

Newsletter

MARCH 2014



The New NY Bridge will help integrate mass transit options similar to the Cleveland HealthLine bus rapid transit system, pictured above. (Image source: wyliepoon, Creative Commons)

Connecting the Community

Mass Transit Proposal for the New NY Bridge

THE GOAL OF THE NEW NY BRIDGE IS TO improve travel between Westchester and Rockland counties, and throughout the lower Hudson Valley. However, the bridge itself is only part of the equation. Public transportation efforts will also be integrated to serve the region's transit needs.

As New York state prepared to move forward with the design and construction of the New NY Bridge, Governor Andrew M. Cuomo called for a Mass Transit Task Force (MTTF) to develop transit recommendations for the I-287 corridor in Rockland and Westchester counties.

The 31-member MTTF included local and regional stakeholders, elected officials, and

transportation experts and advocates. New York State Thruway Authority Executive Director Thomas J. Madison and New York State Department of Transportation Commissioner Joan McDonald were asked to serve as the co-chairs. The task force was charged with creating a public, transparent and collaborative process to develop a package of short-, mid- and long-term transit recommendations.

In February, after a year of meetings, studies and analysis, the MTTF presented its final recommendations to the public, Governor Cuomo, the Thruway Authority and the Department of Transportation.

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BY THE NUMBERS

12

meetings held by the Mass Transit Task Force prior to its recommendation

7

routes on the proposed bus rapid transit system (see proposed route map on page 4)

25%

estimated travel time savings on the bus rapid transit system

10,150

estimated additional riders per day on the bus rapid transit system

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The MTTF's short-term recommendation is for a bus rapid transit (BRT) system that would be simpler, faster and more reliable than the bus service that is available today, and would fundamentally change transportation options in Westchester and Rockland.

The BRT system could serve as many as 10,150 additional riders per day when compared to existing bus services in the corridor. It will expand and enhance the existing transit system by taking advantage of extra lane capacity on the New NY Bridge, operating in the extra-wide shoulder area of the new crossing. It is important to note that the new bridge is being designed and constructed with the structural strength and capacity to support commuter or other rail transit in the future, and rail transit options are included as long-term recommendations by the MTTF.

While the proposed BRT system maintains connections to Metro-North Railroad, it goes beyond just connecting commuters to the rail system. The travel markets within and between Rockland and Westchester are significantly larger than travel from either county to Manhattan. The proposed system aligns with these travel markets while still

serving New York City-bound commuters.

The proposed BRT system is customized for the region and would be complemented by existing and enhanced transit infrastructure in the two counties. This will allow BRT vehicles to stay on schedule, and move quickly and reliably even through traffic congestion. The goal is to make infrastructure changes in the coming years, so that the BRT system can be implemented the day the New NY Bridge fully opens in 2018.

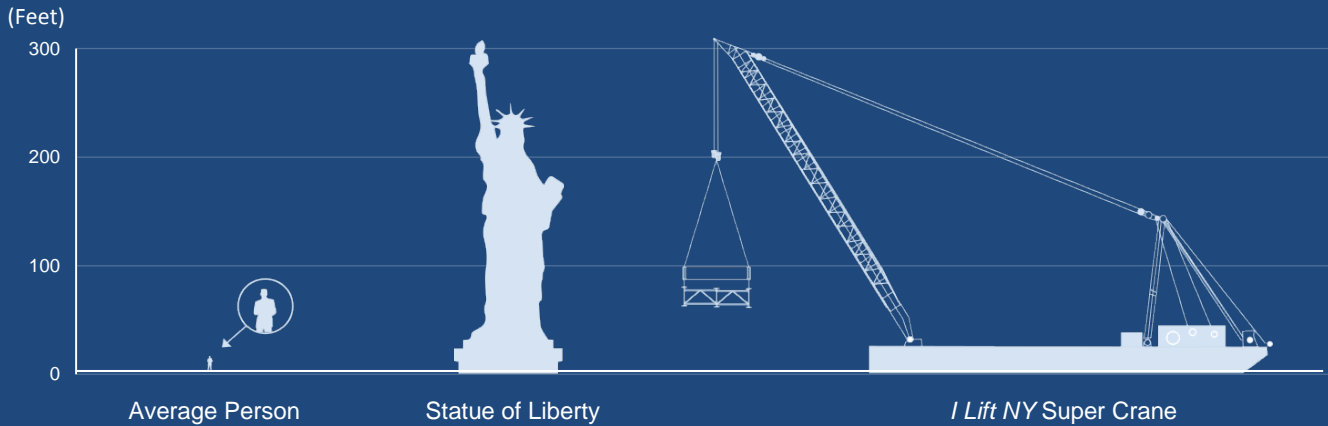
The members of the MTTF, representing different interests, communities, and concerns, rose to the challenge of meeting the needs of the entire region. Their collective efforts resulted in a set of consensus recommendations that will help provide meaningful mass transit choices in the lower Hudson Valley. From the day the New NY Bridge opens, the BRT system and other transit proposals by the MTTF would improve mobility within the region, support sustainable growth, enhance access to major employment centers and allow for their growth, and increase the resiliency and redundancy of the transportation network all along the I-287 corridor.

