Corridor Vision
Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

Shaping a Vision
BQE Central Workshop #2

December 15, 2022

Interpretation is Available

Select the globe icon at the bottom of your screen for translation services.

قم بالضغط على الكرة الأرضية في الجزء السفلي من الشاشة لخدمات الترجمة

选择屏幕底部的地球图标获取翻译服务。

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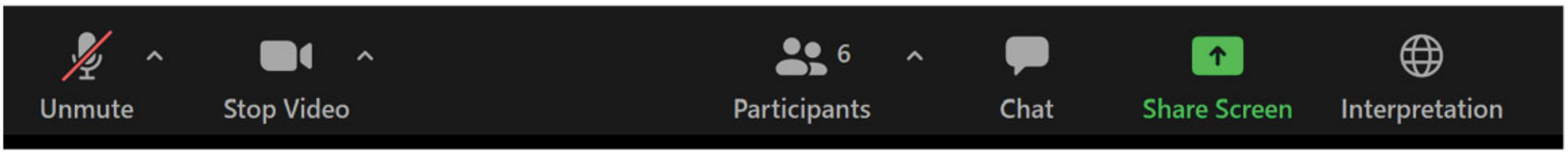


Agenda

1. Process Update

2. What Did We Hear from the Community?

3. Design Concept Considerations (5 mins)

4. Design Concepts (15 mins)

5. Q&A (20 mins)

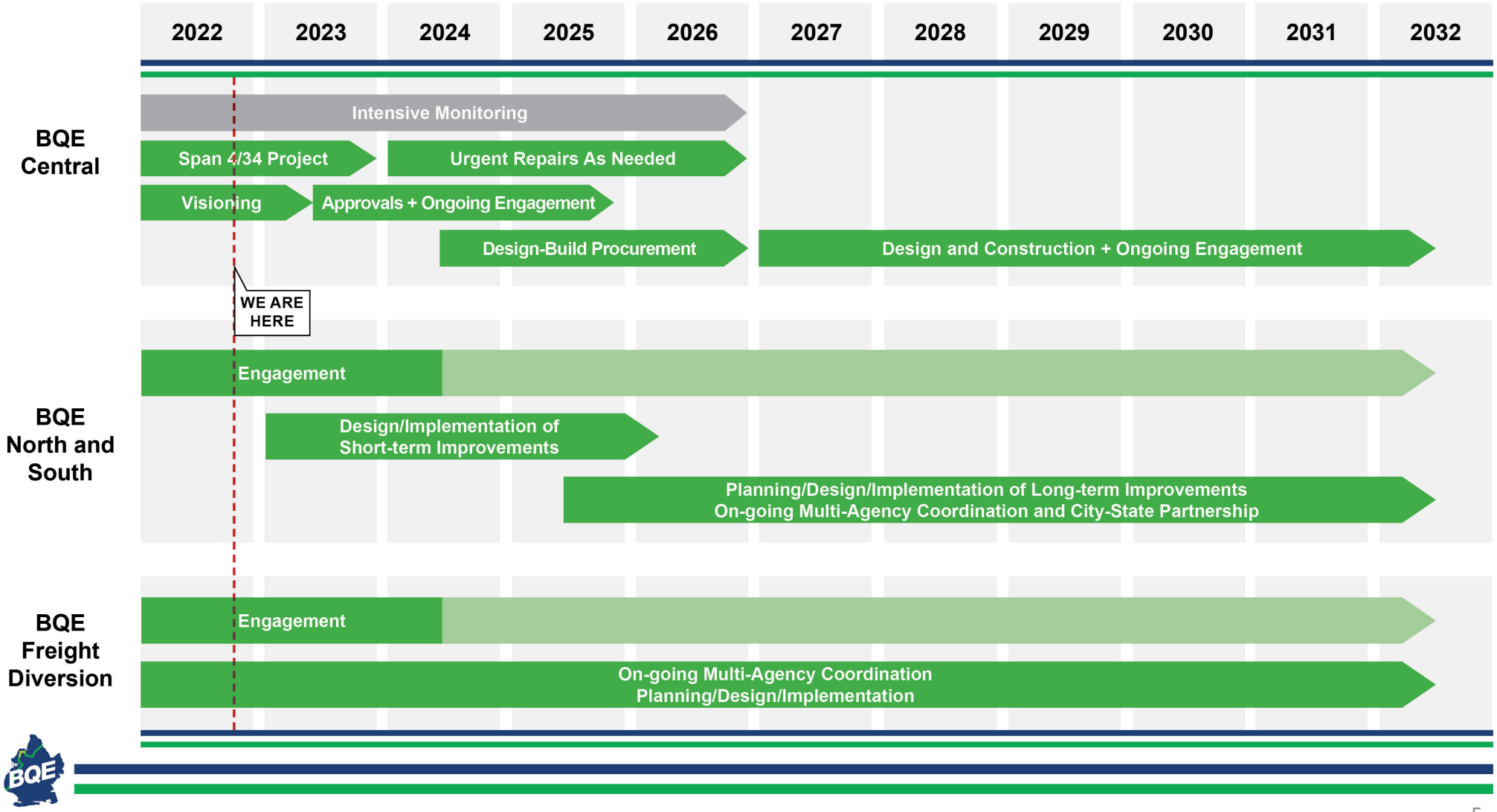
6. Breakout Rooms (35 mins)

Process Update

1

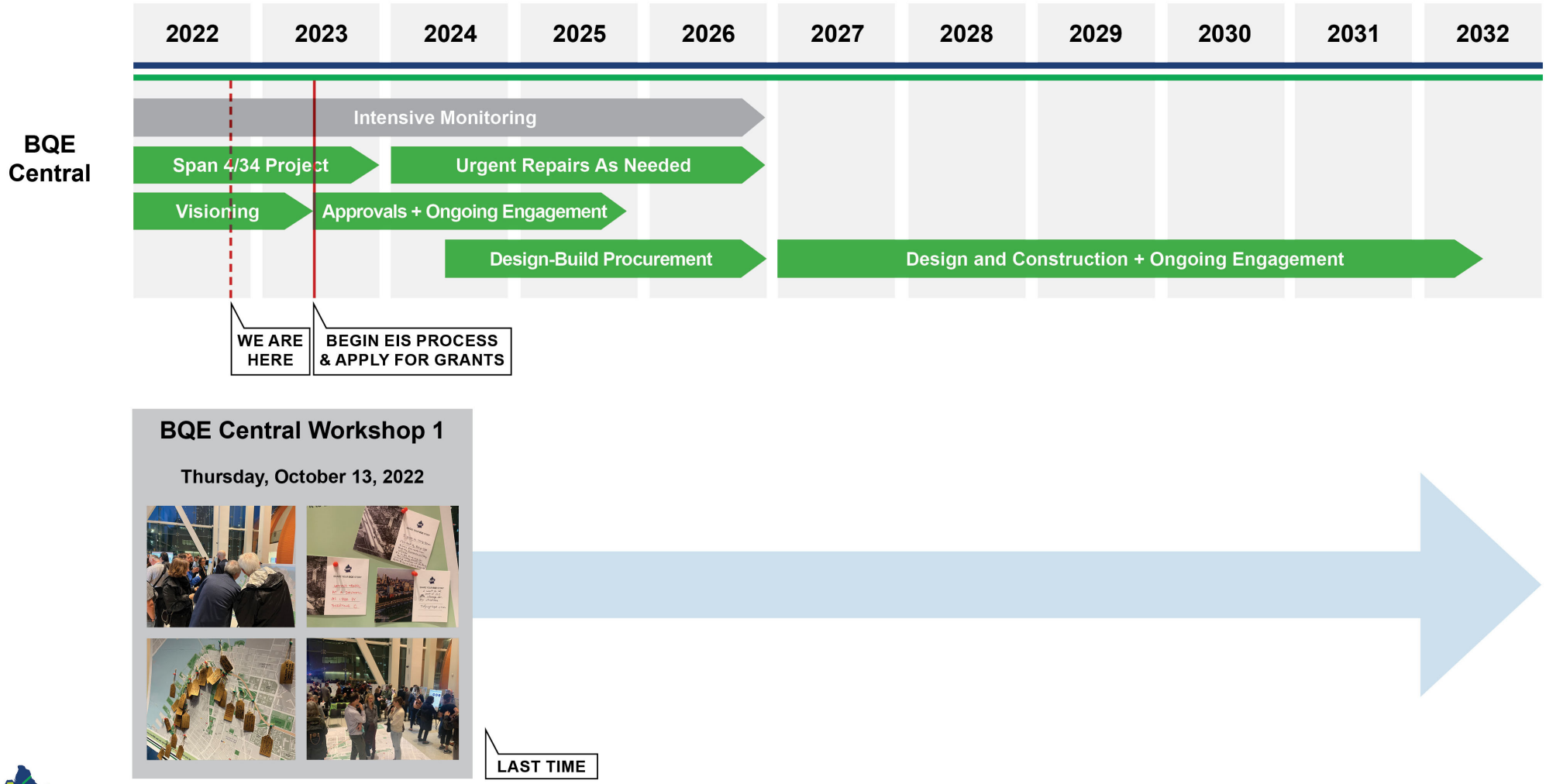
Project Timeline

BQE Corridor Vision Anticipated Timeline



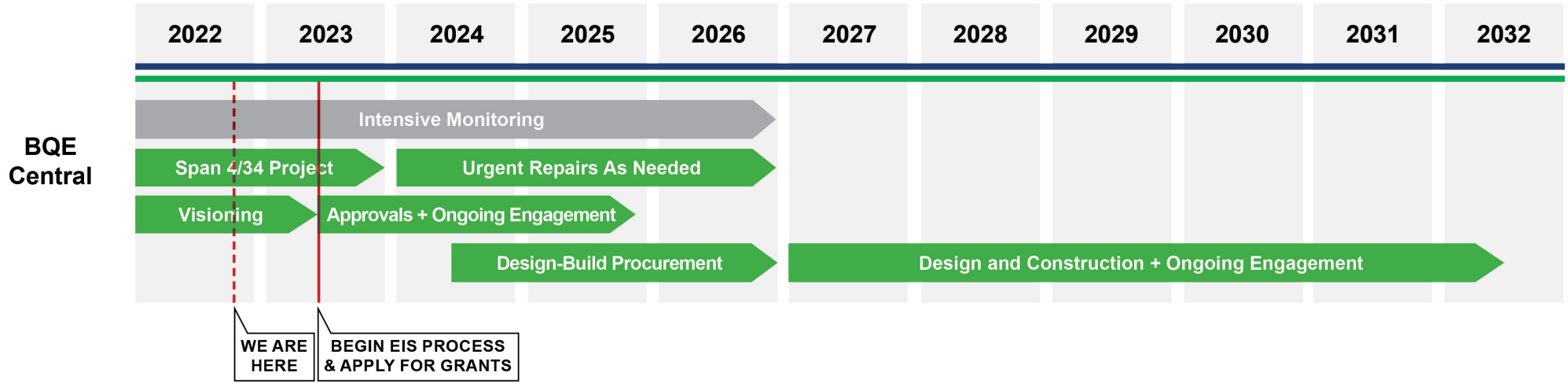
Project Timeline

BQE Central: Previous Events



Project Timeline

BQE Central: Upcoming Events



BQE Central Workshop 1

Thursday, October 13, 2022

BQE Central Workshop 2

Feedback on Initial Concepts

In-Person
Tuesday, December 13, 2022
6:30 PM to 8:30 PM

New York City College of Technology
285 Jay Street, Brooklyn, NY 11201

Virtual
Thursday, December 15, 2022
6:30 PM to 8:30 PM

Please register in advance:
bit.ly/bqecentral-2

BQE Central Workshop 3

Further Refine Concepts

Virtual
Tuesday, February 28, 2023
6:30 PM to 8:30 PM

Details coming soon

In-person
Thursday, March 2, 2023
6:30 PM to 8:30 PM

Details coming soon

Project Timeline

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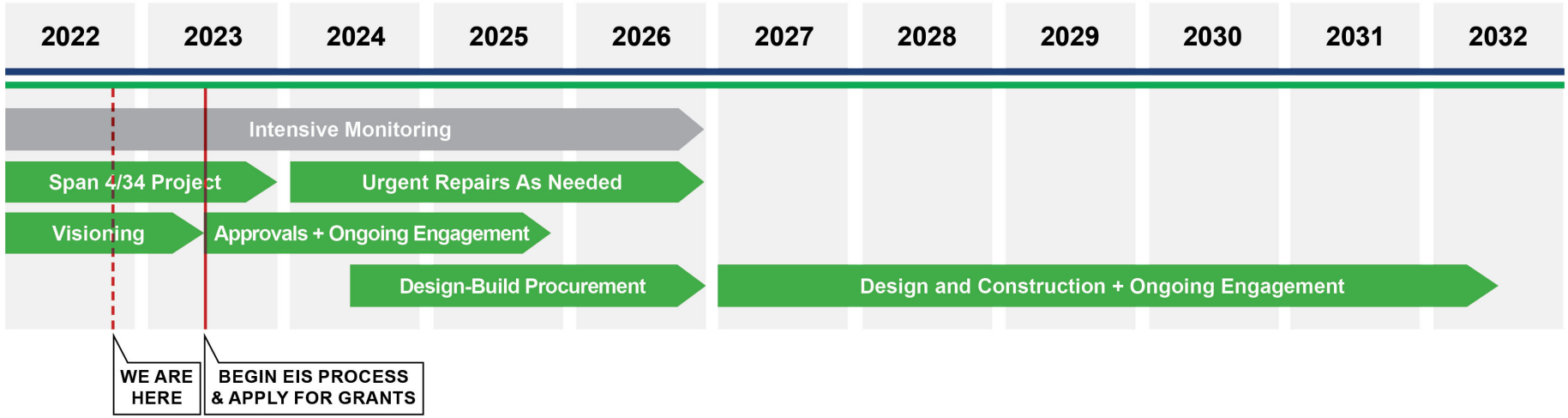

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Initiate Environmental Review Process

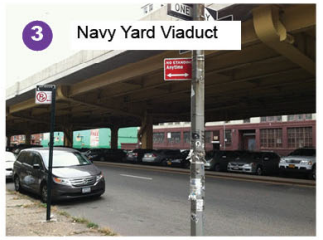
& Apply for Grants

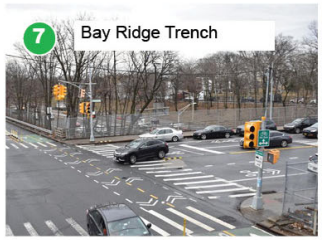
Spring 2023

There will be additinal community feedback throughout environmental review.

