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenant structures (e.g. tuna towers, flying bridges, fixed antennas and radar units). Input received will assist the project proponents in the design of a replacement bridge.

Interested parties are requested to express their views in writing giving sufficient detail to establish a clear understanding of their comments. Comments will be received at the office of the Commander (dpb), First Coast Guard District, Battery Park Building, One South Street, New York, NY 10004-1466 through **FEB 20 2009**.

It is requested that this information be brought to the attention of any person having an interest in this who may not have received a copy of this public notice.

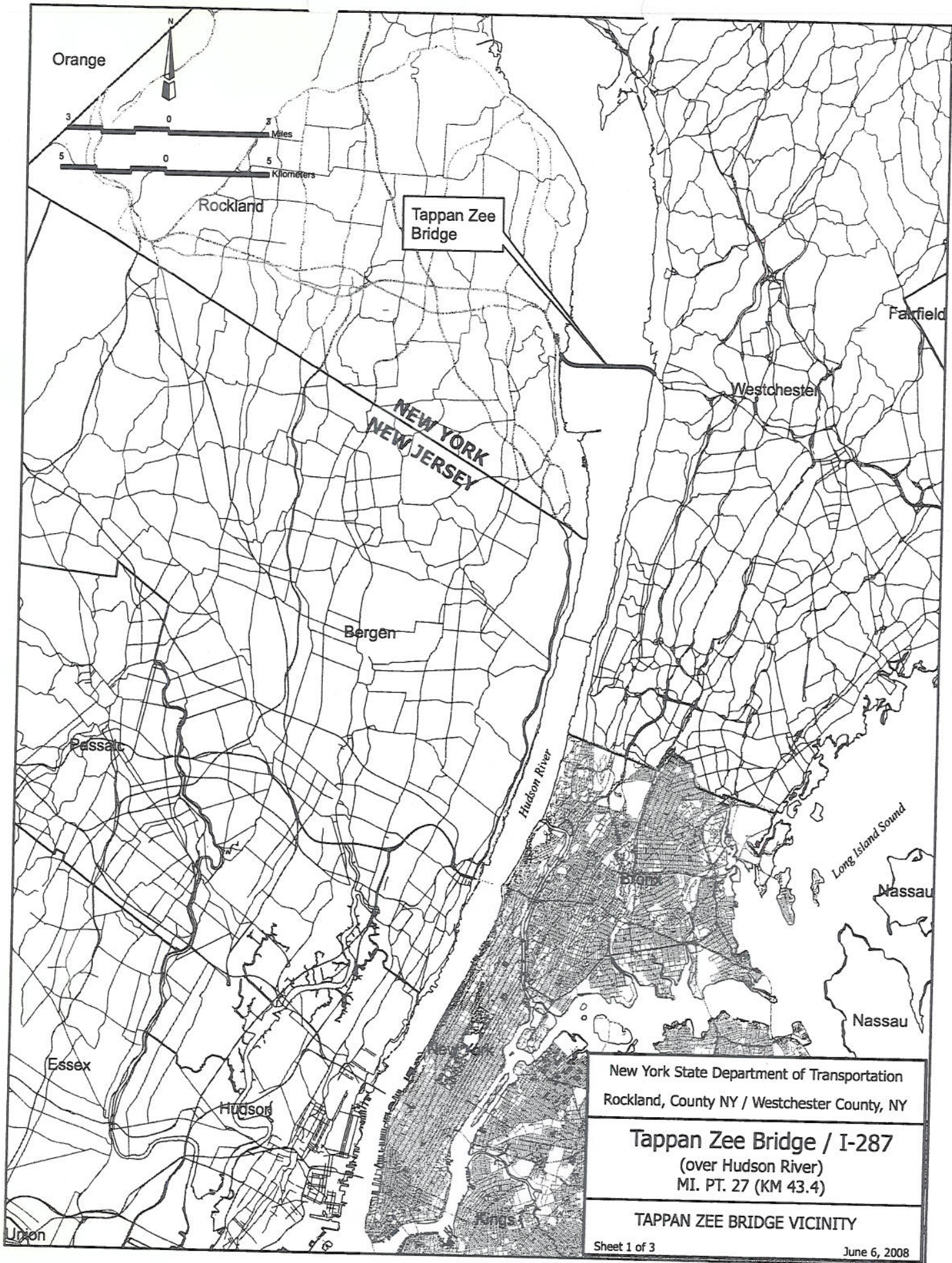


Plans showing the project vicinity and the existing and recommended conditions are included in this public notice.

FOR THE DISTRICT COMMANDER:

A handwritten signature in black ink, appearing to read "Gary Kassof". The signature is fluid and cursive, with the first name "Gary" and last name "Kassof" clearly distinguishable.