To learn more about bus rapid transit systems, go to page 4 or [Click Here](#)



MEASURE UP

One of New York's most ambitious infrastructure projects of the 21st century includes one of the world's largest floating cranes.



THE *I LIFT NY* SUPER CRANE WILL PLAY A vitally important role as Tappan Zee Constructors, LLC (TZC) builds the New NY Bridge and then dismantles the existing Tappan Zee Bridge. The extraordinary lifting power of *I Lift NY* will help reduce construction time by months and reduce project costs by millions of dollars.

I Lift NY will be used to install large 900-to-1,100-ton sections of the new bridge

that are assembled off-site and brought by barge to the construction site. The giant floating super crane will allow the existing 60-year-old structure to be disassembled in larger pieces, saving both time and money.

The *I Lift NY* super crane arrived in the Port of New York and New Jersey on Jan. 30, after completing a 6,000-mile journey from San Francisco Bay,

including transit through the Panama Canal. It is berthed at a private facility until later in the spring, when it will be moved to the New NY Bridge project site.

Nicknamed *I Lift NY*, the super crane is owned by TZC and is officially registered with the U.S. Coast Guard as the Left Coast Lifter.

Building Bridges in the Community

Using LEGO to Educate and Inform



Outreach team member Andrew O'Rourke and local children build a LEGO replica of the New NY Bridge.

PUBLIC OUTREACH AND COMMUNITY inclusion are important aspects of the New NY Bridge project. The New NY Bridge project team is finding new and creative ways to connect with the community.

One of these educational outreach efforts is a partnership with the White Plains Public Library and its weekly LEGO

club. Every week, children from the region gather at the library to build various LEGO structures based on the theme of the month. Coincidentally, a recent club theme was bridges.

The New NY Bridge team and White Plains Public Library designed a scale model of the New NY Bridge for children to build

over the course of the month. Each participant received a LEGO certificate upon completion of the project. The LEGO New NY Bridge is currently on display at the White Plains Public Library.

The New NY Bridge team is also partnering with Bricks 4 Kidz, a company that develops custom LEGO kits that can be used again and again. Bricks 4 Kidz created 17 New NY Bridge kits for the team to use as part of the educational outreach program throughout the project. The kits will be used as teaching tools to promote creativity, teamwork and problem solving. They also aim to inspire interest.

The hour-long presentations will educate students about different types of bridges and the engineering that makes them a reality. They also highlight what makes the New NY Bridge innovative as a cable-stayed bridge. The children are divided into groups of two and each pair builds its own scale model of the New NY Bridge.

LEGO is an accessible, understandable means for young people in the community to develop their learning skills. As an educational tool, it challenges children to understand a real-world engineering feat, and helps develop their minds in a creative and fun way.

Racing Toward a Cure

Sponsoring Cancer Research Fundraisers

TAPPAN ZEE CONSTRUCTORS, LLC (TZC) IS proud to be a presenting sponsor for Lymphoma & Leukemia Society's (LLS) 6th annual Sleepy Hollow Sprint Triathlon and 23rd annual Hudson River Swim for Life. The New York State Thruway Authority is proud to participate in these events as well, which have become an integral part of the region's culture. Not only have they created a venue for positive change, but they have also raised millions of dollars for a common cause.

