

TAPPAN ZEE HUDSON RIVER CROSSING PROJECT



welcome



NEW YORK STATE



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SCOPING BRIEFINGS – OCTOBER 25TH & 27TH, 2011

PROJECT UPDATE: October 2011

- Discontinuing the old plan for the Tappan Zee Bridge I287 Corridor project
- Implementing expedited plan for Tappan Zee Hudson River Crossing project
- Scoping – Bringing in agencies and the public on the plan for a new Tappan Zee Hudson River Crossing project.



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Discontinuing Old Plan

- Discontinues the 30-mile-corridor Tappan Zee Bridge-I 287 Corridor Project
- Timeline was outdated
- Process was complex and unworkable
- Economic and fiscal realities prevented financing of the project
- Discontinuing old plan was supported by two federal lead agencies, FHWA and FTA



The New Plan

- Speeds up timeline of environmental process and construction
- Reduces costs to State taxpayers
- Preserves options for future transit construction
- Invites public participation and comment

The new project will be informed by studies from the discontinued project



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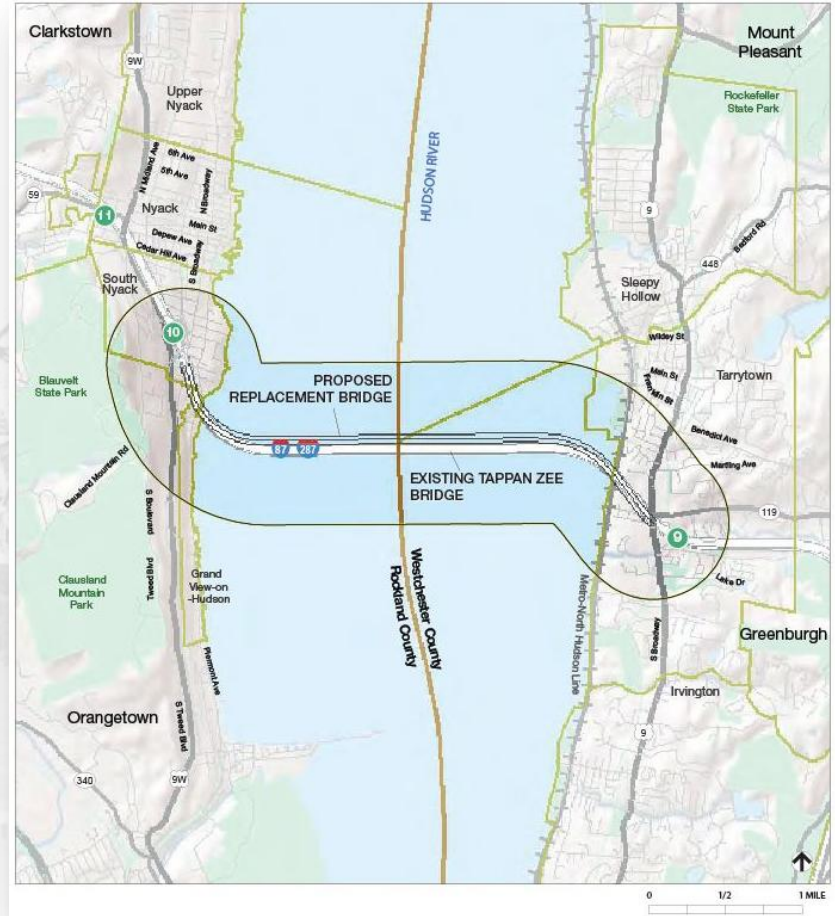
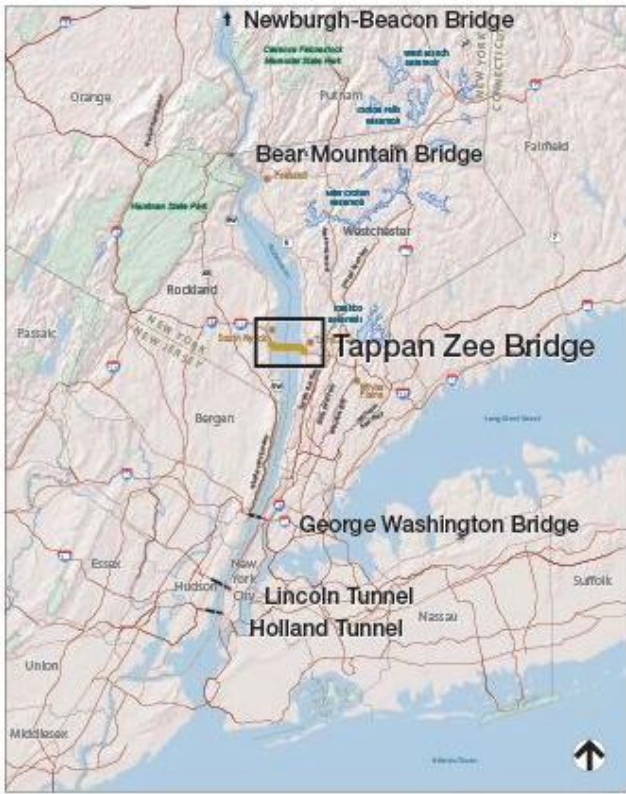