Gary Kassof  
Bridge Program Manager  
- First Coast Guard District  
By Direction of the District Commander



New York State Department of Transportation  
Rockland, County NY / Westchester County, NY

**Tappan Zee Bridge / I-287**  
(over Hudson River)  
MI. PT. 27 (KM 43.4)

**TAPPAN ZEE BRIDGE VICINITY**

Sheet 1 of 3

June 6, 2008

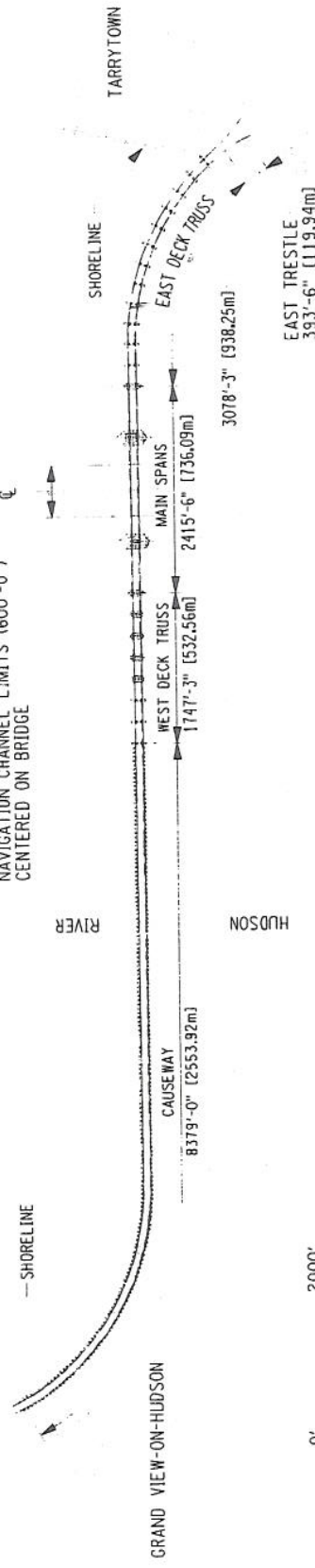


GRID NORTH

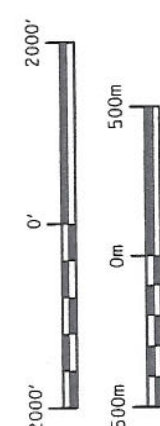


BRIDGE

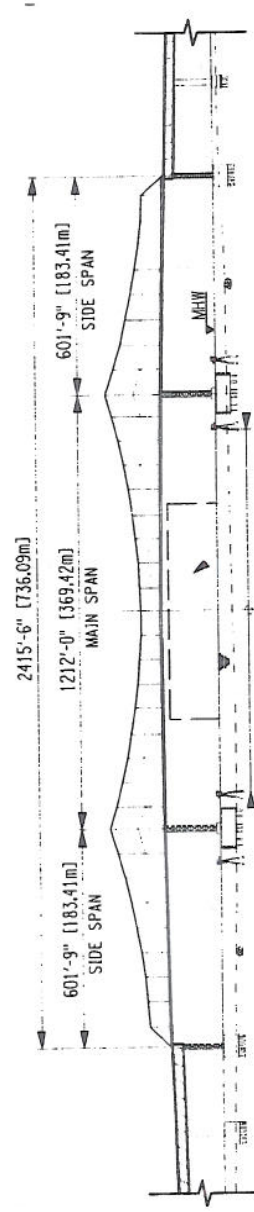
NAVIGATION CHANNEL LIMITS (600'-0")  
CENTERED ON BRIDGE



PLAN



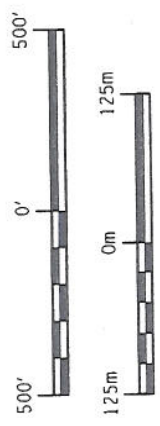
ELEVATION



1042 FT (317.60m) BETWEEN FACE OF FENDERS

BRIDGE CENTERLINE  
 --- 139 FT (42.38m) VERTICAL CLEARANCE ABOVE MHW  
 - 600 FT (183.41m) WIDE NAVIGATION CHANNEL  
 - 32 FT (9.75m) AUTHORIZED DEPTH AT MHW