The 6th Annual Sleepy Hollow Sprint Triathlon

The Sleepy Hollow Sprint Triathlon consists of: a half-mile swim in the Hudson River commencing at Kingsland Point Park in Sleepy Hollow, a 10-mile scenic bike ride through the legendary village, and a 3-mile run along the new and improved Hudson River Walk. The daylong event on June 29 is expected to have more than 1,000 attendees.

The 23rd Annual Hudson River Swim for Life

The Hudson River Swim for Life is a non-competitive 3-mile swim from the marina in Nyack to Kingsland Point Park in Sleepy Hollow.

Swimmers will conquer the river on July 27 as kayakers and boaters provide safety assistance. Swimmers will also have the option of participating in a 1-mile swim along the shores of Sleepy Hollow. For the past 22 years, Swim for Life has simultaneously promoted swimming as a lifelong form of fitness and raised funds for the ongoing research of blood cancers.

These events allow the community to make a positive impact while enjoying the natural beauty of the majestic Hudson River. Overall, the events have raised approximately \$2 million for blood cancer research. TZC aims to make \$50 thousand in donations, and participate in the events as well.

LLS is the world's largest voluntary (nonprofit) health organization dedicated to funding blood cancer research, and providing education and patient services. Learn more by visiting LLS.org

We invite you to participate as a swimmer, kayaker, runner, donor or volunteer by registering on the featured websites, and hope to see you on the Hudson this summer!



The 6th Annual Sleepy Hollow Sprint Triathlon

Sunday, June 29, 2014

Registration opens on shsprinttri.org

Monday, March 10, 2014

The 23rd Annual Hudson River Swim for Life

Sunday, July 27, 2014

Registration opens on shsprinttri.org

Monday, April 14, 2014



What is Bus Rapid Transit?

Bus rapid transit, or “BRT,” is high quality bus service that provides many of the efficiency and amenity benefits of rail transit with greater flexibility and lower costs. The BRT system being recommended by the Mass Transit Task Force (MTTF) for the I-287 corridor would offer the region:

A new riding experience

High-quality transit stations with passenger amenities such as seating, real-time bus arrival information, Wi-Fi at stations and on board, and protection from the elements. Riders will be able to use the system to travel between or within both counties on the same vehicles with one fare card and one fare payment system. This achieves a key objective of the MTTF – to provide travelers with an easy-to-understand, simple-to-use, and convenient transit choice.

Service expansion

The proposed system will provide more service throughout the day. Every 15 to 30 minutes, BRT service would connect to local bus services and Metro-North, and also serve key employment, retail, medical and other destinations.

More connections

The proposed BRT system would represent an evolution in how transit is currently provided in the lower Hudson Valley, offering more choices and a simple system with connections to more places – whether traveling to Metro-North connections, downtown White Plains, to Nyack, Suffern, Yonkers, Tarrytown, Port Chester, or points in between.

More riders

A projected 10,150 additional riders per day when compared to existing bus services in the corridor would make the system more productive and require lower operating subsidies.

Simplicity

The proposed BRT system has a simple route structure with three easy-to-understand regional services that cross the Hudson River and four local services that offer more connectivity.

Faster journeys

The system offers service that is significantly faster than what is on the street today – 25 percent faster on local roads and 20 percent faster on I-287.

Infrastructure upgrades

Infrastructure improvements will make this system fast and reliable through added lane capacity on the New NY Bridge, technology that manages traffic and transit flows, and limited-but-strategic infrastructure investments to make the BRT system work most effectively.



Emerald Express system in Eugene, OR. (Source: Mark David, Creative Commons)

Improved I-287 efficiency

The BRT transit strategy is a comprehensive, multimodal mobility program, improving travel time, speed and reliability for the I-287 corridor. Technology improvements along Route 59 will smooth traffic along this critical corridor. Ramp metering, added lane capacity on the bridge, and transit lanes in White Plains will reduce travel times and increase reliability across the corridor.