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Rescaled Tappan Zee Hudson River Crossing Project

- 4-mile limit includes bridge and its immediate landings

Project Context



Purpose and Need

Purpose:

To maintain a vital link in the regional and national transportation network by providing improved Hudson River crossing

Need:

- While safe, TZB falls short of current engineering standards
- Extensive and costly capital program

Project would correct bridge's structural, operational, mobility, safety, and security features



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Goals and Objectives

Purpose and Need  Goals and Objectives

Goals are:

- To ensure the vitality of the Hudson River crossing,
- Improve its transportation operations and safety, and
- Maximize the use of public investment

Goals and Objectives are used to evaluate the project alternatives



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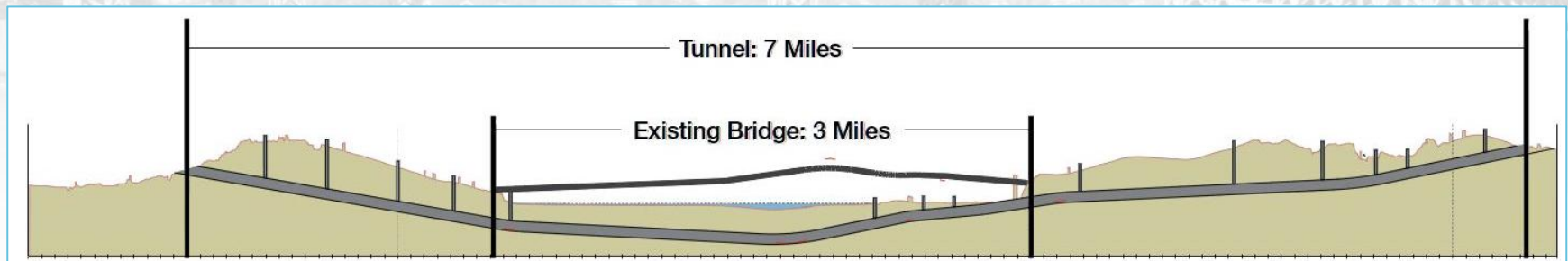
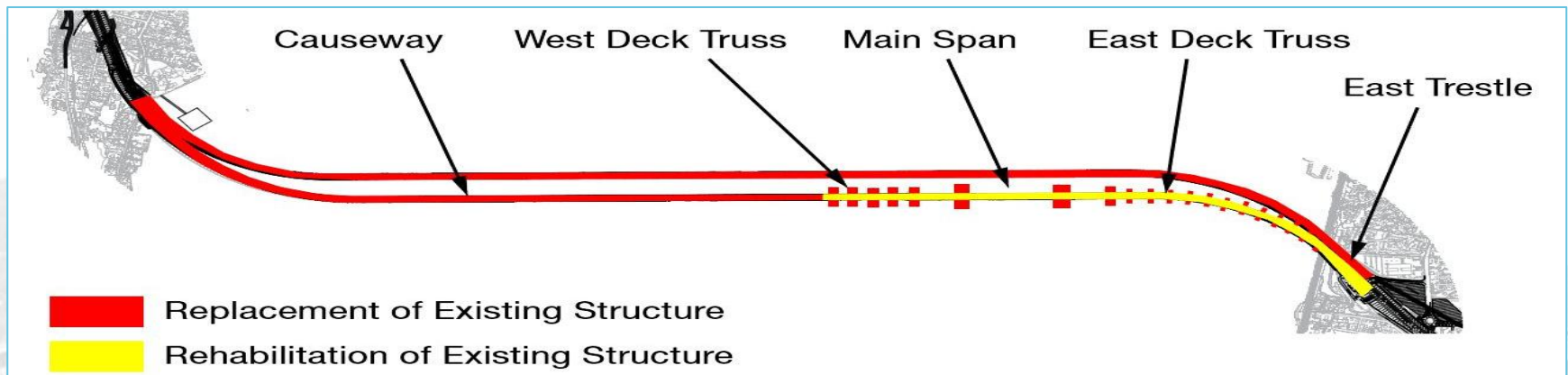
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Alternatives

