



**Thruway
Authority**



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW



**Metro-North
Railroad**

Let Us Know What You Think

Tappan Zee Bridge/I-287 Environmental Review Scoping Meetings

**Tuesday, January 14th, 2003
Sleepy Hollow High School**

The New York State Thruway Authority and MTA Metro-North Railroad are interested in learning more about what you think. Please use this comment form to let us know your thoughts about this important study.

Please leave this form with us tonight or mail to: Veronica Bailey, Howard/Stein-Hudson Associates, 516 West 36th Street, 4th Floor, New York, NY, 10018 or fax to (917) 339-1068.

Name Tom Panettiere

Organization/Affiliation _____

Street Address _____

City _____ **State** _____ **Zip** _____

Tel _____ **Fax** _____ **E-mail** MAIL TO: TOM. PANETTIERE @ PURCHASE. EDU

How did you hear about this meeting?

- Received Flyer
- Web site
- Saw Newspaper Ad
- Radio
- Through a Friend
- If so, which newspaper?**
- Journal News
- Pennysaver
- Times Herald Record

Are you a part of any organization that would like to hear more about the project?

Who can we contact in your organization?

Please use the back of this form for comments.

Tom Mahar - How Weird is this Idea?

From: "Panettiere, Tom" <tom.panettiere@purchase.edu>
To: "Janet Mainiero" <mainiero@mnr.org>
Date: 01/10/2003 11:31 AM
Subject: How Weird is this Idea?
CC: "Tom Mahar" <Tom_Mahar@thruway.state.ny.us>

Thanks for responding. Now don't laugh...Here is my idea:
 Since the river is not very deep in that area. How about instead of a bridge...the area where the current bridge is would be filled in and built up. If you are familiar with the Cross County Parkway in Yonkers, there is a portion that is built up, above the paralleling roadways between Central Ave and Bronx River Road. I'm wondering if that same "fill" type method could be utilized, whereby the Tappan Zee would be instead of a bridge, an "elevated roadway" across the Hudson, like of the "Great Wall of the China"? Since the river is not too deep there, it should reduce the amount of fill needed (while still being enormous). This would reduce costly upkeep on maintaining a bridge and instead reduce the upkeep to just another roadway. The middle area could rise high enough to allow shipping to pass through, but all other areas would be a closed structure.

As far as Metro-North...instead of following the contour of this new roadway, maybe a "shelve" could run along one side of this elevated roadway structure at a fairly constant height to allow the trains to not exceed their operational grades. The only problem (I'm sure I'm missing something...) would be the center area where marine activity would be allowed. The "railroad shelve" could have a swing or lift bridge there to allow for boats to navigate in that area. Maybe it could be constantly up/open, unless a train is approaching. I also thought that keeping the railroad at a different (lower) height than the roadway could allow for the building of passenger station up and down the West Shore, now operated by CSX. Commuters could board on the West Shore, Metro-North could operate shuttles or through trains along the railroad shelve and connect to the Hudson Division on the east shore. Since the railroad would not be a "light rail" system, compatible equipment could be utilized, allowing for the most flexibility to the railroad.

The only other item I can think of, is that it doesn't address any "light rail" system along the I-87/287 corridor to White Plains.

That's it for now.
 Thanks for listening.

Tom Panettiere

Tom Panettiere
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-----Original Message-----

From: Janet Mainiero [mailto:mainiero@mnr.org]
 Sent: Friday, January 10, 2003 10:58 AM
 To: tom.panettiere@purchase.edu
 Subject: Re: Tappan Zee Project

Good Morning: The river is between 30 and 40 feet deep (Shipping channel is 30 feet). New York State Thruway Authority (NYSTA) our partner in this study, developed a neat profile of the river. Tom Mahar will send you that profile.

We will have scoping meetings next week and hope to meet you then. In Westchester the meeting will be on Jan. 14 from 4 to 9PM at the Sleepy Hollow HS. (See www.tzbsite.com)

Thanks for your inquiry.

TOM: please send Tom the river profile - thanks.



>>> "Panettiere, Tom" <tom.panettiere@purchase.edu> 01/10/03 09:18AM

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Hi Ms. Mainiero,

I know you are involved with the study going forward on the future of the Tappan Zee Bridge. I am currently wrapping up a book on Metro-North Railroad and consider myself to be a historian of sorts on railroads in this region, having studied them for many years. President Cannito has graciously written the Foreword piece to my book. Also, several other people have been generous with providing their assistance too (including Dan Brucker).

I was wondering if you could answer a question? What is the depth of the Hudson in that area? I have an idea I've been toying with that to me seems reasonable, but it depends how deep the Hudson River is there.

Thanks.

Tom Panettiere

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