BQE Vision
Overview

- BQE-North
- BQE-Central
- BQE-South
- City-Owned
- State-Owned





Project Focus and Engagement Approach

Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design.

Equity

Invest in communities along the full BQE corridor, not just higher income City section.

Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact.

Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward.

Community engagement will guide Mayor Adams' & DOT's decisions about the future of the full Brooklyn BQE Corridor.

Inclusive

Transparent

Consistent

Who's Involved?

Community Visioning Council

... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice and transportation advocates

COMMUNITY PARTNERS TO BE ANNOUNCED TODAY!

Community Partners

... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity

Topical Working Groups

... Facilitate Focussed Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

Local, State, & Federal Agencies

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

NYC

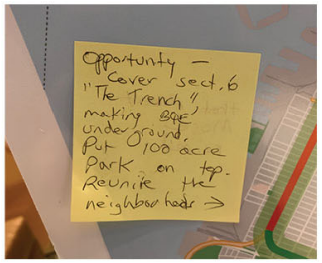
NEW YORK CITY DOT

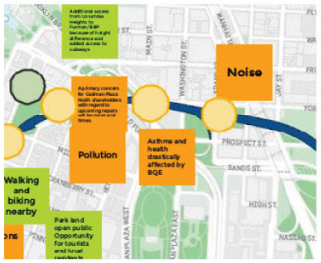
NYC Parks

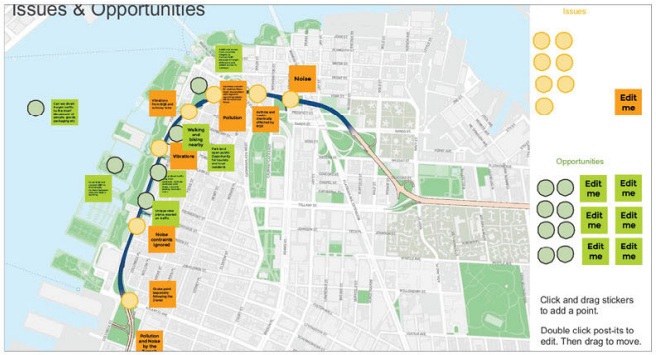
What Did We Hear from the Community?

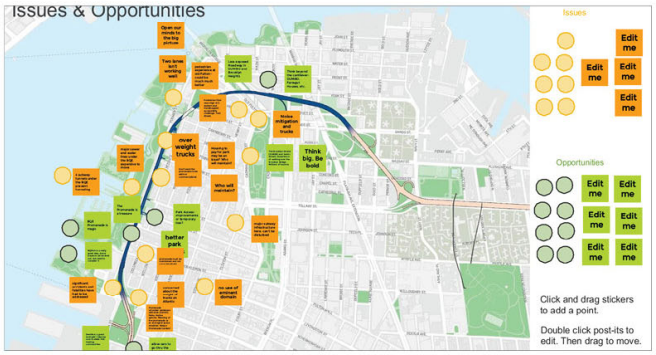
2

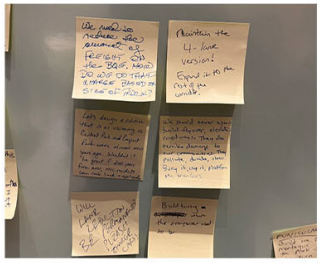
What have we heard?

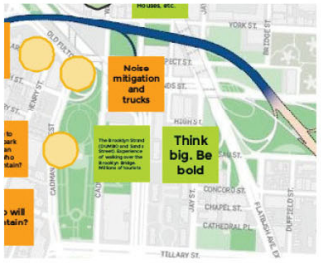


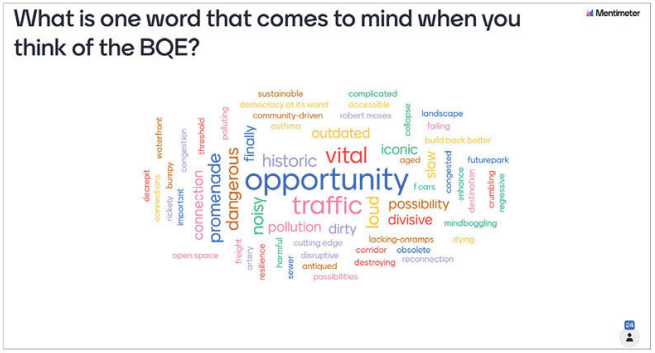


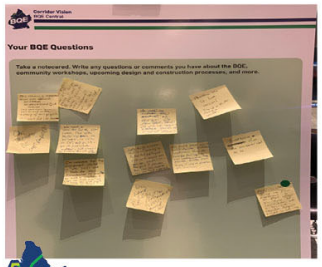


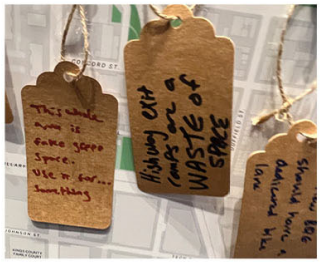


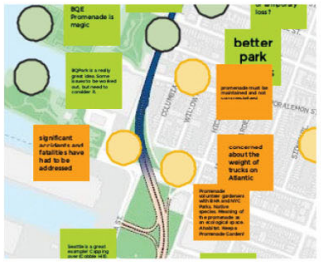










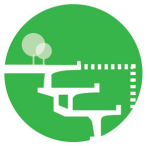


Throughout this process, we have heard…

Use this opportunity for a **visionary, forward-thinking project** for generations to come.

Reconnect our communities and open space in an accessible & resilient way.

Reduce pollution, noise, and traffic and negative health impacts.



Reduce or obscure the physical presence of the BQE, by covering the highway by capping, burying, tunneling, or removing the BQE and create new opportunities for open space

Respect the historic nature of the Promenade.

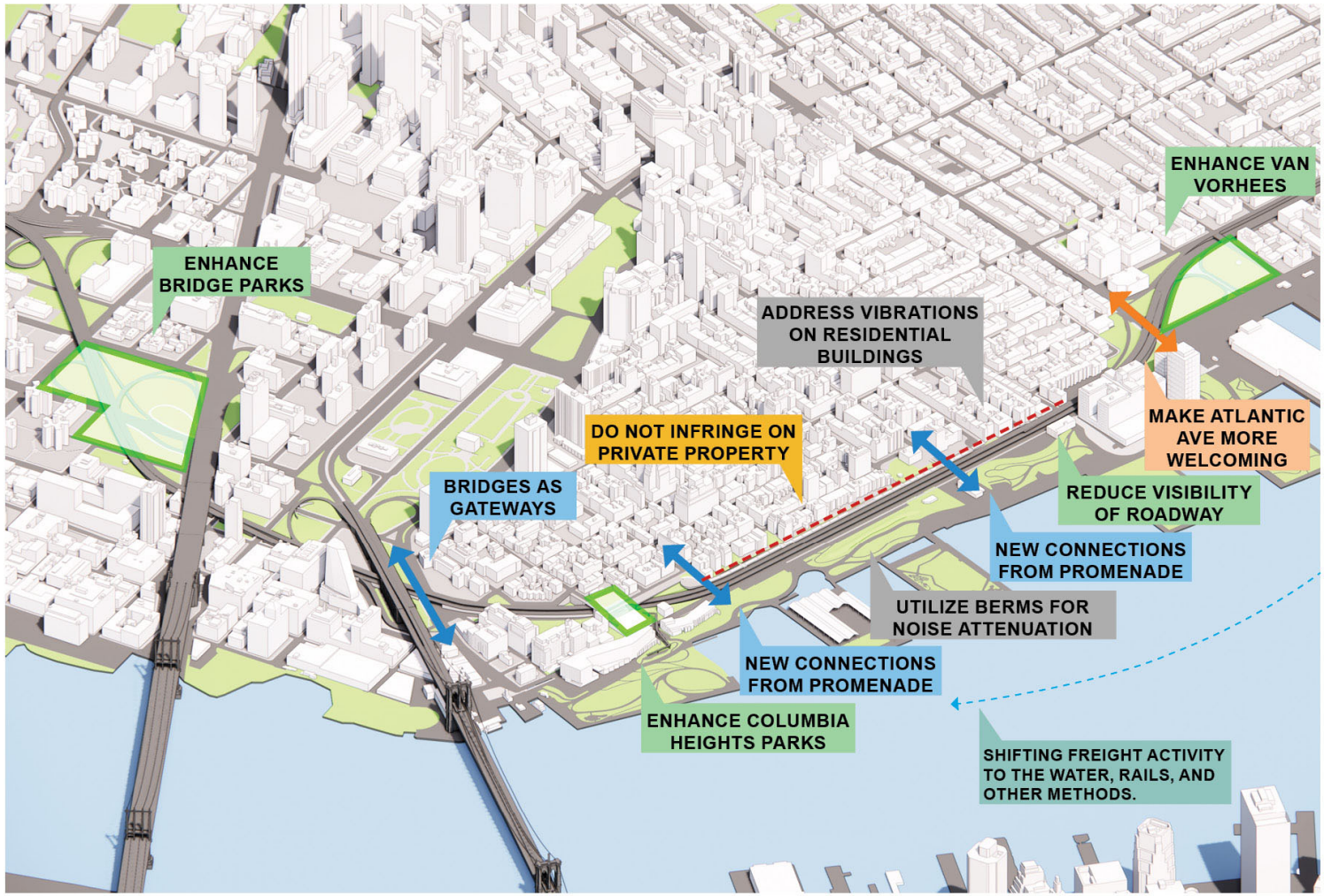
Be very transparent about the pros & cons of recommended design options.

What Did We Hear?

Community Feedback

At a high level, key takeaways included:

- Improve existing and facilitate new connections & access points to BBP. Brooklyn Bridge Park.
- Investment and improvement in nearby parks and open space are critical. Equity, sustainability, and resiliency must be central to planning.
- Reduce reliance on trucks. Shift freight activity to other methods. Explore solutions like making the BQE truck-only, tolling, and other demand management tools.
- Do not infringe on private property. Minimize impacts on local residences.
- Reducing conflicts and improve pedestrian & cyclist access to Brooklyn Bridge Park. Improve mobility & reduce vehicular reliance.
- Focus on noise mitigation during construction and permanently. Address vibrations from the BQE on residential buildings.



Design Concept Considerations

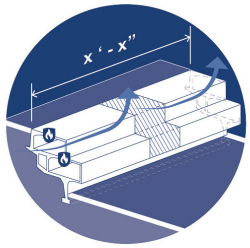
3

Overview

Explore

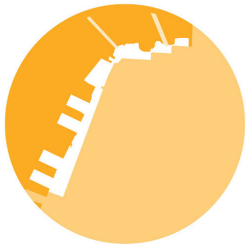
Review

Avoid



Tunnels & Open Space Connections

Effects on Public Property

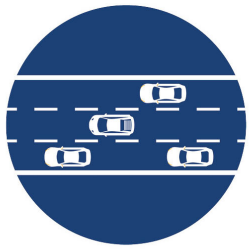


Brooklyn Bridge Park Connections

Effects on Private Property

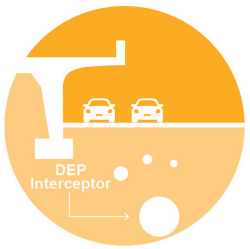
Promenade Configuration & View Shed

Fully or Partially Replace Retaining Wall



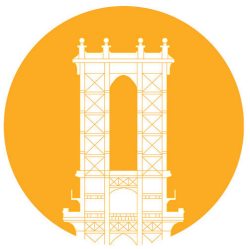
Roadway Width & Configuration

MTA Facilities



DEP Interceptor Sewer

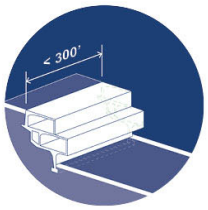
Brooklyn Bridge Surface Connections



Manhattan Bridge to BQE

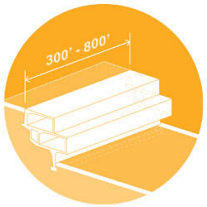
Atlantic Ave Interchange

Tunnels & Open Space Connections
(Definitions per National Fire Prevention Association)