MAIN SPANS

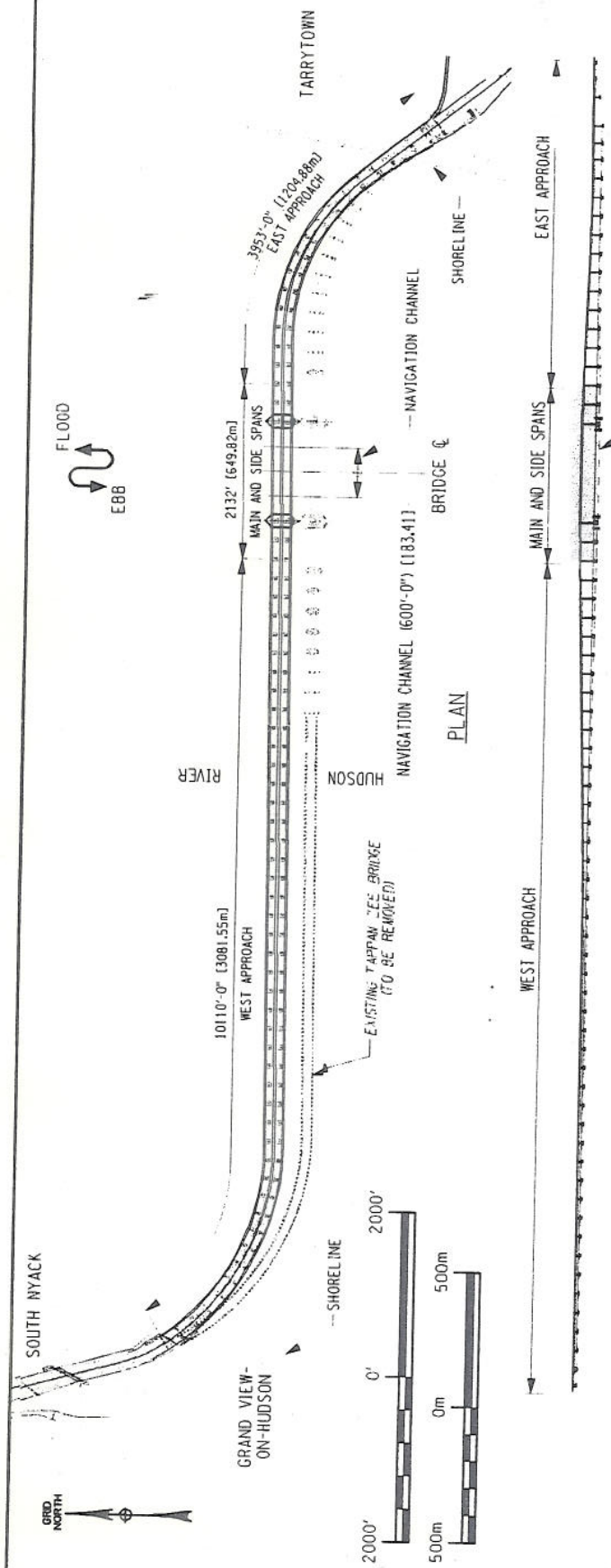


DATE: JUNE 4, 2008  
 SHEET 2 OF 3

NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
 ROCKLAND COUNTY, NY /  
 WESTCHESTER COUNTY, NY

TAPPAN ZEE BRIDGE / I-287  
 (OVER HUDSON RIVER)  
 MI. PT. 27 (KM PT. 43.45)

EXISTING BRIDGE  
 MAIN AND SIDE SPANS

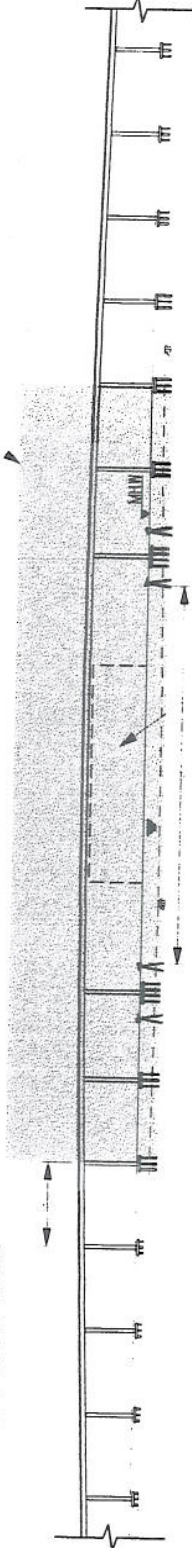


# **ELEVATION**

SPANS RANGE -  
150 FT - 450 FT (45.72m - 137.16)

MAIN AND SIDE SPANS STRUCTURE SUBJECT TO CHANGE

MAIN AND SIDE SPANS STRUCTURE SUBJECT TO CHANGE



DATE: JUN 4, 2008  
SHEET 3 OF 3

NEW YORK STATE DEPARTMENT OF TRANSPORTATION ROCKLAND COUNTY, NY WESTCHESTER COUNTY, NY
TAPPAN ZEE BRIDGE / I-287 (OVER HUDSON RIVER) MI. PT. 27 (KM. PT. 43.45)
RECOMMENDED REPLACEMENT BRIDGE