

# Welcome

## Goethals Bridge Replacement Environmental Impact Statement (GBR EIS)

Formal Public Meetings  
Elizabeth, NJ and Staten Island, NY  
July 8-9, 2009

Lead Federal Agency:



United States Coast Guard

Consultant Team:  
Berger/PB Joint Venture



Project Sponsor:





# Agenda

- Purpose and Need
- Conceptual Bridge Design
- Key Project Impacts and Mitigation Measures
- Public Comments





## Purpose & Need

- Address design deficiencies that make the bridge functionally obsolete
  - Substandard 10-ft. lane widths
  - Lack of emergency shoulders
  - Approach span alignment
- Provide safer operating conditions and reduce accidents on the bridge
- Improve traffic service on the bridge and its approaches





## Purpose & Need (cont'd)

- Enhance structural integrity and reduce life-cycle costs with the aging bridge
- Provide reliable transportation system redundancy
- Provide for safe and reliable truck access for regional goods movement
- Provide additional width so as not to preclude potential future transit in the corridor





# Conceptual Cable-Stayed Design





# Design Concept / Components

- Single Bridge
- Cable-Stay Supported Roadway Decks



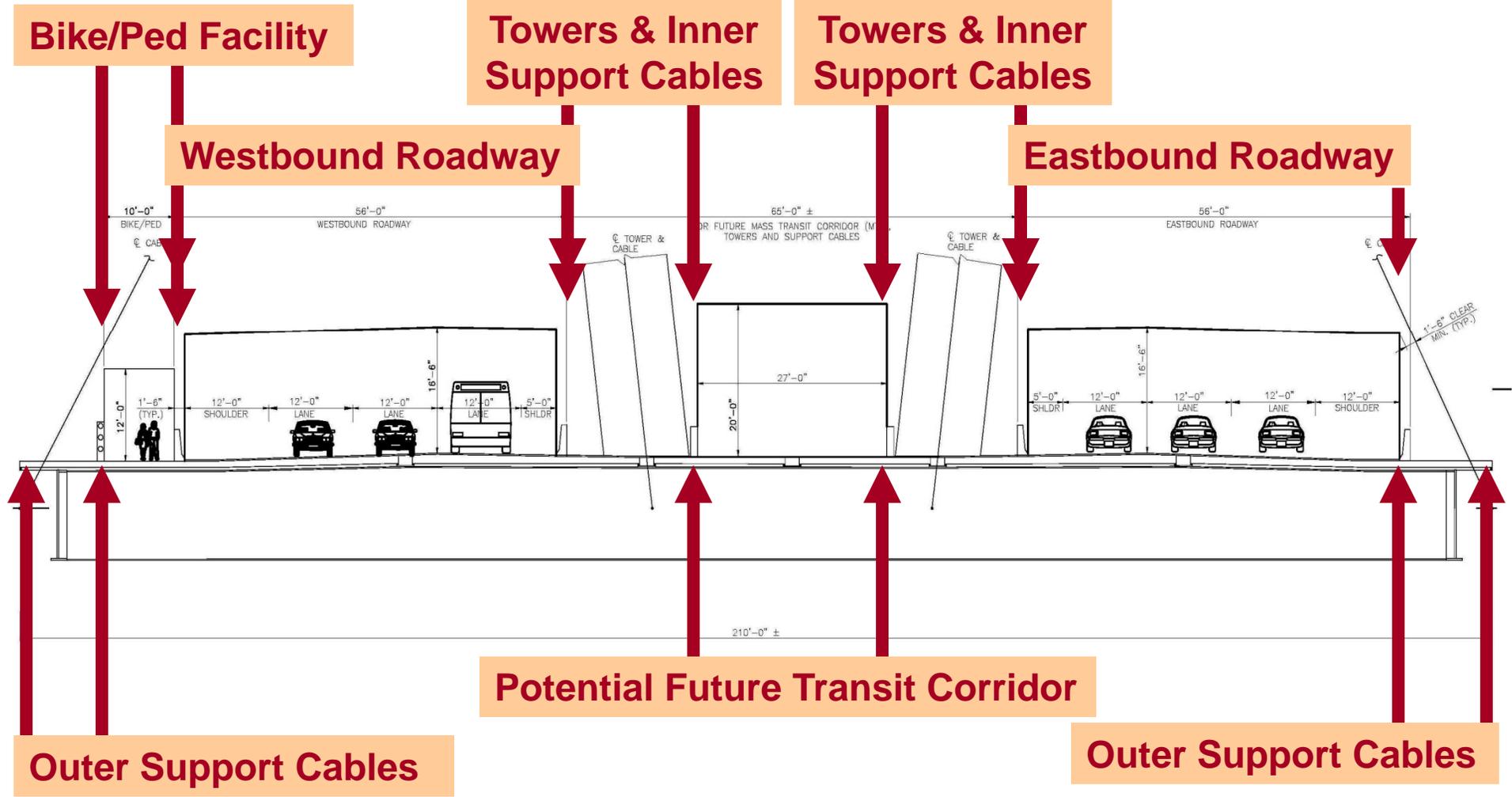


## Design Concept / Components (cont'd)

- Each roadway contains:
  - three 12' wide lanes
  - a 12' wide outer shoulder
  - a 5' wide inner shoulder



# Design Concept / Components (cont'd)





## Overview of DEIS Impact Analyses: Environmental Categories Evaluated

- Land Use, Zoning, Socioeconomics & Environmental Justice
- Community Facilities and Parklands / Recreational Facilities
- Historic & Archaeological Resources
- Visual Quality
- Topography, Geology & Soils
- Water Resources & Floodplains
- Biotic Communities/Wetlands
- Coastal Zone Management
- Navigation & Airspace
- Solid Waste, Infrastructure & Contaminated Materials
- Traffic & Transportation
- Air Quality & Human Health Air Quality
- Energy
- Noise
- Indirect & Cumulative Impacts



## Socioeconomics

- Potential displacements would range from approximately:
  - 9 to 12 businesses
  - 0 to 51 residences (up to ~130 residents)

Mitigation: Compensation in accordance with the law

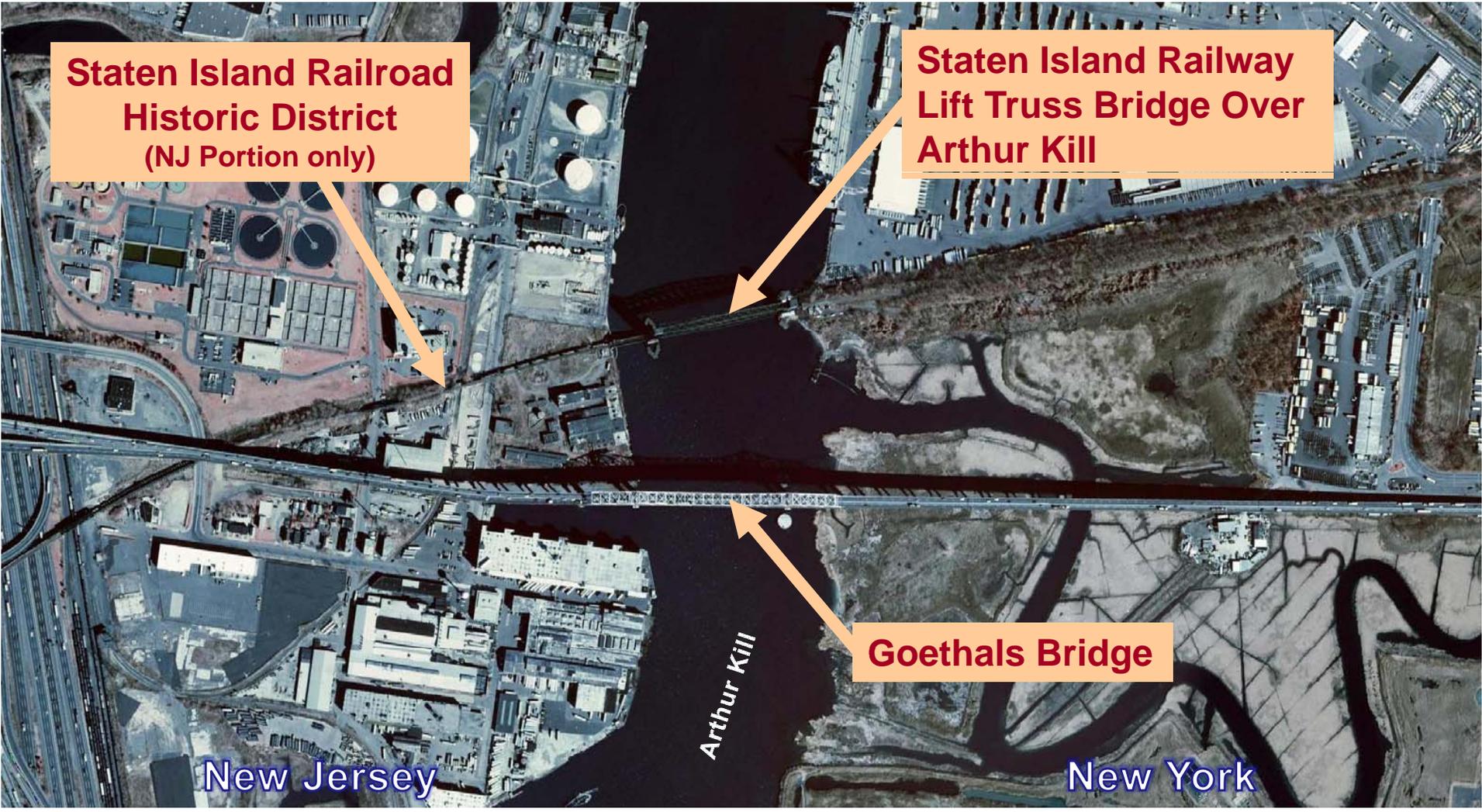
- Approximate job generation during construction (56-70 months):
  - Direct: 400 - 500 construction jobs annually
  - Indirect: 5,500 - 5,900 jobs during entire period



