

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Comments

2

(The following comment was made by
Alexander Saunders, PO Box 265, Cold
Spring, New York 10516. Email is
ssthebarns@aol.com.)

MR. SAUNDERS: For the record, the
current study seems to be completely in the
process of ignoring the heavy freight
component of the traffic stream on the
Tappan Zee Bridge.

Approximately half of the ton miles of
traffic is commercial freight. And the
commercial freight is also the major factor
in wear and tear and air pollution, and a
very significant factor in accidents. So
this study should devoid a tremendous
portion of it's efforts to heavy freight,
particularly long distance interstate heavy
freight which is crossing the region going
to New England and Long Island from the
Midwest and the south. In other words,
we're not just serving a local market of
car commuters. So that's point one.

Point two, costs. The costs
particularly of tunnels are being grossly

10
20

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Comments

over estimated. Tunnel building particularly is now a commodity process with international standards for design, advance rate, manpower and materials consumption.

A very in depth cost comparison of world wide projects, particularly in northern Europe and in China, to say nothing of Kuala Lampar and Malaysia, projects in Australia and anywhere else you care to name, it will be found that the cost of these projects is much less, often to a factor of one tenth of the cost anticipated for the Tappan Zee.

Point, next point, the region and particularly the freight traffic is much broader than the area of the study particularly involving traffic to New England and Long Island. The study should be broadened to include a Long Island sound crossing and truck on train service to both New England and Long Island, originating possibly at points well to the west and the south, but definitely originating at least

3

02

03

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Comments

as far west as Suffern, the western end of
the study area.

And last point for tonight is, we have
a tremendous duty to the environment of the
Hudson Valley. And the view shed an
extremely large new bridge, rather brutally
flat as drawn, will not be acceptable
visually. The high bridge soring over the
west shore, particularly at Nyack, is not
acceptable.

The light and noise pollution
have always been a problem and will
continue to be a problem.

And finally, the regional air quality
has to be brought into standard and should
be brought into standard. And the ability
to scrub air in a tunnel situation and a
truck on train situation is almost
mandatory at this point.

That's enough.

* * *



RECEIVED
11/10/08
JP

Alexander Saunders
853 Old Albany Post Road
Garrison, NY 10524

November 7, 2008

Mr. Michael P. Anderson
NYSDOT
Tappan Zee bridge/I-287 Corridor Project Director
660 White Plains Road, Suite 340
Tarrytown, NY 10592

Dear Mike:

When I met you at the public information session in Central Valley we discussed getting into the record cost figures for comparable jobs around the world. A typical overview of costs for a 6 kilometer tunnel in Italy is enclosed. I am particularly interested in the Shanghai job using equipment as originally specified by Herrenknecht for the Hudson River Crossing. ARUP is involved with this job. There are so many other tunnel jobs for river crossings that you probably only want to publish the figures for the top twenty or so, but some of the amazingly low ball jobs such as the Danube Crossing in Romania should show up. For the next few years I think the US has to be talking in millions not billions if we are to complete any jobs.