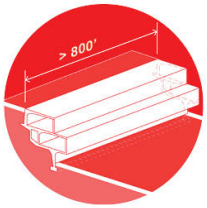
Category X:
< 300ft

Gateway Arch Park
St Louis, MO



Category A:
300 - 800 ft

The Presidio
San Francisco, CA



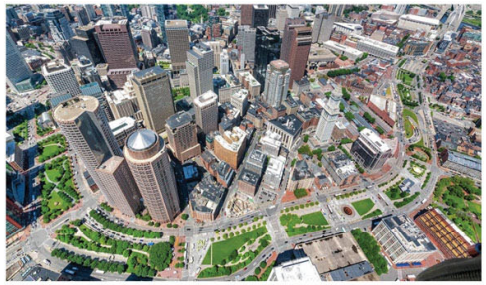
Category B/C/D:
> 800 ft

Big Dig
Boston, MA

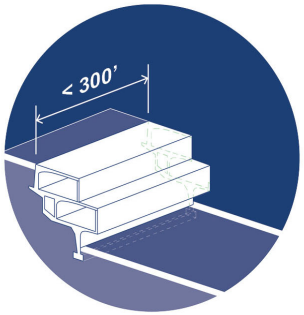


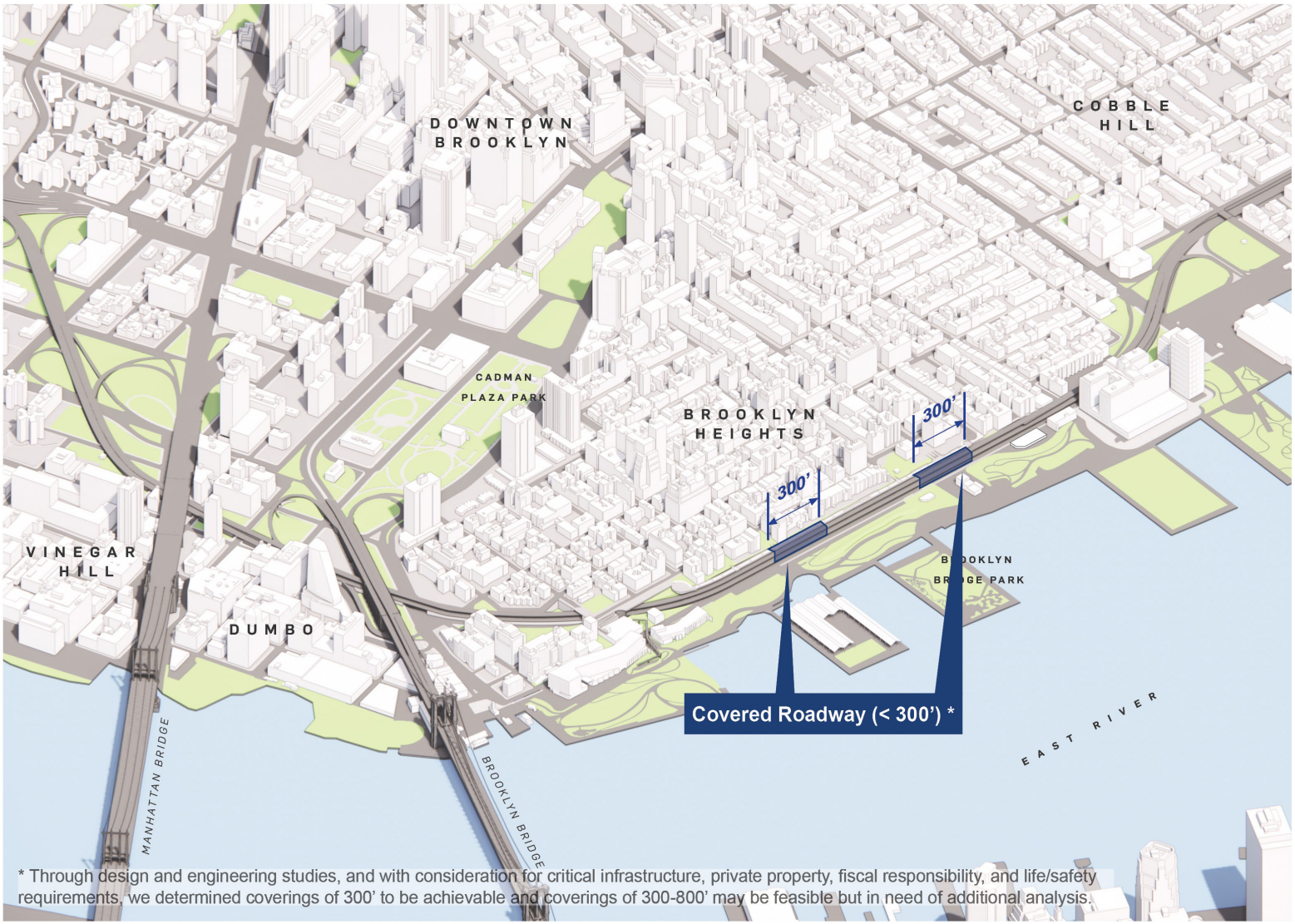






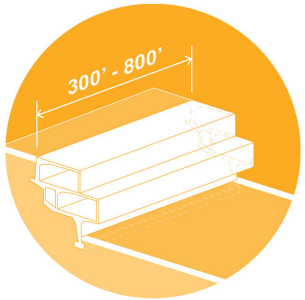
(Category X: < 300')





* Through design and engineering studies, and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable and coverings of 300-800' may be feasible but in need of additional analysis.

Tunnels & Open Space Connections
(Category A: 300’ - 800’)



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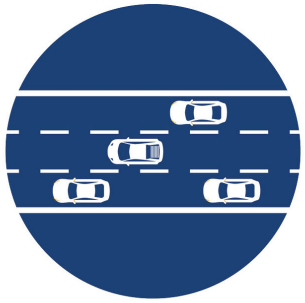
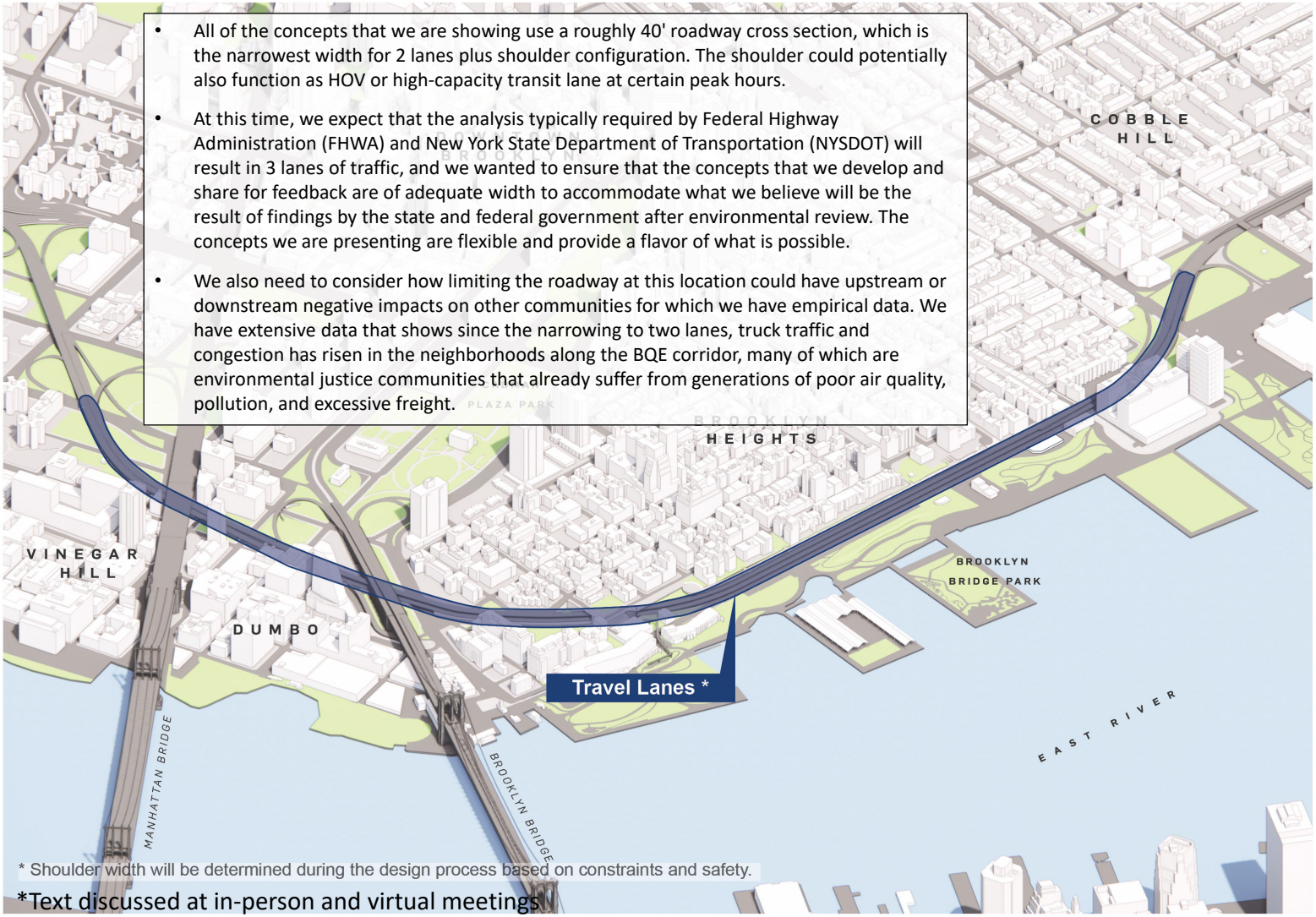
MTA Facilities

Considerations

Roadway Width and Configuration



- All of the concepts that we are showing use a roughly 40' roadway cross section, which is the narrowest width for 2 lanes plus shoulder configuration. The shoulder could potentially also function as HOV or high-capacity transit lane at certain peak hours.
- At this time, we expect that the analysis typically required by Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT) will result in 3 lanes of traffic, and we wanted to ensure that the concepts that we develop and share for feedback are of adequate width to accommodate what we believe will be the result of findings by the state and federal government after environmental review. The concepts we are presenting are flexible and provide a flavor of what is possible.
- We also need to consider how limiting the roadway at this location could have upstream or downstream negative impacts on other communities for which we have empirical data. We have extensive data that shows since the narrowing to two lanes, truck traffic and congestion has risen in the neighborhoods along the BQE corridor, many of which are environmental justice communities that already suffer from generations of poor air quality, pollution, and excessive freight.



* Shoulder width will be determined during the design process based on constraints and safety.

*Text discussed at in-person and virtual meetings

Overall Considerations

- Tunnels & Open Space Connections
- Roadway Width & Configuration
- Effects on Public Property
- MTA Facilities
- Brooklyn Bridge Park Connections
- DEP Interceptor Sewer
- Effects on Private Property
- Brooklyn Bridge Surface Connections
- Promenade Configuration & View Shed
- Manhattan Bridge to BQE
- Fully or Partially Replace Retaining Wall
- Atlantic Ave Interchange

Design Concepts

4

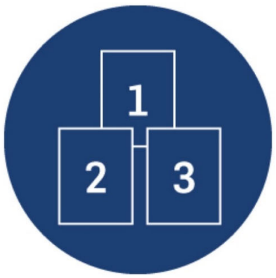
Our Process

1.

Digested What We Heard

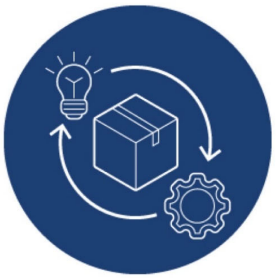
2.

Evaluated a Variety of Options Against Our Considerations



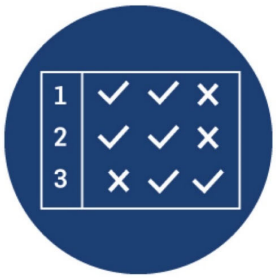
3.

Developed Focused Concepts



4.

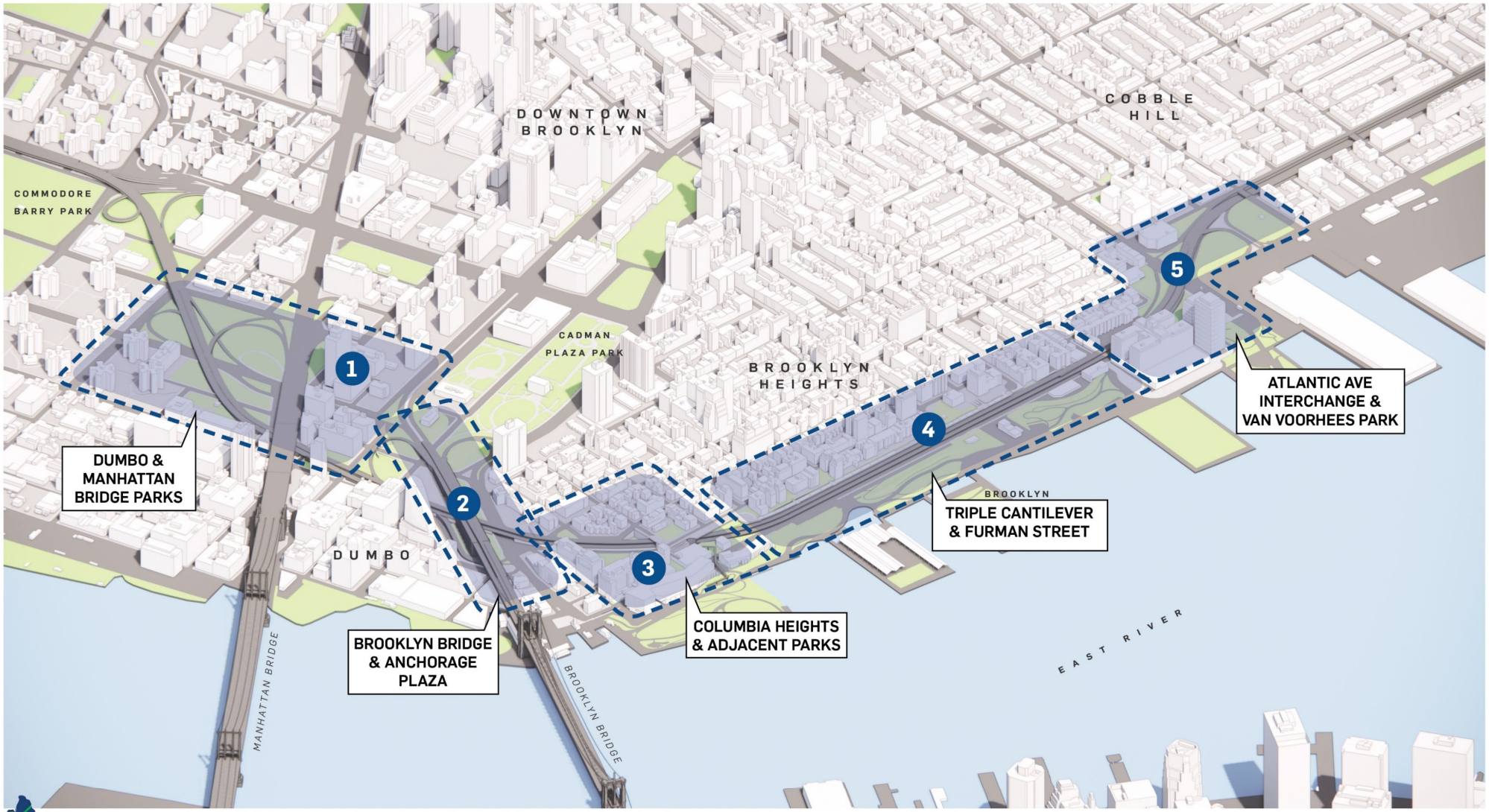
Reviewed and Tested Concepts with the Engineering Team & Revised in a Feedback Loop



5.