## Historic & Archaeological Resources

- Both NY & NJ State Historic Preservation Offices concur with USCG determinations of:
  - No known adverse effect on any Archaeological Resources
  - Adverse effect on three (3) Historic Architectural Resources (all eligible for listing on the National Register)
- Next Step: Development of a Memorandum of Agreement (MOA) with NY & NJ SHPOs to establish appropriate mitigation

# Historic & Archaeological Resources: *Adverse Effect on Historic Resources*

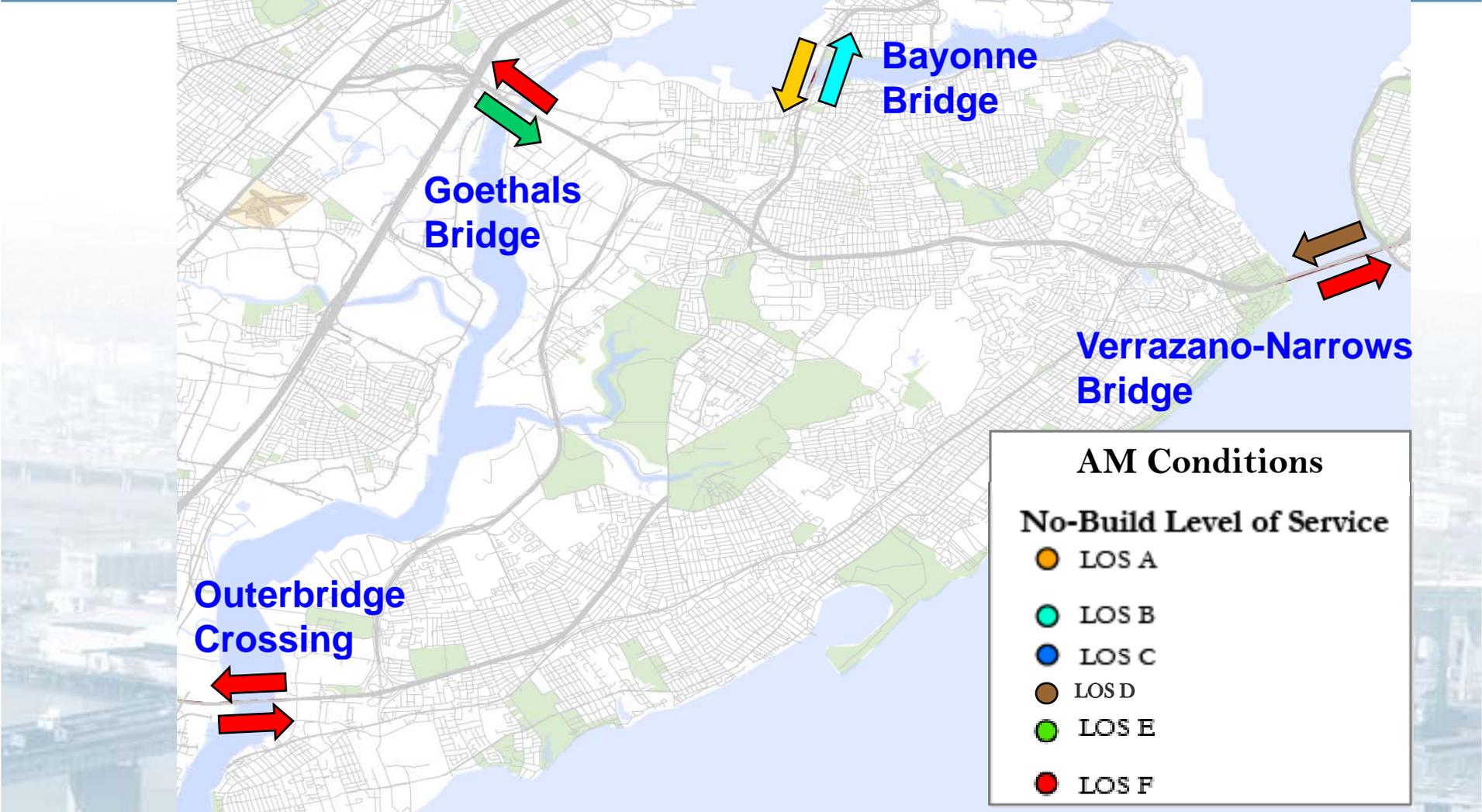




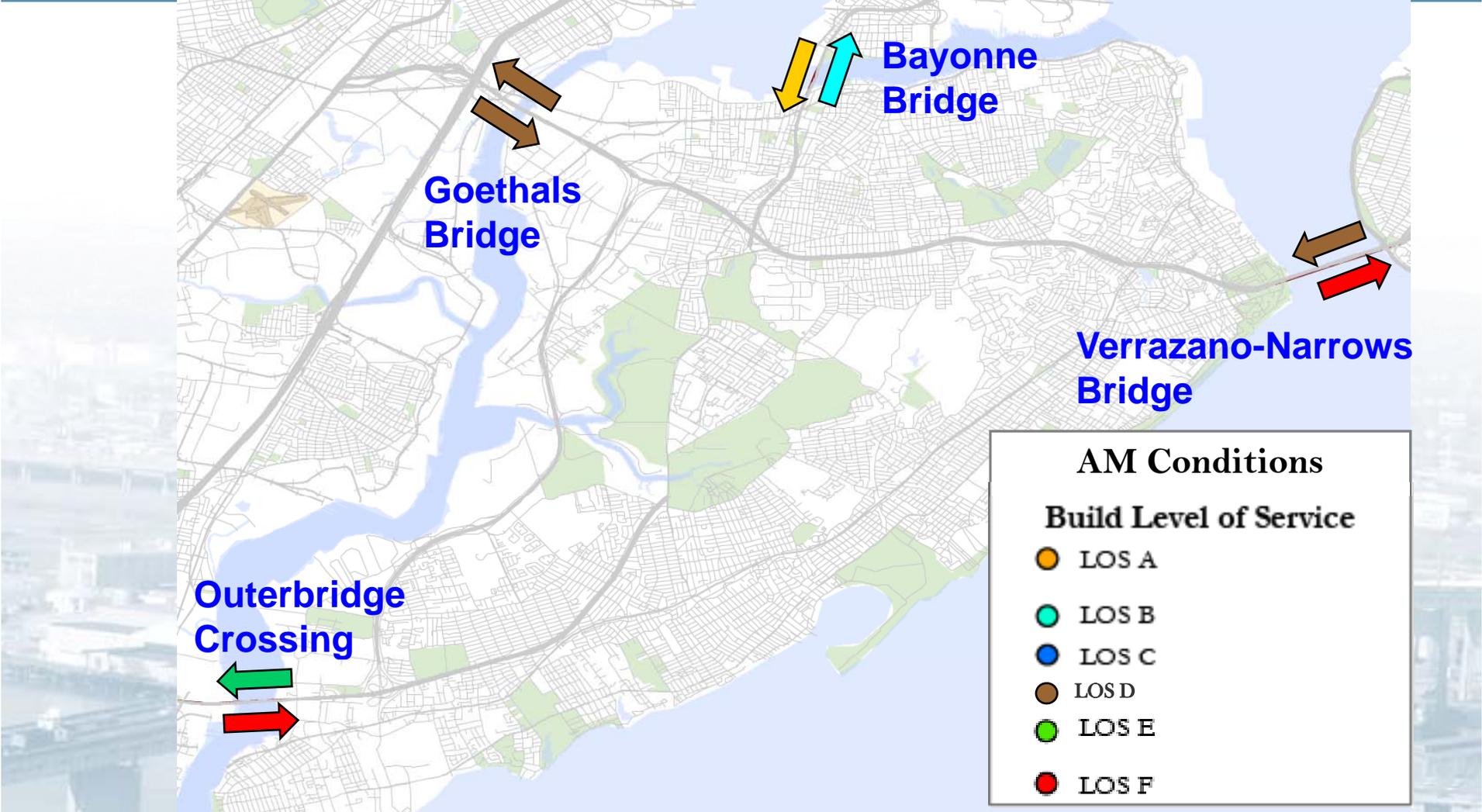
## Wetlands Impacts & Mitigation

- **Approximate impacts (mostly in NY):**
  - Permanent: 5.19 to 5.51 acres (> 6 months)
  - Temporary: 0.20 to 0.27 acres (< 6 months)
  