Sincerely,



Alexander Saunders

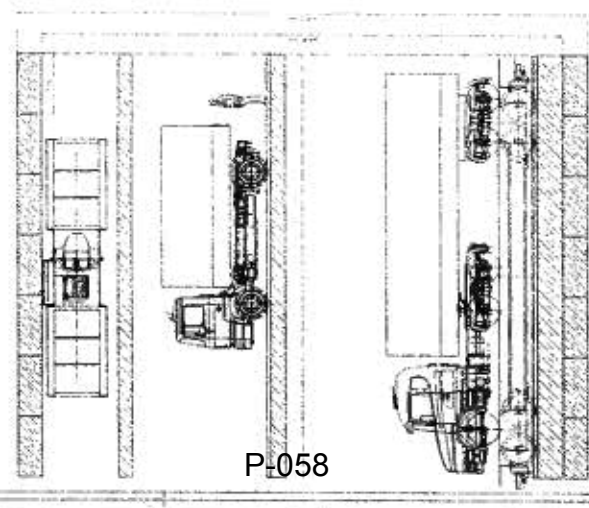
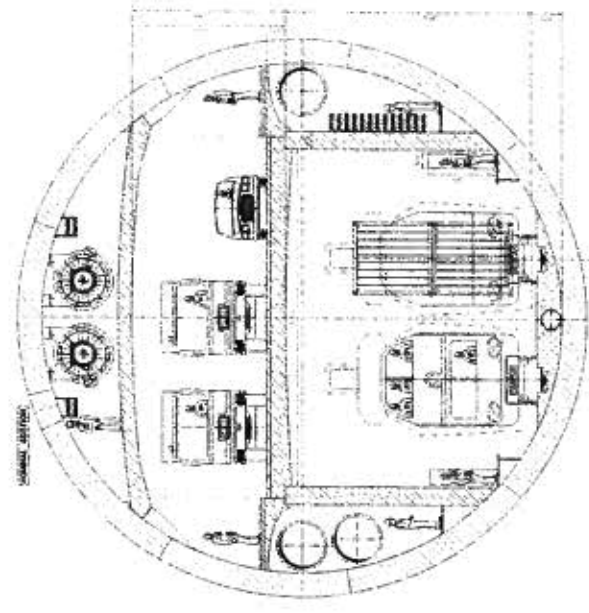
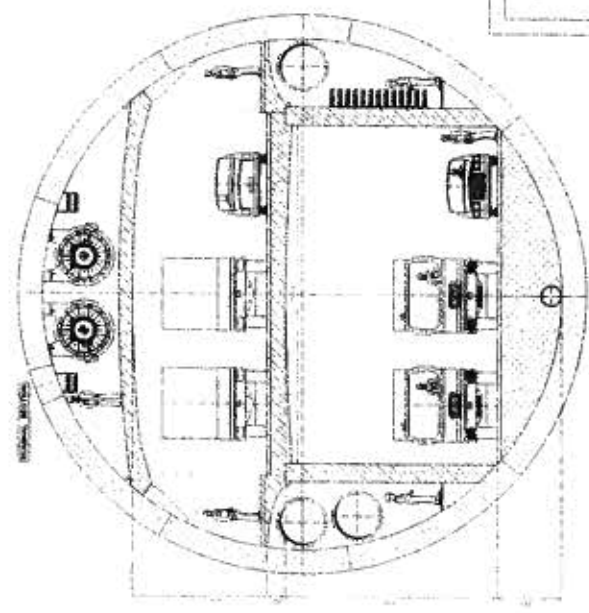
Cc: Governor Paterson

Overview of costs

Pos	Title	Total price in €	Proportion In %
1	LABOUR COSTS	21,007,118	17.3
2	JOBSITE EQUIPMENT	21,348,187	17.6
	Depreciation	5,042,743	4.2
	Repairs		
	Interests (financing ??) and insurances	2,026,781	1.7
3	MATERIAL	44,163,296	36.4
4	POWER SUPPLY	6,884,662	5.7
5	TRANSPORTS	2,061,179	1.7
6	ASSEMBLIES AND DISASSEMBLIES	14,179,841	11.7
7	SEGMENT PLANT & AREAS	4,668,552	3.8
		121,382,360	100.0
8	UNPREDICTABLE RISKS (5 %)	6,069,117.98	
9	GENERAL EXPENDITURE (13 %)	15,779,706.75	
10	PROFIT AND RISK OF CONTRACTOR (10 %)	13,716,206.63	
11	TOTAL COSTS (€)	156,947,391	
12	COSTS PER TUNNEL KILOMETRE (€)	25,911,737	
13	COSTS PER TUNNEL KILOMETRE (Lire)	50,172,118,987	

TUNNEL SECTION

SCALE 1/8" = 1'-0" (1:24)



P-058