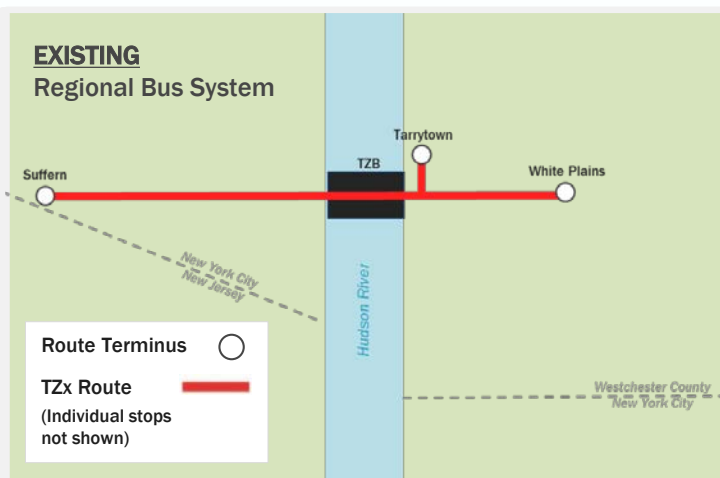
A “Smart Corridor” on Route 59

Significant new traffic signal technology and signal upgrades will allow all traffic to move more quickly and reliably on Route 59. This smart technology will be complemented by transit priority measures that will allow buses to extend green lights and skip ahead of traffic when intersections are congested.

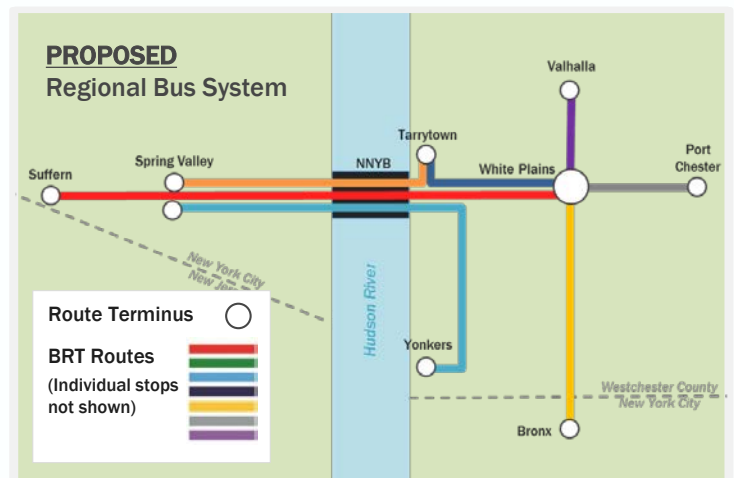
Other Needed Improvements

The MTTF recognizes that rail and bus services on the west side of the Hudson River could be greatly improved. The MTTF encourages the New York State Department of Transportation, the Metropolitan Transportation Authority and New Jersey Transit to discuss strategies to improve west-of-Hudson rail service and access to Manhattan.

Route Comparison



The **existing** regional BRT system – the TAPPAN ZExpress (TZx) – runs between communities in Rockland County, Tarrytown and White Plains.



The **proposed** regional BRT system features seven routes, branching from Suffern to New York City, and also includes a transit hub in White Plains.

Protecting the Hudson's Endangered Residents

Construction Designed to Minimize Impact on the Environment



(Above) The project team examining trees near the project site.

WILDLIFE IN THE LOWER HUDSON VALLEY IS RICH and diverse, featuring peregrine falcons, Indiana bats and Atlantic sturgeon. As a result, it is necessary for large-scale operations like the New NY Bridge project to undergo an extensive permit process to help protect these creatures.

Before construction began, the New York State Thruway Authority outlined construction restrictions by working closely with the U.S. Fish and Wildlife Service (USFWS) and the New York State Department of Environmental Conservation (NYSDEC). By committing to the highest environmental standards, the project team aimed to minimize the impact on the local environment.

An Environmental Impact Statement was prepared, assessing the potential effects of the project, consistent with the National Environmental Policy Act and other regulations. These requirements were put in place to avoid, minimize and mitigate impacts on endangered species during construction. Mitigation plans have been developed for several endangered and at-risk species, including Indiana bats and peregrine falcons.