- All alternatives considered in the EIS will not preclude future transit
- Considered but not advanced for further study in the EIS:
 - Rehabilitation options and Tunnel options
 - Re-examined during this project, with the same conclusion



DEIS Alternatives

- Two Draft Environmental Impact Statement Alternatives
 - No Build (No Action)
 - Replacement Bridge Alternative



Replacement Bridge Alternative

- North Alignment
- Two separate structures



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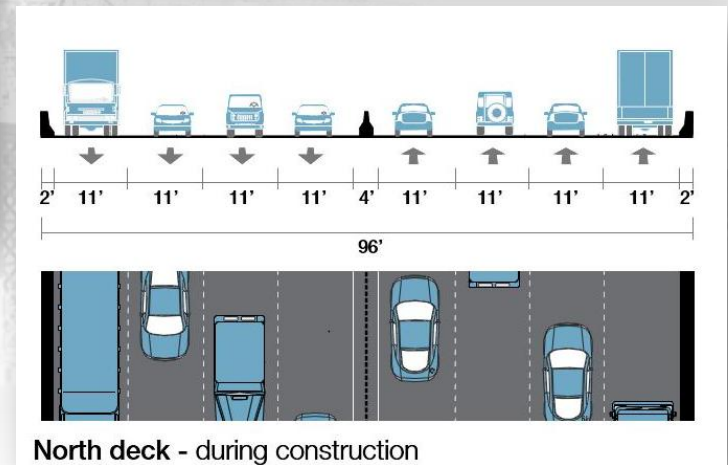
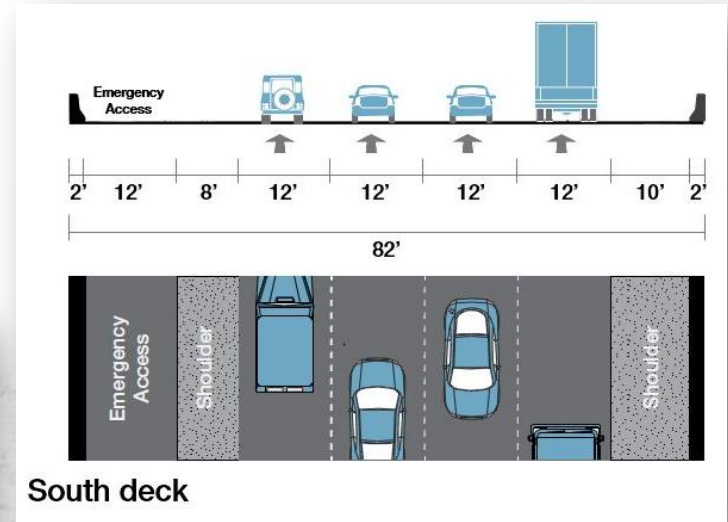
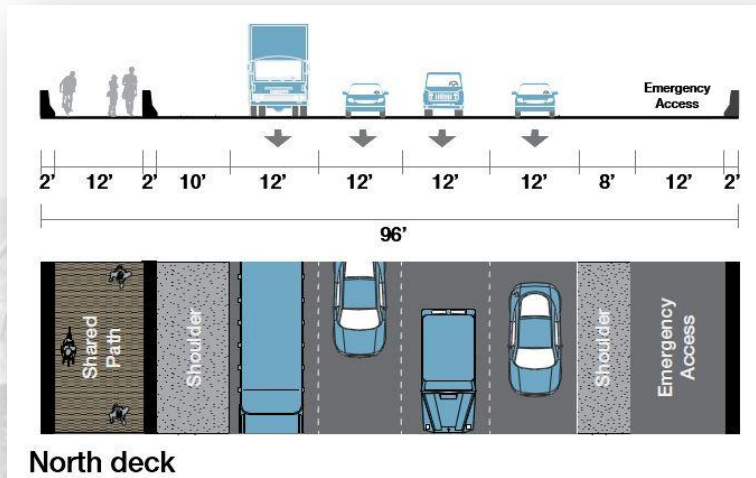
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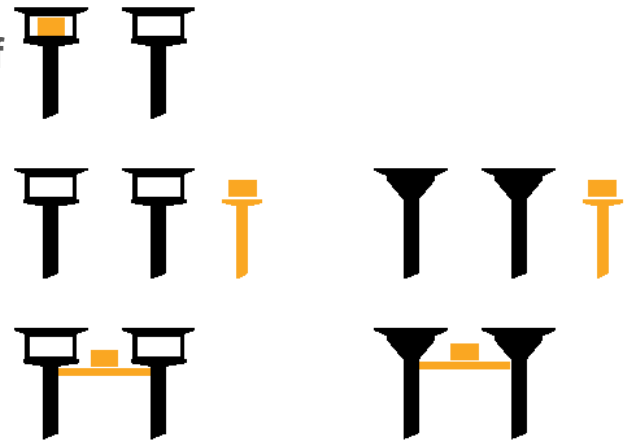
Replacement Bridge Alternative