- **Mitigation:**
  - At existing piers & access road - Minimize/avoid with modified design and/or restoration-in-place
  - New Jersey - use of wetland mitigation bank.
  - New York - on/off-site wetland mitigation (i.e., enhancement, restoration or creation)

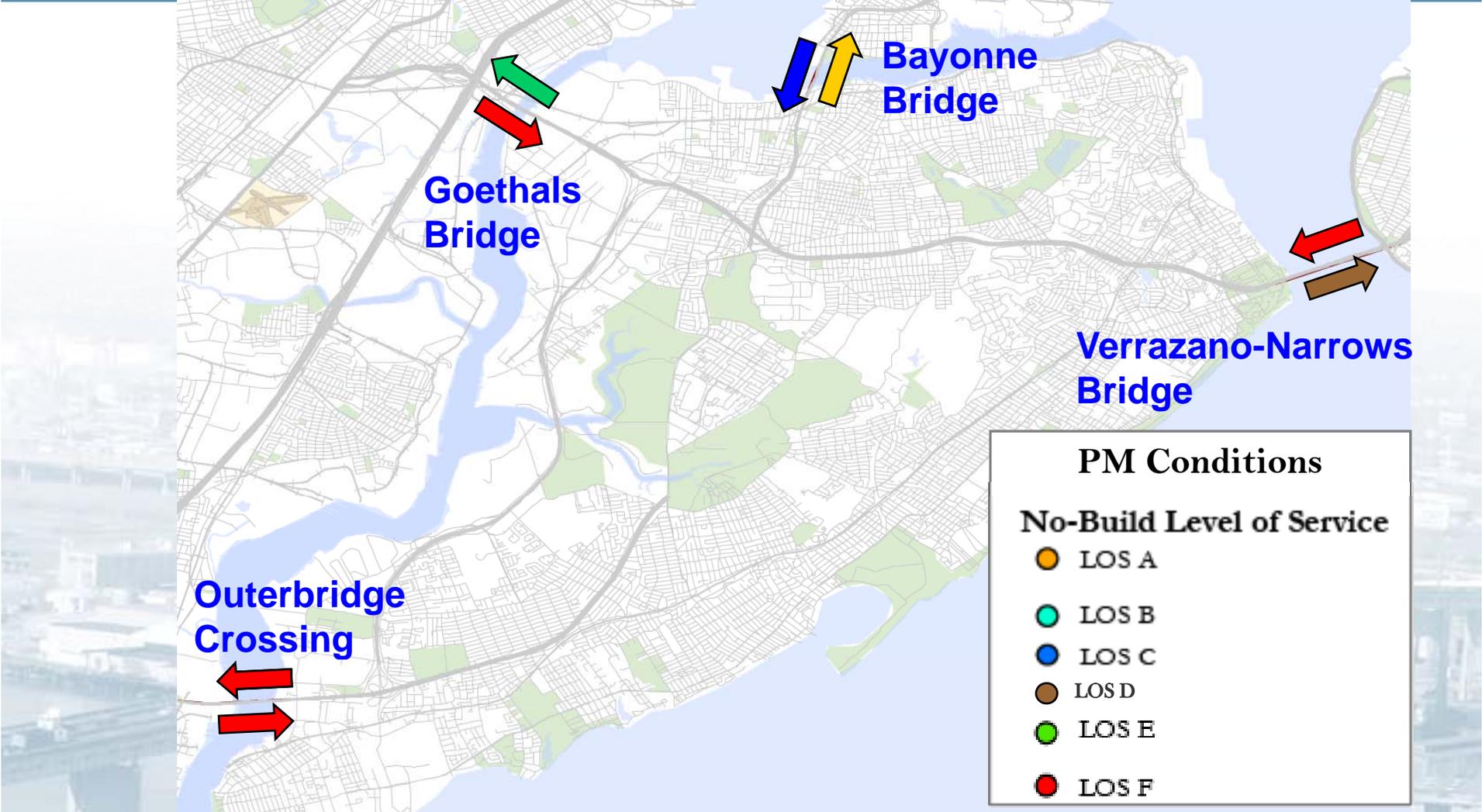
# 2034 AM No-Build Traffic Conditions at Key Crossings