Peregrine Falcons

Peregrine falcons are an endangered species in New York, although their population has grown in the last 20 years, thanks to conservation efforts. A pair of falcons currently roost in a man-made nest box on the existing Tappan Zee. The project team has taken special care to protect these birds by placing an approximately 100-foot buffer area around their nest box. This helps protect the falcon's nest during the February through August nesting season, until the box is relocated to the new bridge.

Shortnose and Atlantic Sturgeon

The spawning and migration patterns of shortnose and Atlantic sturgeon have been taken into account when scheduling certain construction operations. In addition, sturgeon are being tracked via an array of 36 acoustic telemetry receivers positioned up and down the river, from Haverstraw to the George Washington Bridge. Acoustically tagged sturgeon are being monitored during various construction activities throughout the year to better understand their habits in the Hudson.

Indiana and Northern Long-eared Bats

Areas on the Rockland and Westchester shorelines were also surveyed in coordination with USFWS to identify the presence of various bat species. By analyzing audio recordings of bat calls at dusk and dawn, scientists were able to identify several bat species in the area. Among those of concern are the Indiana bat, an endangered species, and the northern long-eared bat, a species that is expected to soon be placed on the endangered species list.

In order to prevent affecting these bat populations, contractors are proactively preparing the project site. In the spring, the bats will leave their caves and start to inhabit trees throughout the Hudson Valley. As some tree removal is necessary for construction operations, TZC made it a priority to complete the removal before the end of the month. This is in accordance with USFWS restrictions and will be before the bats awake from hibernation.

These efforts will help provide Indiana and northern long-eared bats will have the means to thrive once again.



By working closely with NYSDEC and following USFWS guidelines, the project team continuously strives to protect these endangered species during the construction process. You can learn more about these efforts at:

NewNYBridge.com

People Behind The New NY Bridge

Ro DiNardo

TZC Deputy Project Manager

Ro DiNardo is in charge of managing the field construction operations on the New NY Bridge project. He coordinates the day's operations by organizing all of the forepersons on the massive team, ensuring that they focus on the appropriate tasks. The Rockland native will regularly use the new bridge while commuting to his home company, Granite Construction Northeast, in Tarrytown. His decision making, organization and leadership skills are crucial to this high profile project, and the team is very proud to have him in a lead management position.



TZC Springs Forward With Approved DBE Plan

THE THRUWAY AUTHORITY RECENTLY APPROVED Tappan Zee Constructors' (TZC) disadvantaged business enterprise (DBE) plan for the New NY Bridge project. The DBE plan specifies how TZC will meet the project's goal of awarding 10 percent of all subcontracts – \$314 million – to DBEs, the bulk of these contracts, \$250 million, will be for construction services.

Potential DBE contractors are encouraged to attend TZC's monthly business orientation meetings, where they will have the opportunity to meet with the project's DBE program and procurement team members directly.

The monthly orientation is held on the second Wednesday of every month at 10 a.m. and is designed to help businesses understand how they can gain access to contract opportunities on the project. Interested businesses can review the abridged version of the Monthly Business Orientation presentation to determine if participation in this meeting would be beneficial.

DBE PROGRAM UPDATE

Through Feb. 28, 55 DBEs have worked on the project with a total subcontract value of \$47.4 million.

A total of 130 firms have contributed to the project with a total subcontract value of \$424 million.

TZC VENDOR DATABASE

TZC registered vendors interested in enhancing their business profile in the TZC Vendor Database can do so by submitting a completed TZC Vendor Questionnaire to Procurement@TZC-LLC.com. The questionnaire takes about 10 minutes to complete and will substantially increase your firm's visibility to the TZC procurement team. Tell us what you do and we will help connect you to related procurement opportunities. TZC will procure all project services and materials from registered vendors in the TZC Vendor Database.