Evaluated Each Option According to Our Considerations. Focussed on Equity & Ensuring Fiscal Responsibility

BQE Central Sub-areas



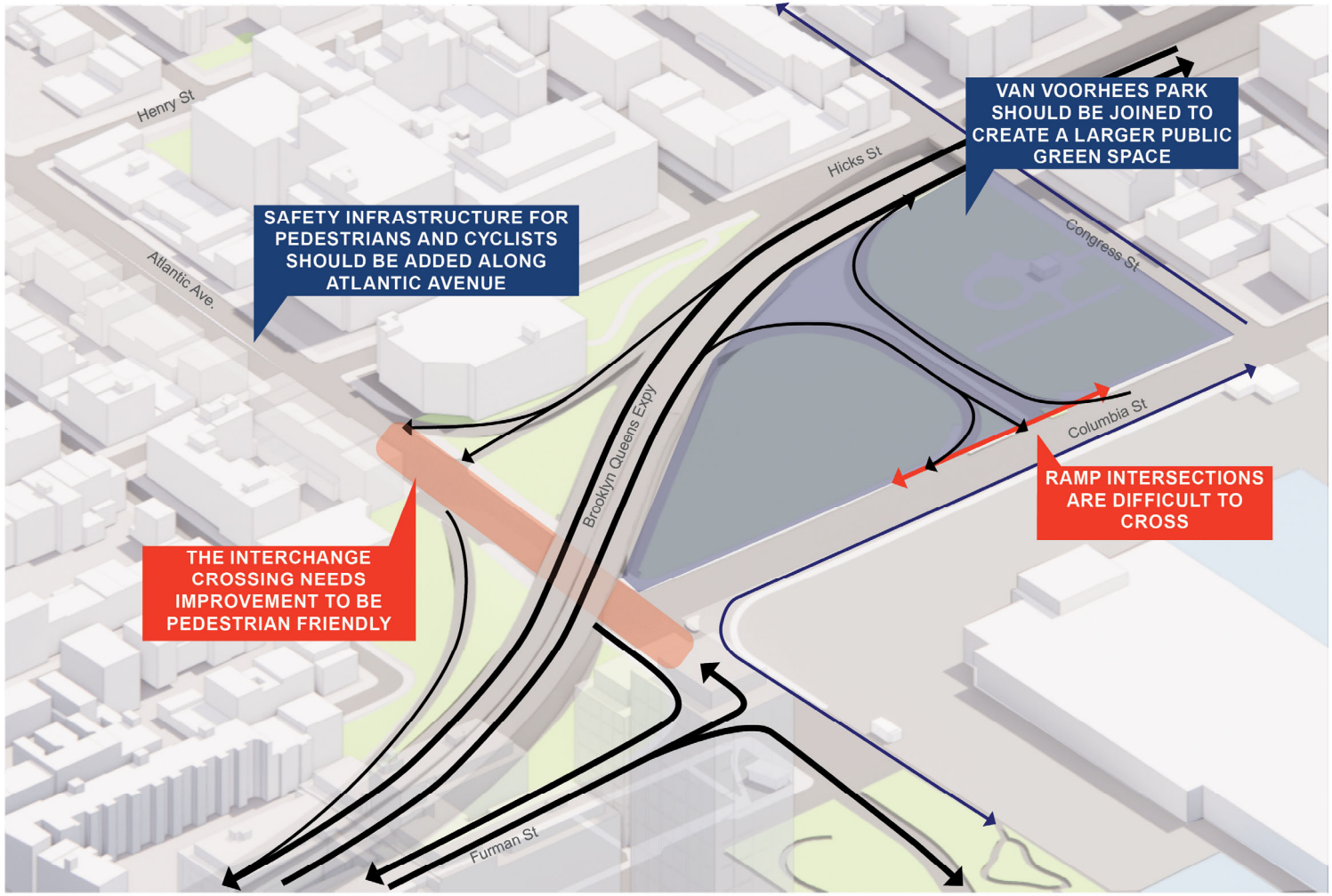
Atlantic Ave Interchange & Van Voorhees Park

Atlantic Ave Interchange & Van Voorhees Park

What We've Heard

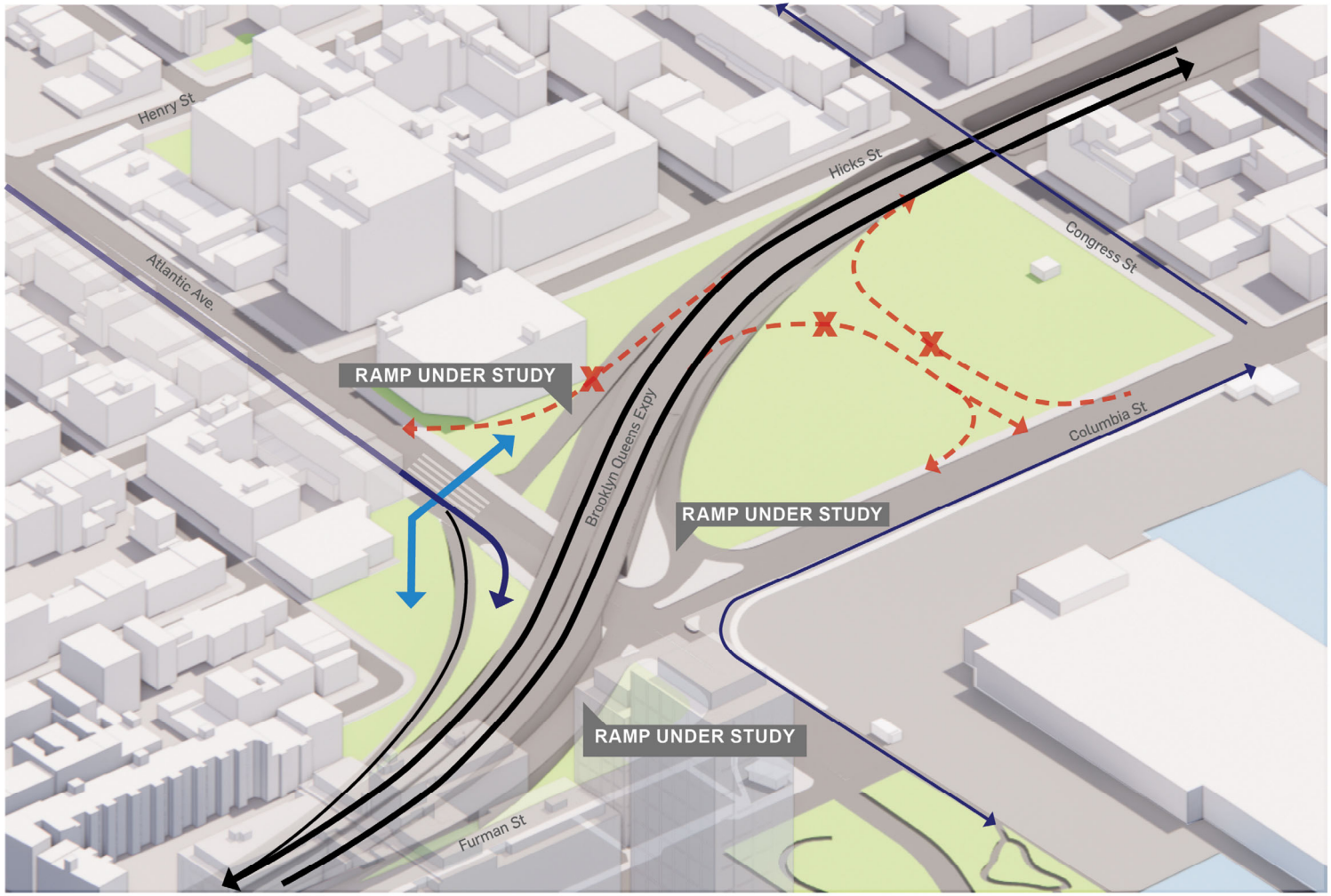
Vehicular Circulation

Existing Cyclist Circulation



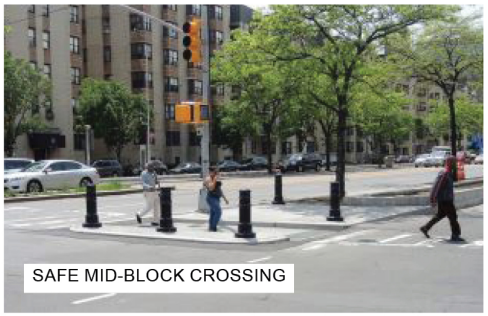
Atlantic Ave Interchange & Van Voorhees Park

- Vehicular Circulation
- Existing Cyclist Circulation
- Removed Vehicular Circulation
- Proposed Cyclist Connection
- Proposed Pedestrian Connections



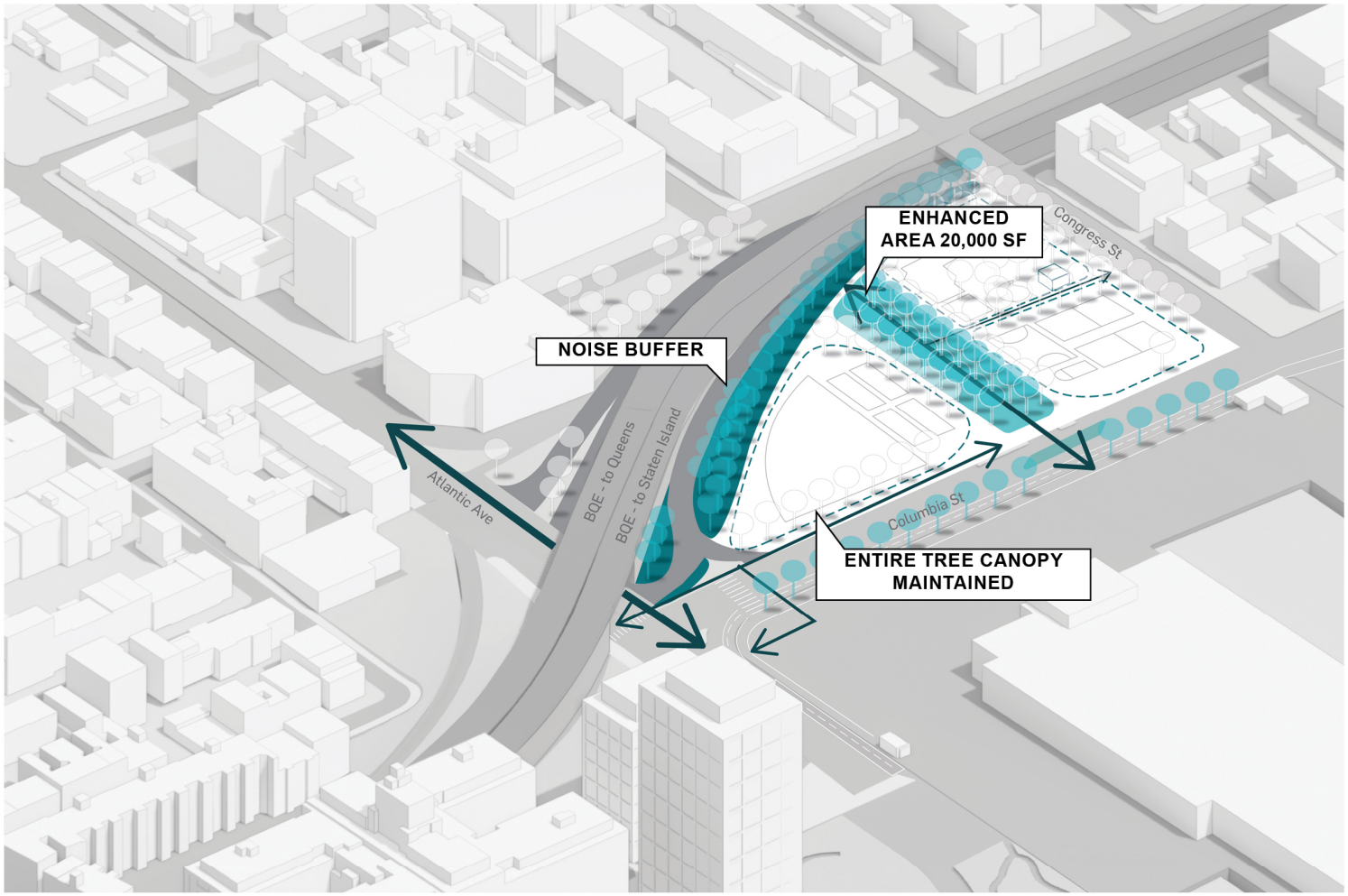
Atlantic Ave Interchange & Van Voorhees Park