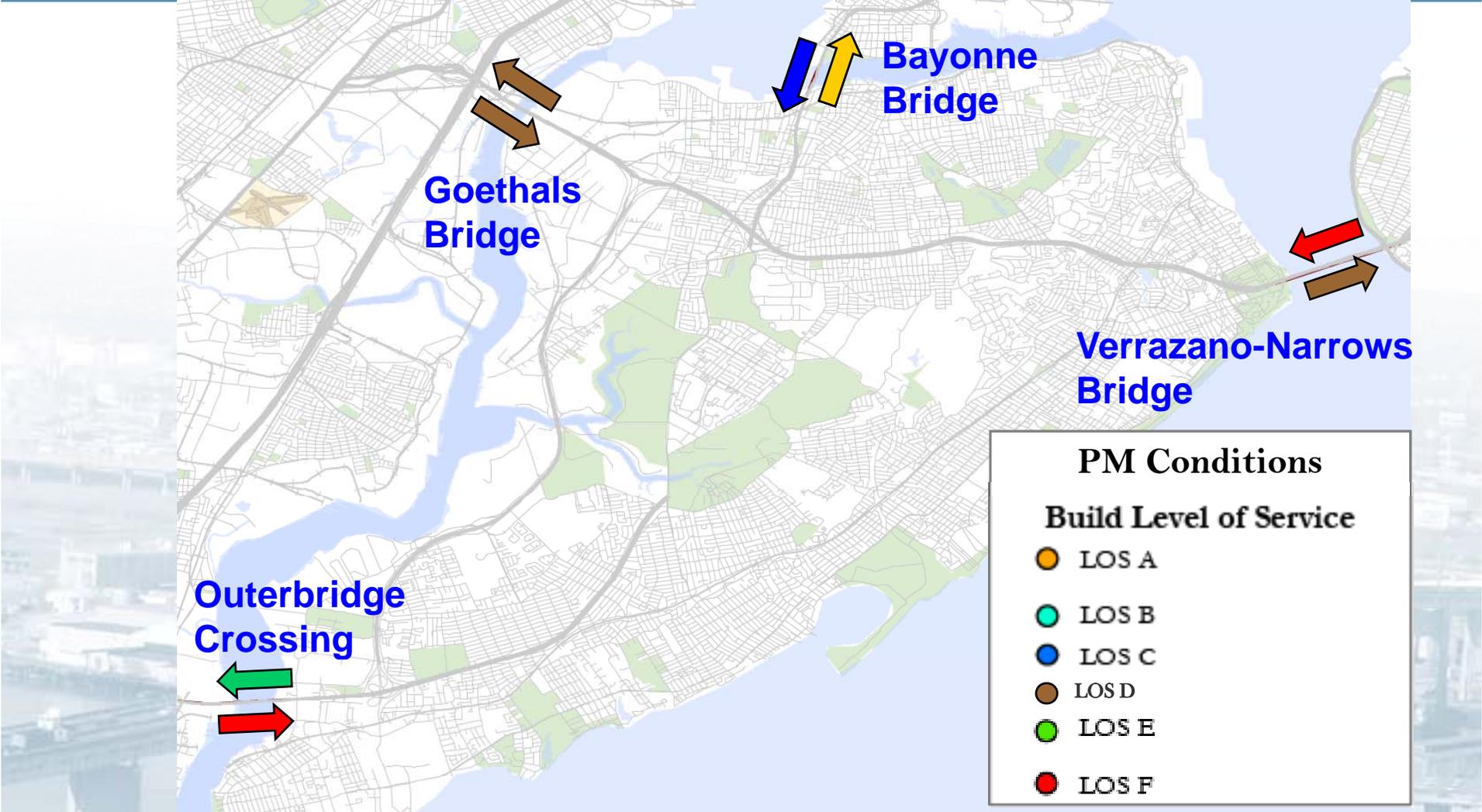
# 2034 AM Build Traffic Conditions at Key Crossings