90-Day Procurement Opportunities Look Ahead:

SERVICES:

- ✓ Sawcut and Coring
- ✓ Curb and Gutter (Westchester)
- ✓ On-Site Trucking
- ✓ Temporary CCTV
- ✓ Boring (G4S Westchester)
- ✓ Rebar Installers (Rockland)
- ✓ Temporary Tower Crane Power
- ✓ Temporary Seeding
- ✓ Asphalt and Milling
- ✓ Exit 12 Fencing
- ✓ Exit 12 Hardscape
- ✓ Temporary ORT
- ✓ Stair Towers

MATERIALS:

- ✓ Main Span Bearings
- ✓ Permanent Ladders, Platform and Catwalk System
- ✓ Backfill
- ✓ Pre Cast Drainage Structures and Systems
- ✓ HS Bolts for Approach Spans
- ✓ Permanent Deck Precast Concrete
- ✓ Precast Deck Panel PT System (Main Span)
- ✓ Misc. Permanent Steel Fabrication
- ✓ Roadway Strut Falsework and Forms
- ✓ Anchor Pier Column Forms
- ✓ Scuppers, Drain Pipe (Main and Approach Spans)
- ✓ Touch Up Painting (Structural Steel)

Upcoming Meetings

Monthly Business Orientation
Wednesday, April 9, 2014
10 a.m. – 11 a.m.

TZC, LLC Design-Build Office
555 White Plains Rd., 4th Fl.
Tarrytown, N.Y. 10591

DBE, local, and other businesses that attend the monthly orientation will hear from the TZC team about the following topics:

- TZC's Procurement Process
- How TZC Will Keep DBEs Informed
- Steps To Do Business With TZC
- Where To Get Assistance
- 90-Day Contract Look Ahead

To register for the event
Email: RSVP@TZC-LLC.com

On the Safe Side

TZC Promotes Safety First Culture

LAST FALL, APPROXIMATELY 200 PROJECT-site craft employees, subcontractors and TZC staff attended the New NY Bridge project's first all-hands safety meeting held at TZC's satellite field office at Hudson Harbor in Tarrytown, N.Y. As part of the meeting, the team was challenged to develop a safety slogan that would gain recognition across the project throughout the year.

The project team initiated the annual contest as a celebration of the project's safety-first culture. All TZC partners have impeccable safety records and take a "no nonsense" stance when it comes to safety on the job.

Safety is the No. 1 priority on the New NY Bridge. It's first on the agenda for the daily operations meetings, and safety slogans are on every hardhat as a constant reminder. These are part of a comprehensive safety program, ensuring that all operations are in compliance with all federal, state and local regulations.

The team aims to be proactive rather than reactive when it comes to safety concerns.

TZC conducts hours of safety training for each team member, and full protective gear is required at all times on site. By identifying the potential risks, and informing everyone involved, the team eliminates risks before they can happen.

Everyone associated with the project, including TZC, the New York State Thruway Authority, craft employees, and subcontractors working onsite, were invited to participate and submit a slogan and design concept to reflect an integrated health and safety theme. This first annual slogan will be used project-wide on banners, hard hat stickers, and elsewhere to promote the team's collaborative focus on safety.

Michael Colamarino, a local 137 operator, was selected as the winner. The TZC safety team also contributed to the winning slogan: *Take Zero Chances – We Won't Let Safety Take the Day Off.*

The project team plans to host this contest annually and select a new slogan for each year on the project.

TAKE ZERO CHANCES

We Won't let Safety Take the Day Off

(Above) Winning safety slogan selected by TZC.

FAQ OF THE MONTH

Q: How will the project reduce traffic congestion?

A: The existing bridge has only seven lanes, some of which are narrower than the current standard width of 12 feet. The new bridge will have eight 12-foot-wide lanes. Wide shoulders on both spans of the new crossing will greatly reduce the impact of disabled vehicles and accidents, which can cause massive tie-ups on the existing bridge. The incline over the main span will not be as steep, allowing large trucks to maintain consistent speed, and reduce engine and braking noise. There will also be gently banked curves to help smooth traffic flow and reduce accidents.



Last fall, approximately 200 project team members attended the first all-hands safety meeting held at TZC's satellite field office at Hudson Harbor in Tarrytown, N.Y.

HOW TO GET INVOLVED



Follow us on Twitter
[@NewNYBridge](#)



Visit the Project Website
[NewNYBridge.com](#)



Call the Project Hotline
1-855-TZBRIDGE (1-855-892-7434)



Email Us
Info@NewNYBridge.com



Visit our Community Outreach Centers
2 N. Broadway, Tarrytown, NY 10591
142 Main Street, Nyack, NY 10960

Hours: Monday – Friday: 11 a.m. to 7 p.m.
Saturday – Sunday: 11 a.m. to 4 p.m.