Concept 1


SAFE MID-BLOCK CROSSING


PEDESTRIAN LINEAR SPACE - 20,000 SF


SIDEWALK IMPROVEMENTS



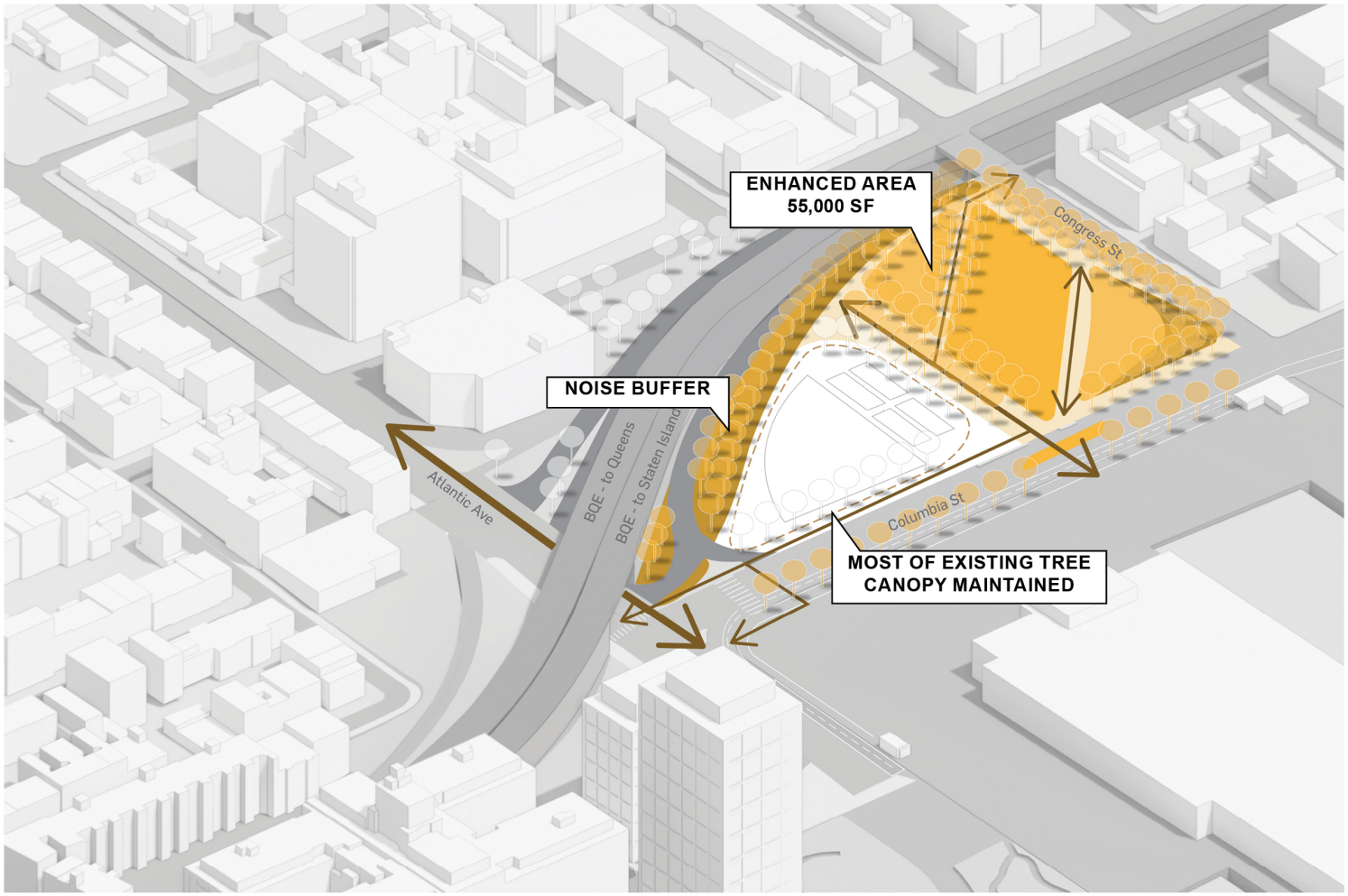
Atlantic Ave Interchange & Van Voorhees Park

Concept 2


UPGRADED PLAYGROUND - 40,000 SF

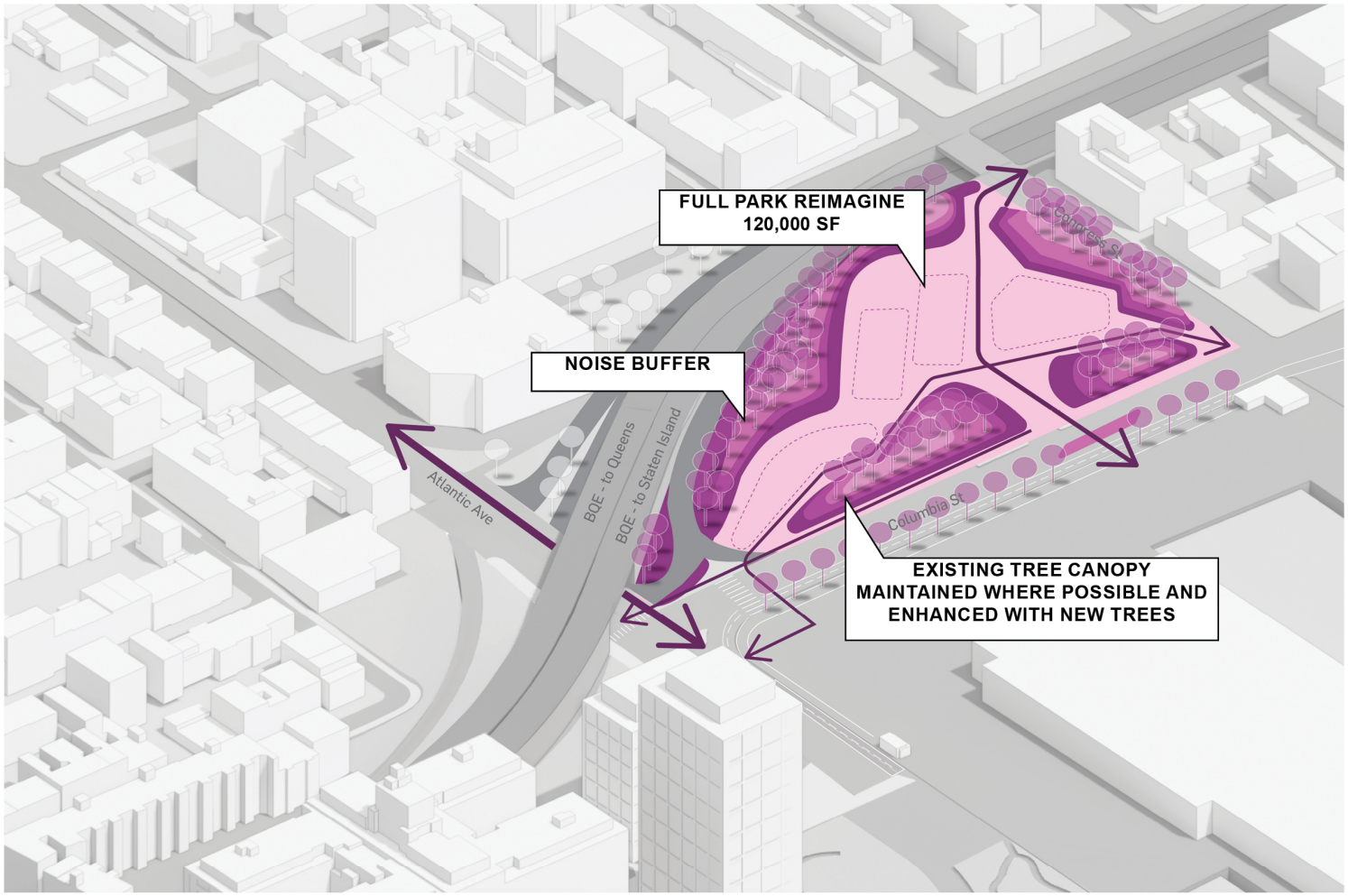

UPGRADED SPRAY SHOWERS


ACTIVE COURTS



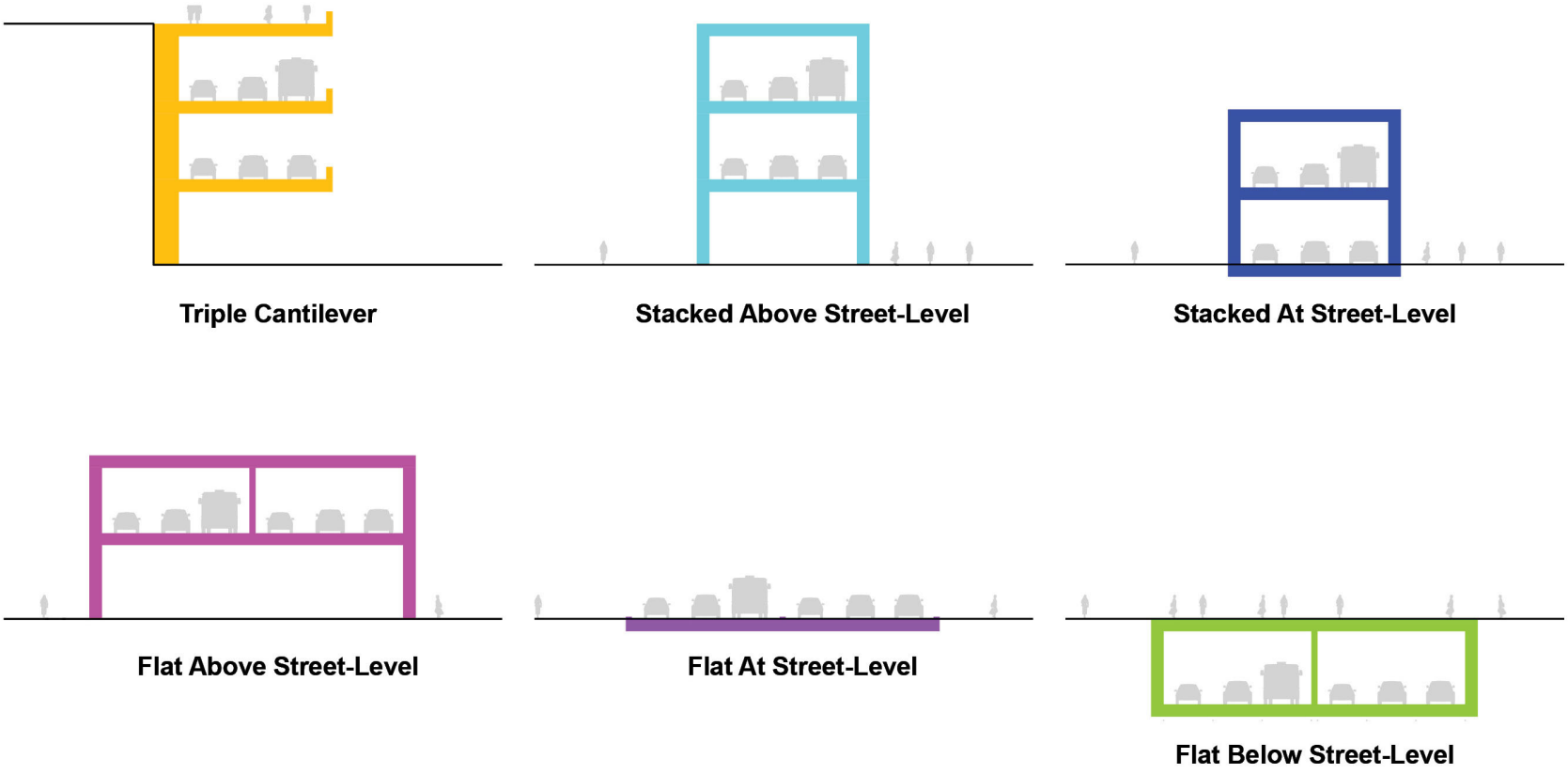
Atlantic Ave Interchange & Van Voorhees Park