- Need to Meet Operational Requirements
- Minimum Width Requirements



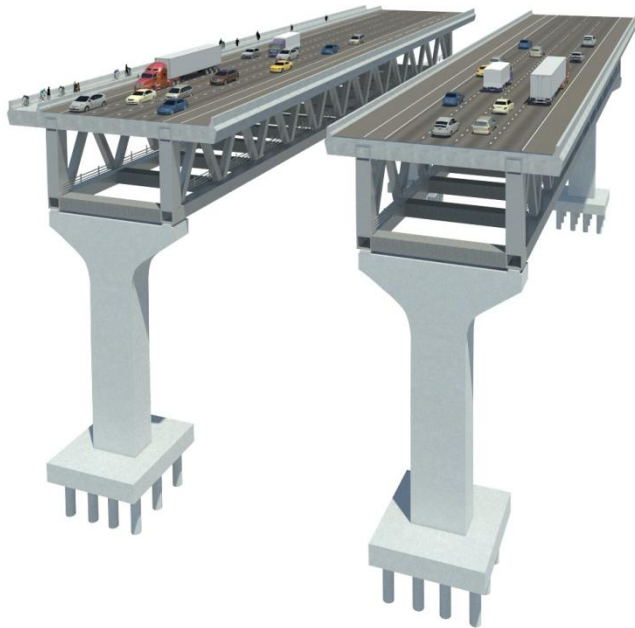
What Does “Not Precluding Transit” Mean?

- The EIS will consider reasonable alternatives that will preserve the option for future transit construction
1. Provide the infrastructure for future transit on the new highway bridges without reducing the number of general traffic lanes;
 2. Provide the infrastructure for future transit across a third parallel bridge that would be constructed at a later date and would serve as an exclusive right-of-way;
 3. Span the gap between the two new highway bridge structures at a later date to provide the infrastructure for future transit modes.