# 2034 PM No-Build Traffic Conditions at Key Crossings



# 2034 PM Build Traffic Conditions at Key Crossings





## 2034 Traffic

### *Summary of Impacts to Traffic Flows*

#### ■ Increased congestion and reduced speeds:

##### ➤ New York:

- 17 locations in AM peak hour
- 24 locations in PM peak hour

##### ➤ New Jersey:

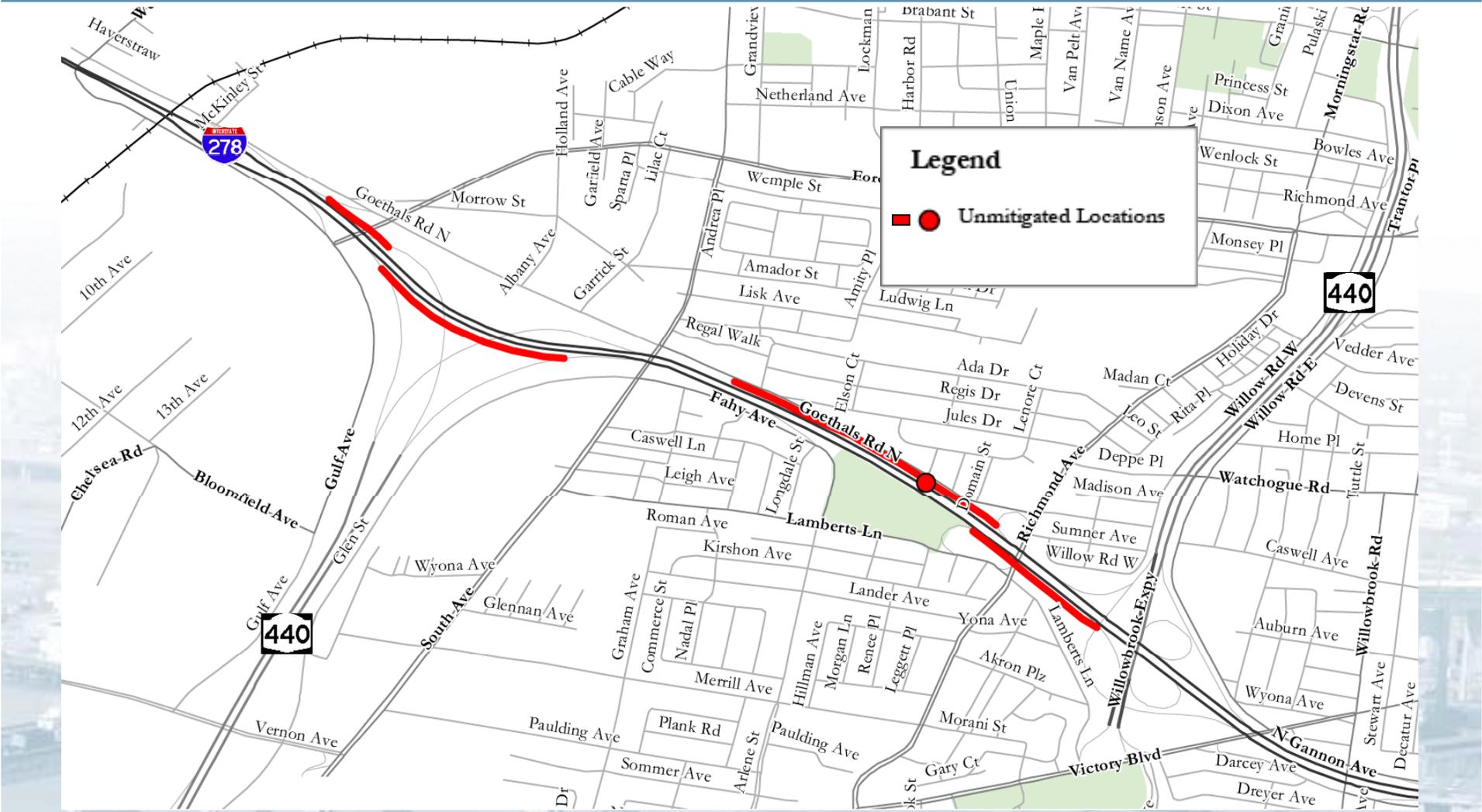
- 15 locations in AM peak hour
- 15 locations in PM peak hour