Concept 3

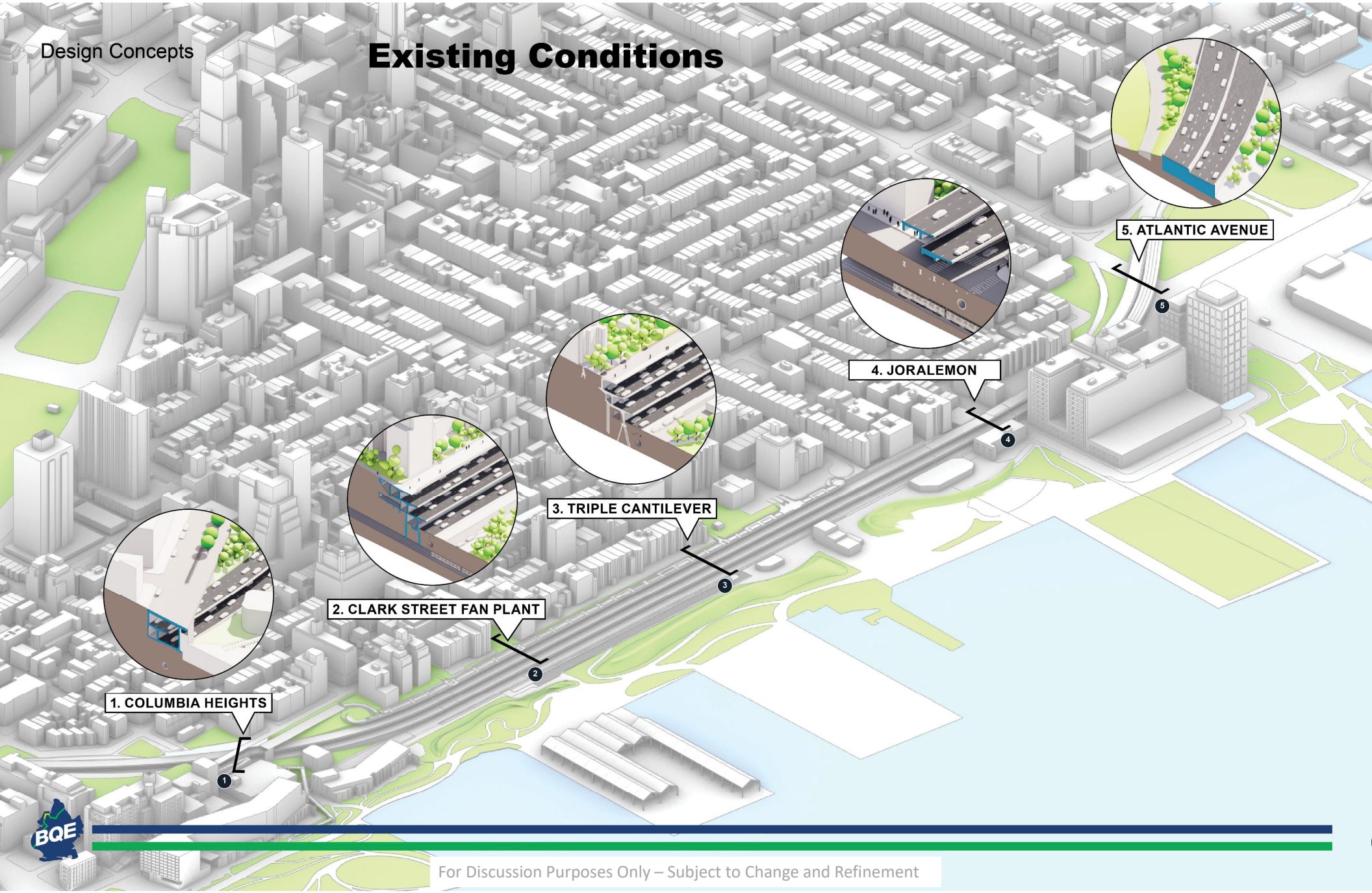


Triple Cantilever & Furman Street

Roadway Typologies - Potential Sections

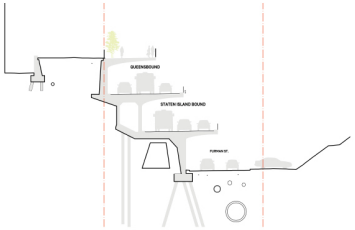


Existing Conditions

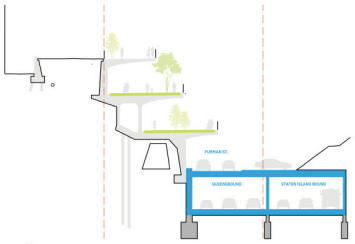


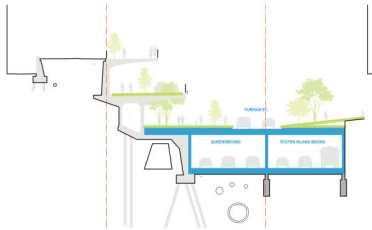
Section Matrix - Triple Cantilever

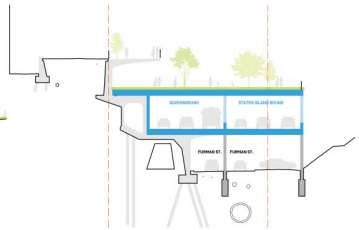
Existing

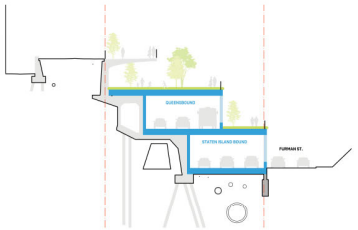


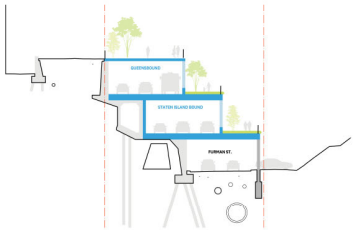
Partial Replacement



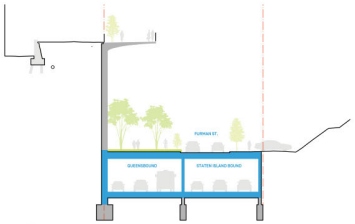


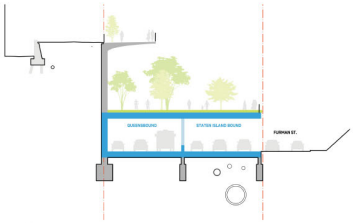


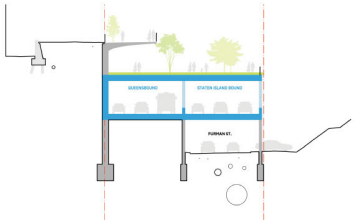


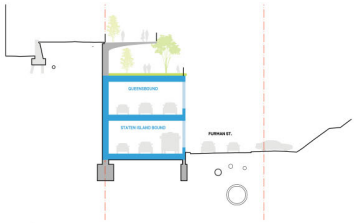


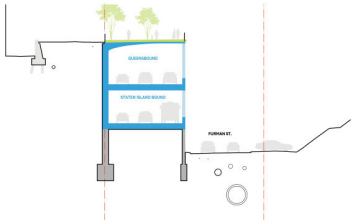
Full Replacement







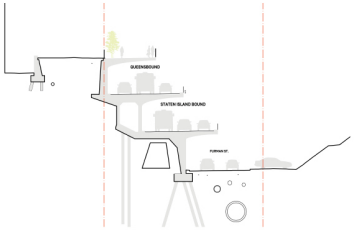




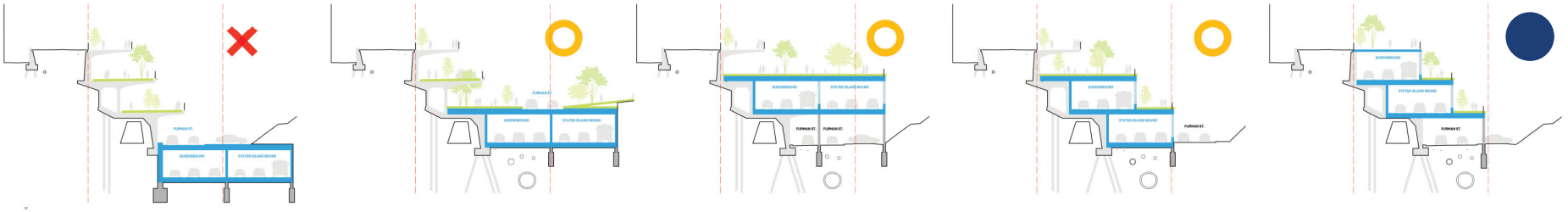
Flat Below Street-Level | **Flat At Street-Level** | **Flat Above Street-Level** | **Stacked At Street-Level** | **Stacked Above Street-Level**

Section Matrix - Triple Cantilever

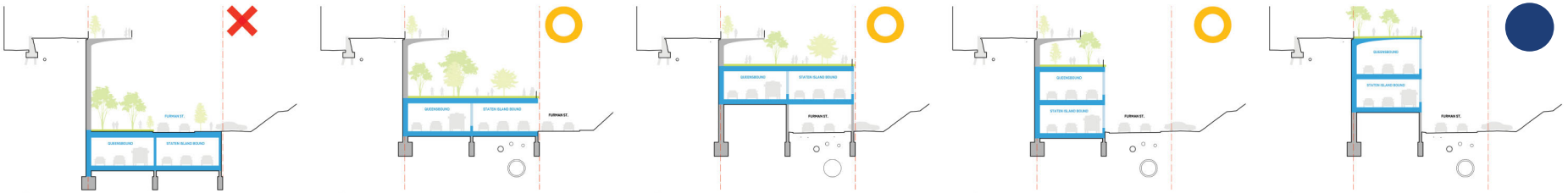
Existing



Partial Replacement



Full Replacement



Flat Below Street-Level | **Flat At Street-Level** | **Flat Above Street-Level** | **Stacked At Street-Level** | **Stacked Above Street-Level**

Triple Cantilever Concepts

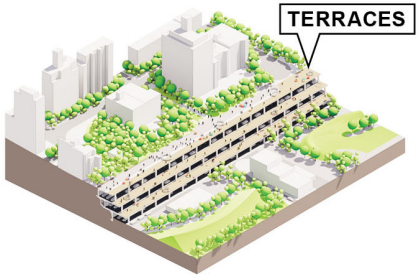
	Existing Condition	Roadway Structure	Potential Open Spaces
The Stoop			
The Terraces			
The Lookout			

Triple Cantilever Concepts

Design Studies (Ongoing) →

The Stoop

The Terraces



The Lookout

Triple Cantilever Concepts

The Terraces

The Lookout

The Stoop

The Terraces | Partial Replacement

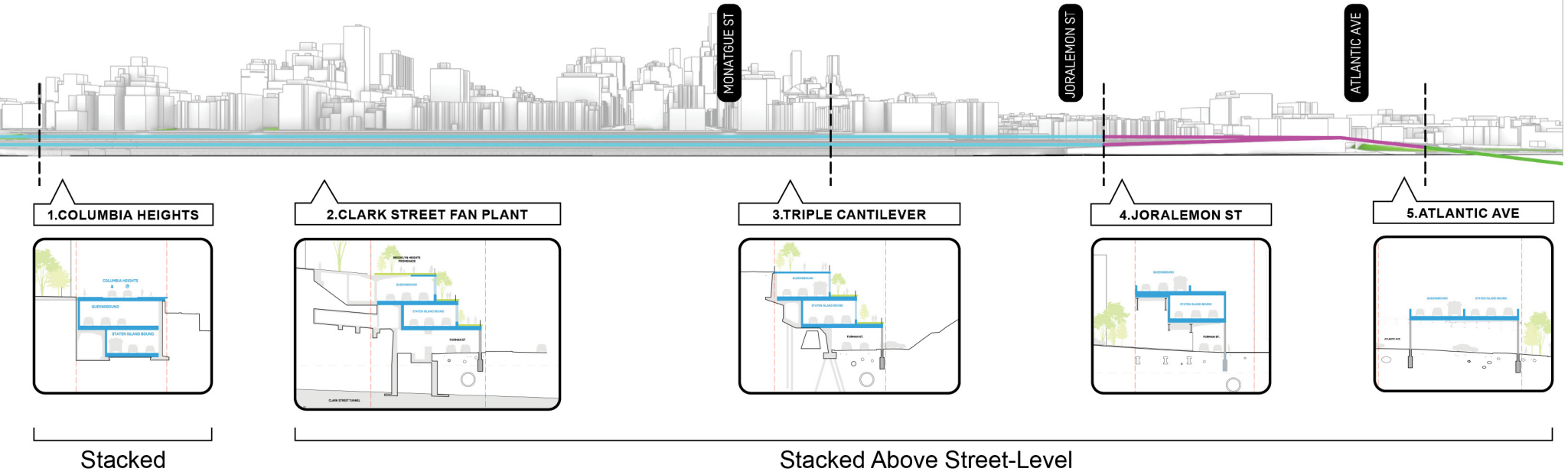
Stacked Above Street > **Stacked Above Street** > **Stacked Above Street**