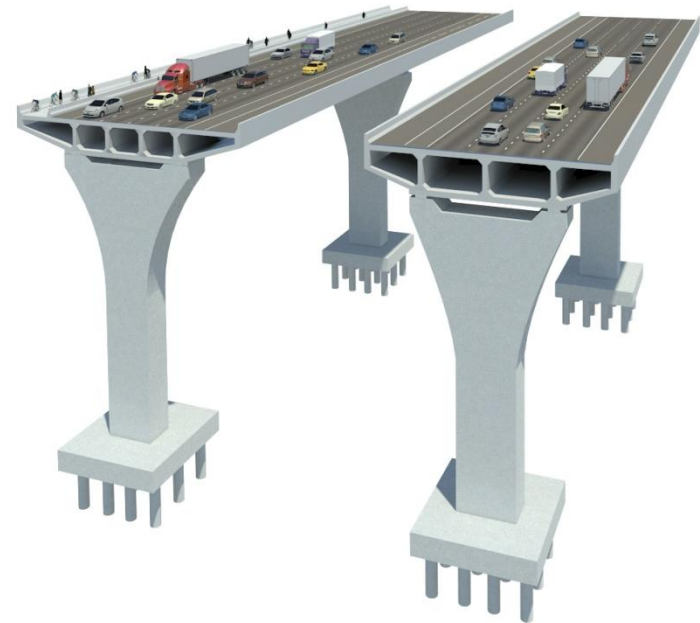


Replacement Bridge Alternative

Long Span vs. Short Span



Long Span Replacement Bridge
Two Parallel Structures
Span Length of 430 feet

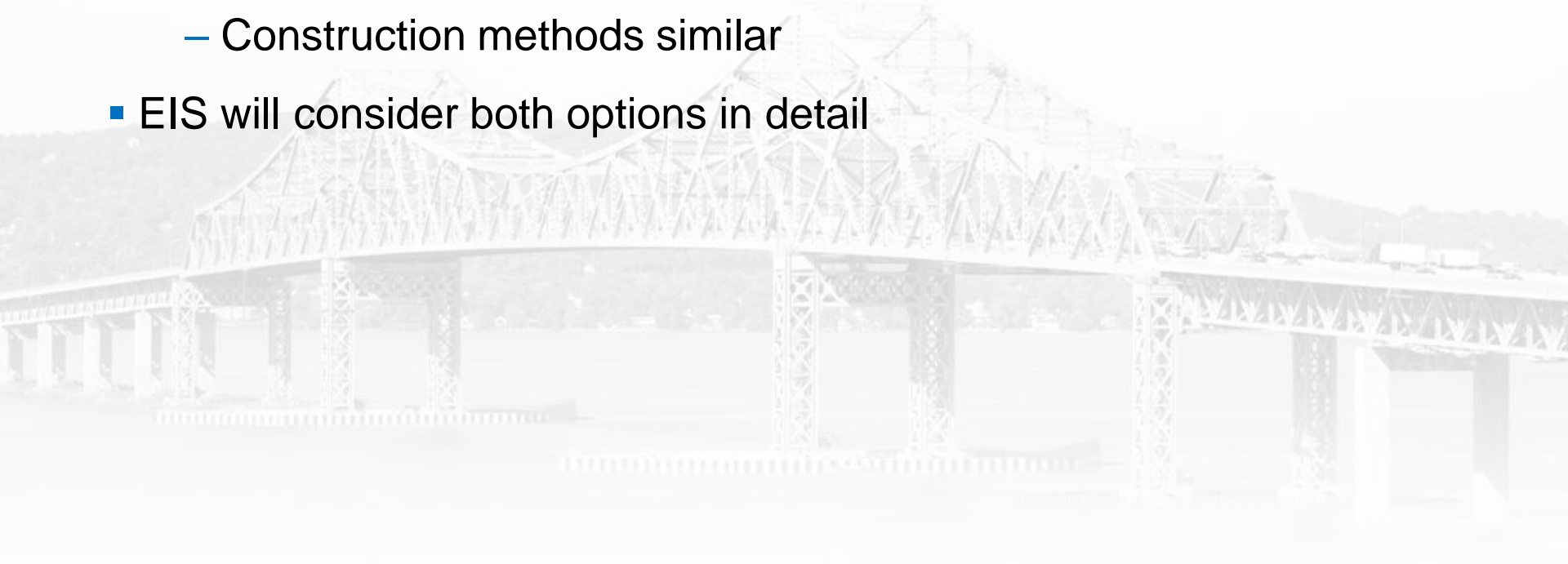


Short Span Replacement Bridge
Two Parallel Structures
Span Length of 230 feet



Evaluation of Short and Long Span Options in the EIS

- Pros and cons from an engineering, cost, and environmental perspective
 - Short span: 230 ft spans require approx 118 new piers
 - Long span: 430 ft spans require approx 70 new piers
 - Both spans have different visual effects
 - Construction methods similar
- EIS will consider both options in detail



Public Involvement

- Summit held on October 24, 2011 with Cooperating Federal and State Agencies
- Engaging Participating Agencies which may have an interest in the project
- Following the Section 106 Consulting Parties process to ensure proper treatment of cultural and historic resources