## 2034 Traffic *Proposed Mitigation*

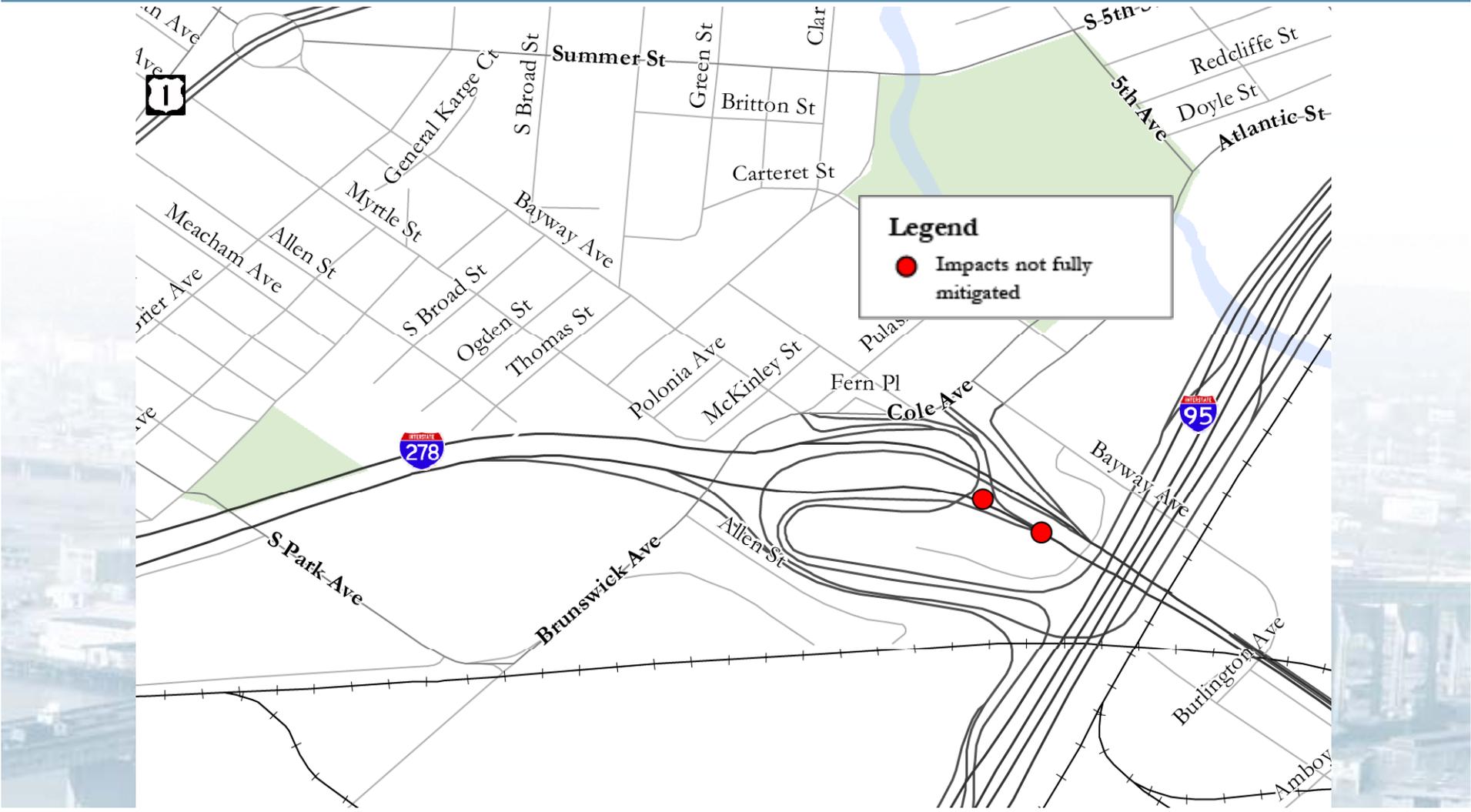
- **Managed Use Lane on new bridge:**
  - **Configuration:** 2 general use lanes + 1 managed use lane in each direction
  - **When:** During peak commuting hours
  - **For:** Buses and high-occupancy-vehicle autos
- **Local improvements at select locations:**
  - Signal timing changes
  - New signals
  - Street re-striping
  - Removal of on-street parking

# 2034 Traffic New York Locations Remaining Unmitigated



# 2034 Traffic

## *New Jersey Locations Not Fully Mitigated*





## Air Quality & Noise

- After construction when bridge is in use:
  - No adverse impacts
    - Some decrease in regional greenhouse gas and other mobile-source emissions (CO, NO<sub>x</sub>, VOCs, PM<sub>2.5</sub>)
    - Imperceptible noise-level increases (less than 2 dBA increase)
  - No mitigation necessary
  
- During bridge construction:
  - Detailed construction-phase air quality & noise analyses of the preferred alternative will be performed & reported in the FEIS



## Public Comments & Anticipated Schedule

- Close of public comment period – July 28, 2009
  - After today, additional written comments can be submitted by:
    - Mail to:  
Commander (dpb)  
First Coast Guard District  
Battery Park Building  
One South Street  
New York, NY 10004  
ATTN: Mr. Gary Kassof
    - Fax to: (212) 668-7967
    - Online at: GBR EIS Website ([www.goethalseis.com](http://www.goethalseis.com))
- Final EIS – Early 2010
- Record of Decision (ROD) – Mid 2010



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# Public Comments