The Terraces | Partial Replacement

Stacked Above Street > **Flat at Street** > **Stacked Above Street**

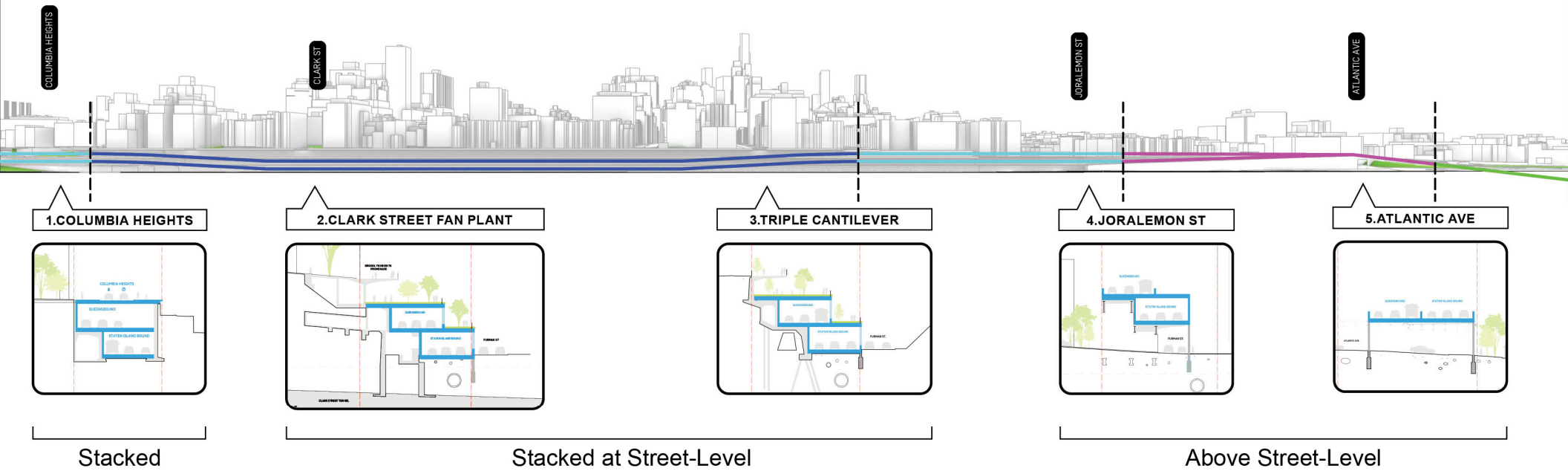
The Terraces - Elevation

Continuous Stacked Above Street-Level

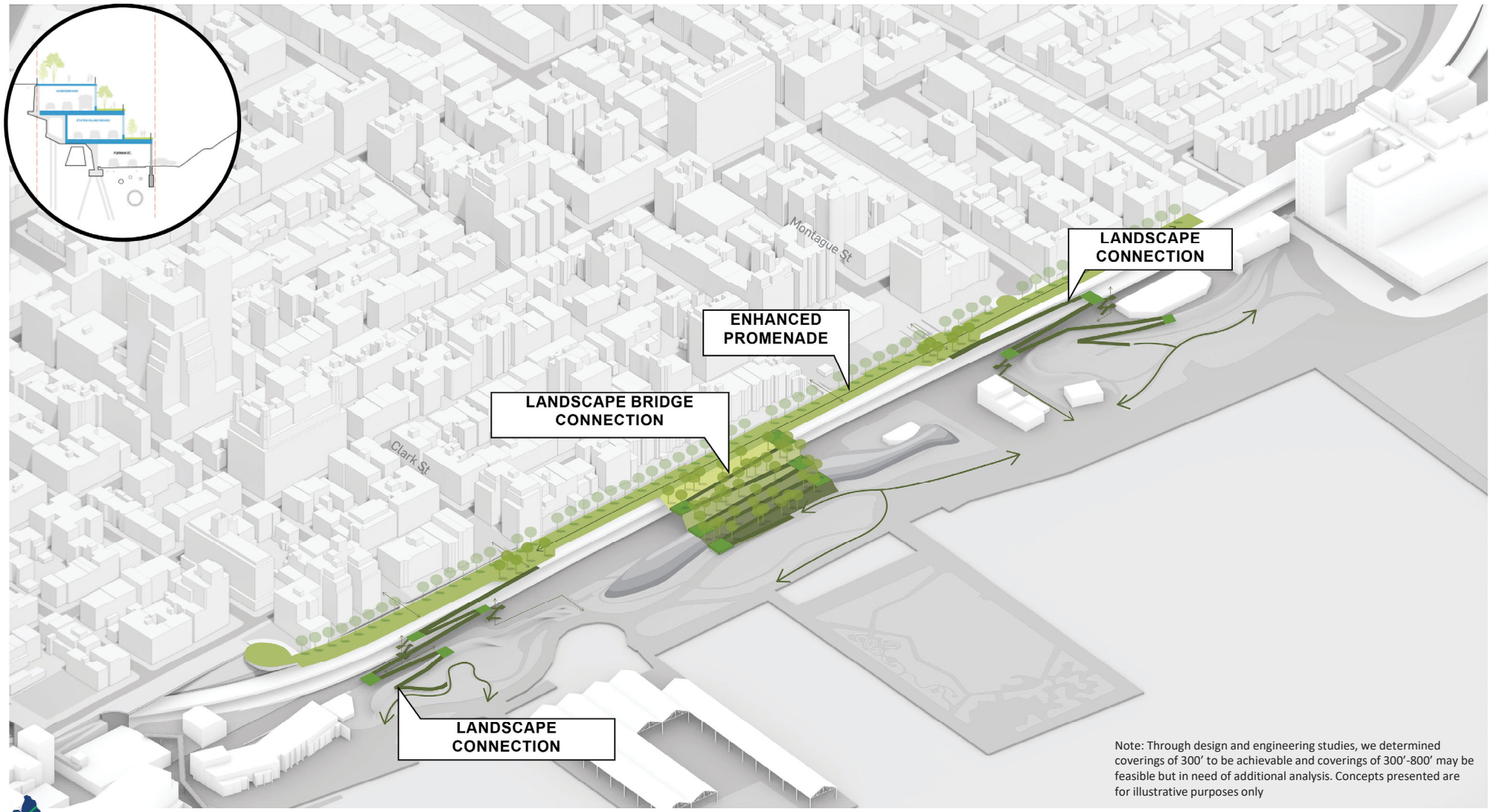


The Terraces - Elevation

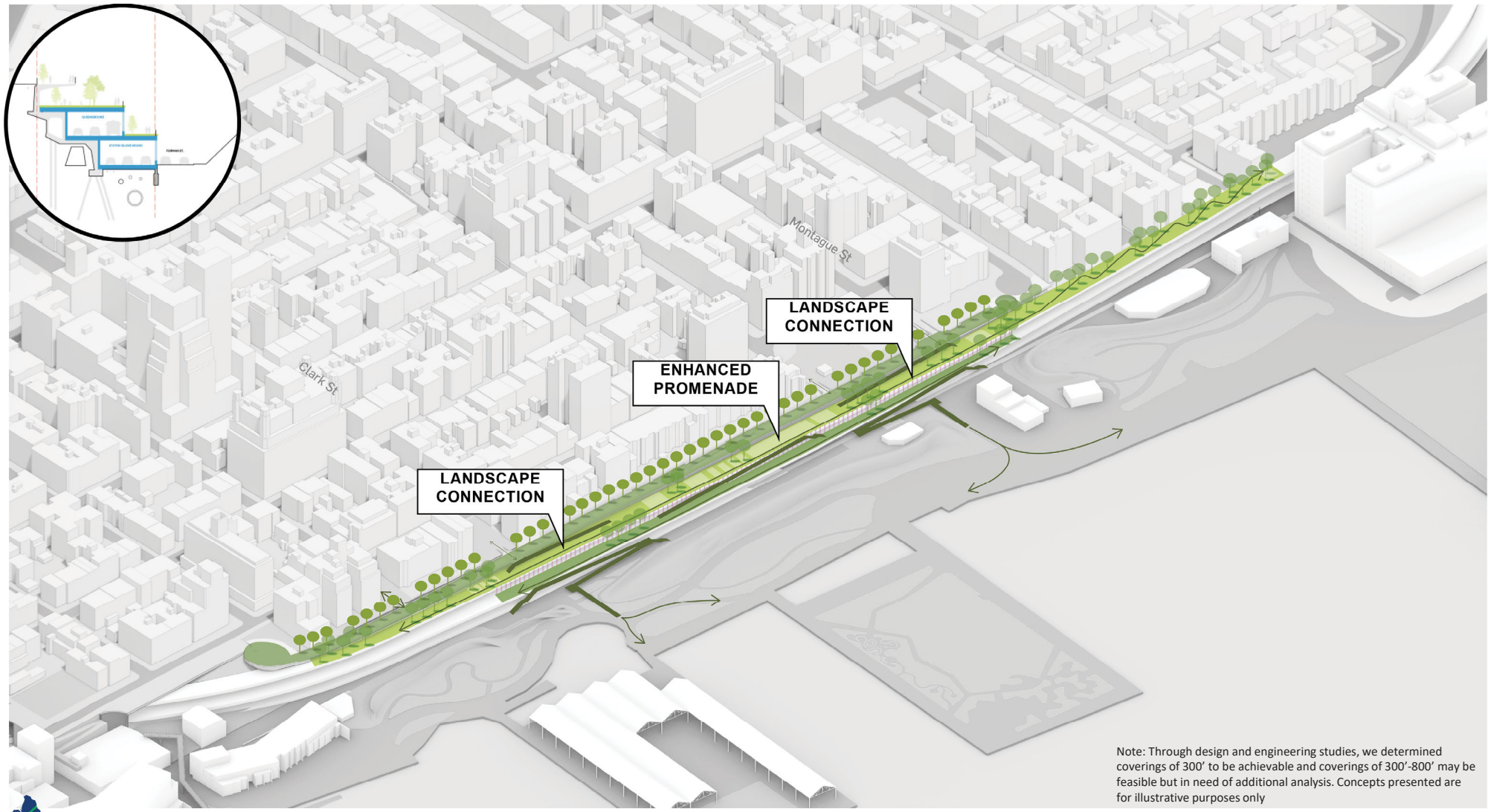
Stacked to Stacked at Street-Level to Stacked Above Street-Level