- Engaging the public with public meetings/open houses to share information and solicit input
- Continuing to work with villages and towns adjacent to Tappan Zee Bridge



Scoping Meeting

- We want to hear from you!
- Accepting written comments (by regular mail and through www.tzbsite.com) and oral comments at this meeting
- Comment period ends at 5:00 PM November 15, 2011
- Comments will be summarized and addressed in the Scoping Summary Report

Please Follow Facilitator Instructions For Public Commentary



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Path Forward

Next Steps:

- Issue Scoping Summary Report December 2011
- Publish Draft Environmental Impact Statement January 2012
- Hold Public Hearings February 2012
- Publish Final Environmental Impact Statement June 2012
- Record of Decision August 2012



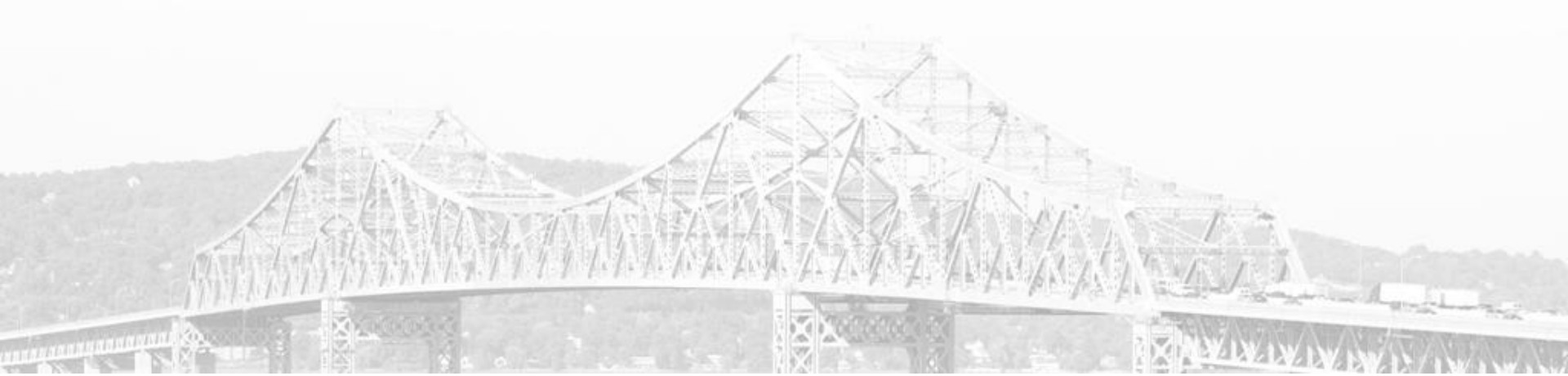
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