The Terraces | Partial Replacement



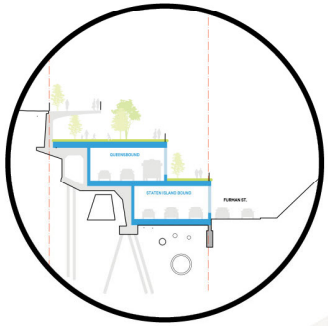
The Terraces | Partial Replacement



Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only

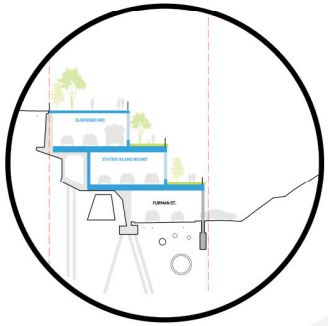
The Terraces - Existing Conditions

Partial Replacement At Street-Level



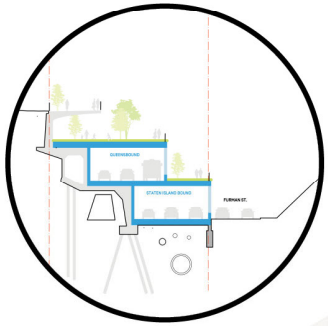
The Terraces - Roadway Structure

Partial Replacement Above Street-Level



The Terraces - Roadway Structure

Partial Replacement At Street-Level

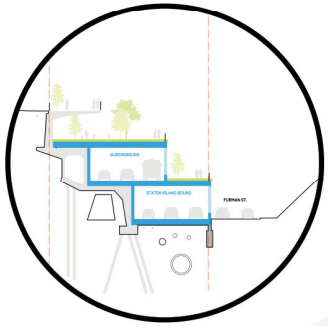


The Terraces - Potential Open Space

Partial Replacement Above Street-Level

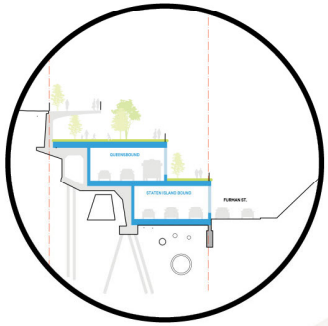
The Terraces - Potential Open Space

Partial Replacement At Street-Level



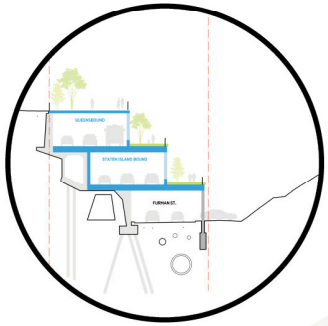
The Terraces - Design Studies

Partial Replacement At Street-Level



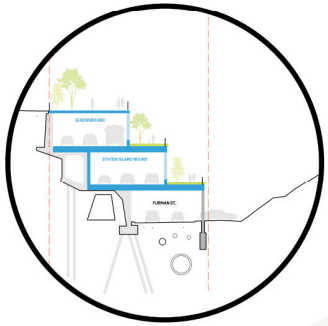
The Terraces - Design Studies

Partial Replacement Above Street-Level



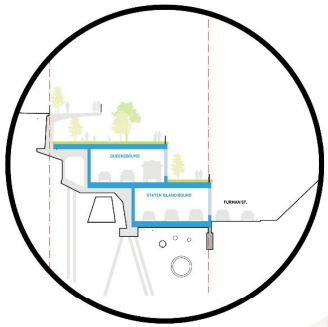
The Terraces - Design Studies

Partial Replacement Above Street-Level

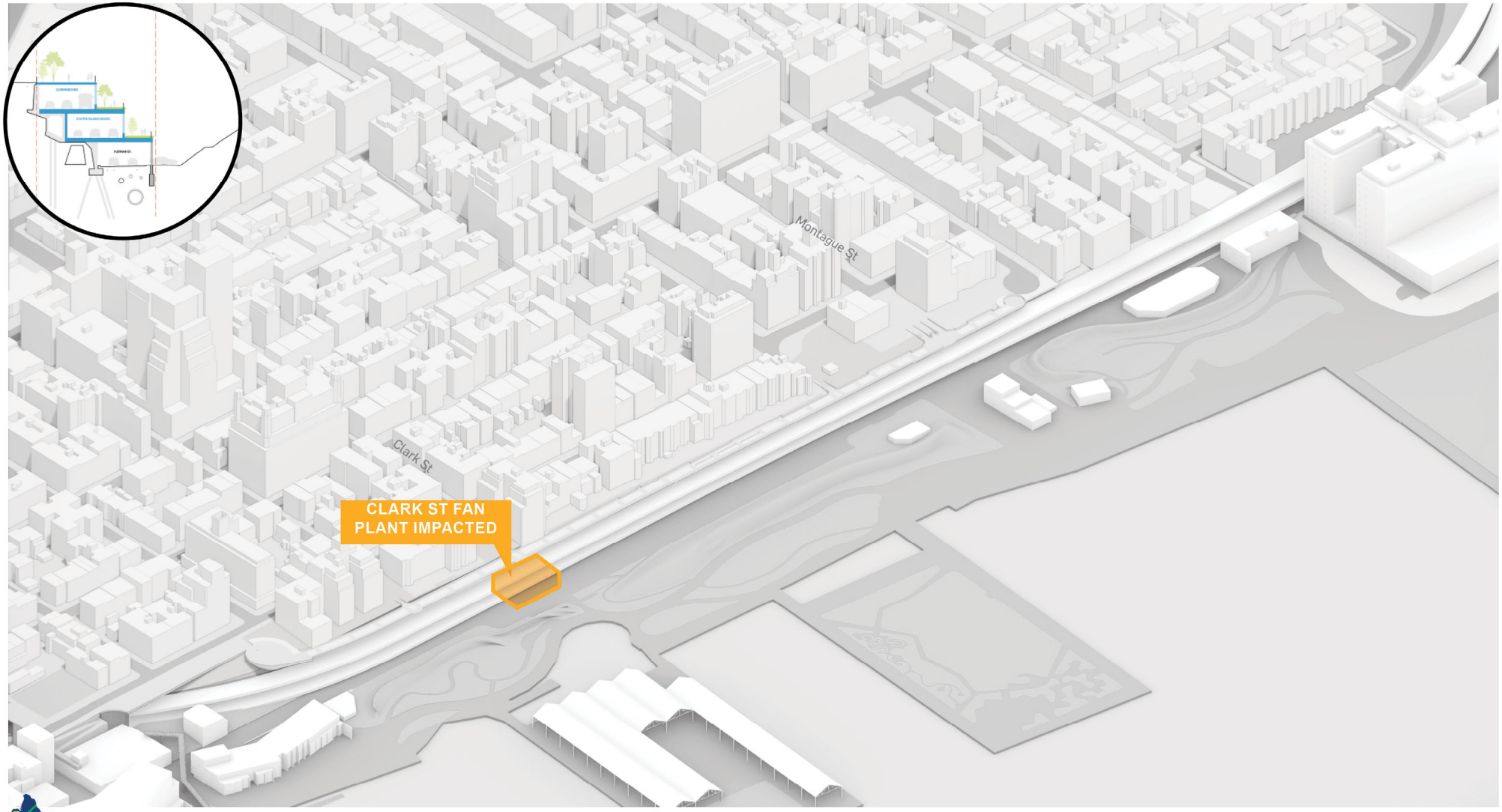


The Terraces - Design Studies

Partial Replacement Above Street-Level



The Terraces | Partial Replacement

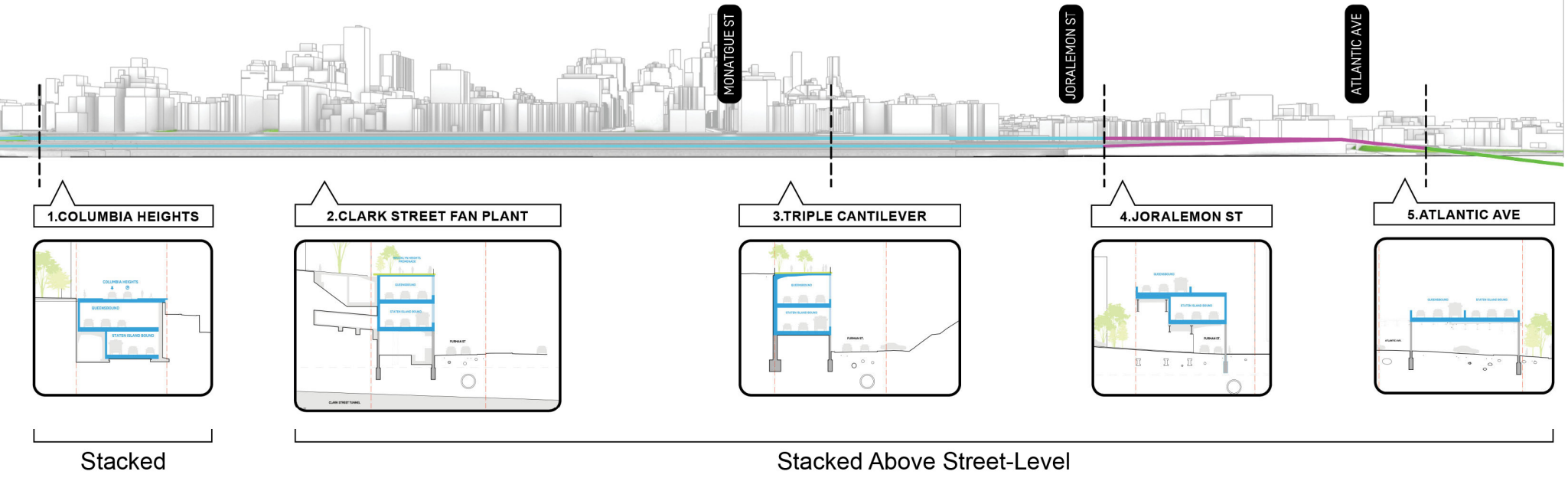


The Lookout | Full Replacement

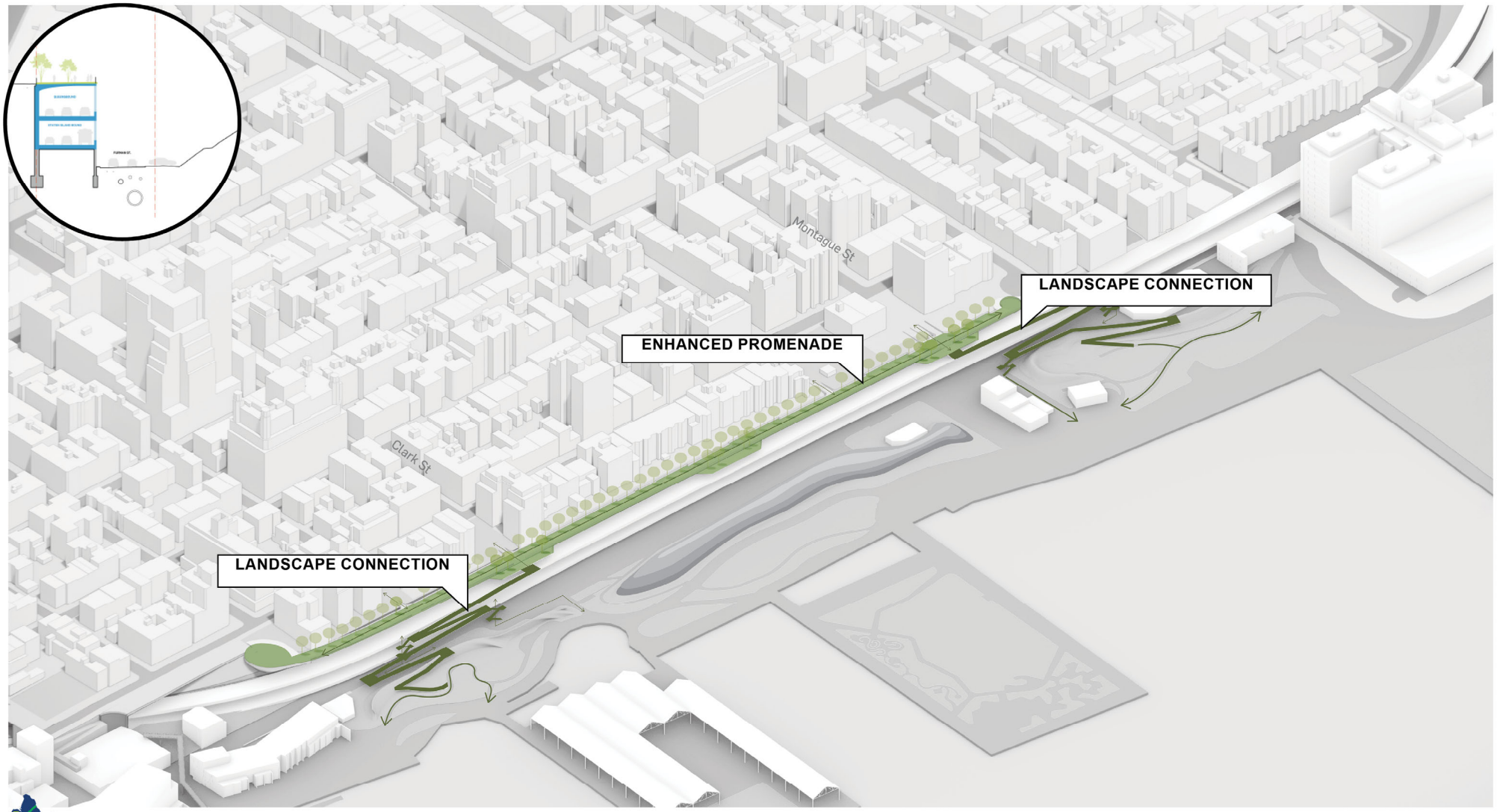
Stacked Above Street > **Stacked Above Street** > **Stacked Above Street**

The Lookout - Elevation

Continuous Stacked Above Street-Level

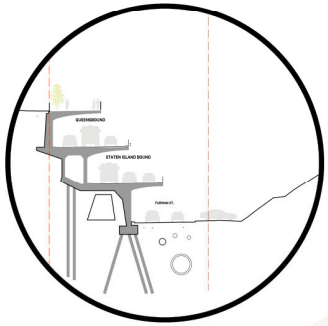


The Lookout | Full Replacement



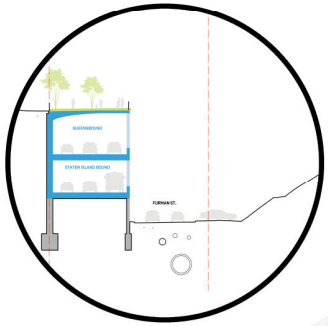
The Lookout - Existing Conditions

Full Replacement



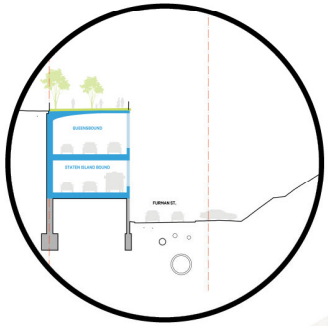
The Lookout - Roadway Structure

Full Replacement



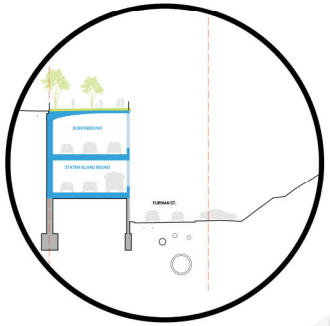
The Lookout - Potential Open Space

Full Replacement



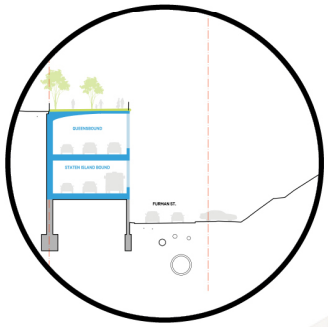
The Lookout - Design Studies

Full Replacement



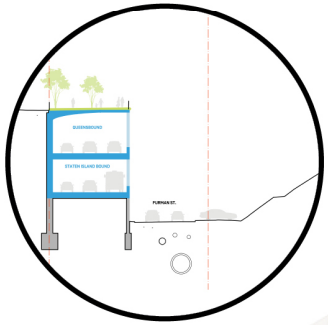
The Lookout - Design Studies

Full Replacement



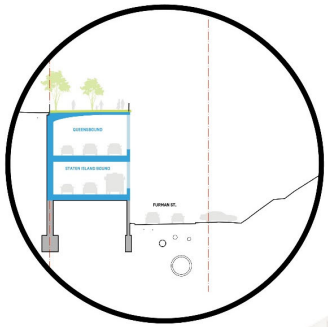
The Lookout - Design Studies

Full Replacement



The Lookout - Design Studies

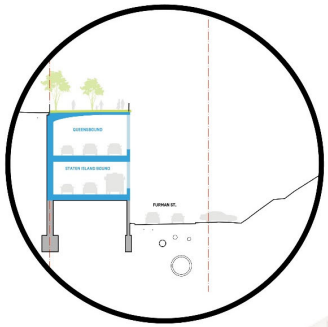
Full Replacement



Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only

The Lookout - Design Studies

Full Replacement



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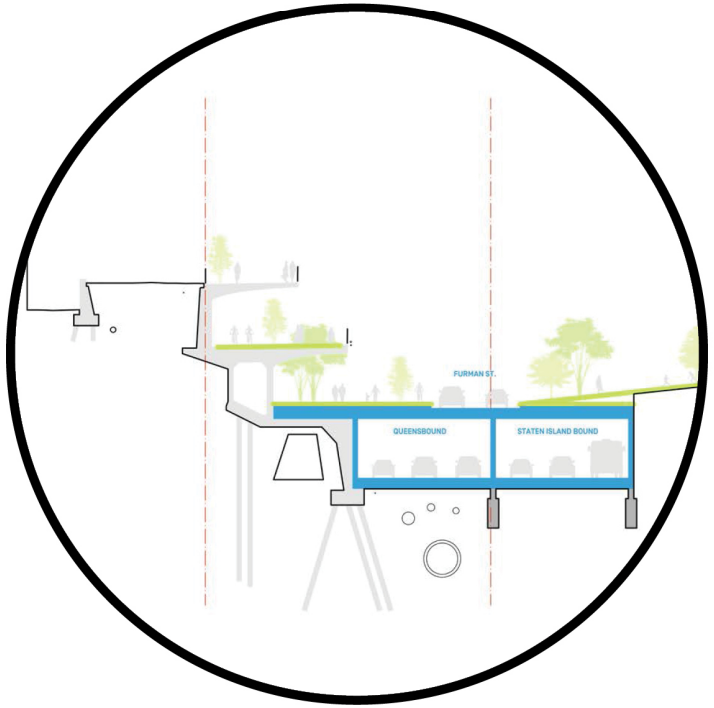
BQP

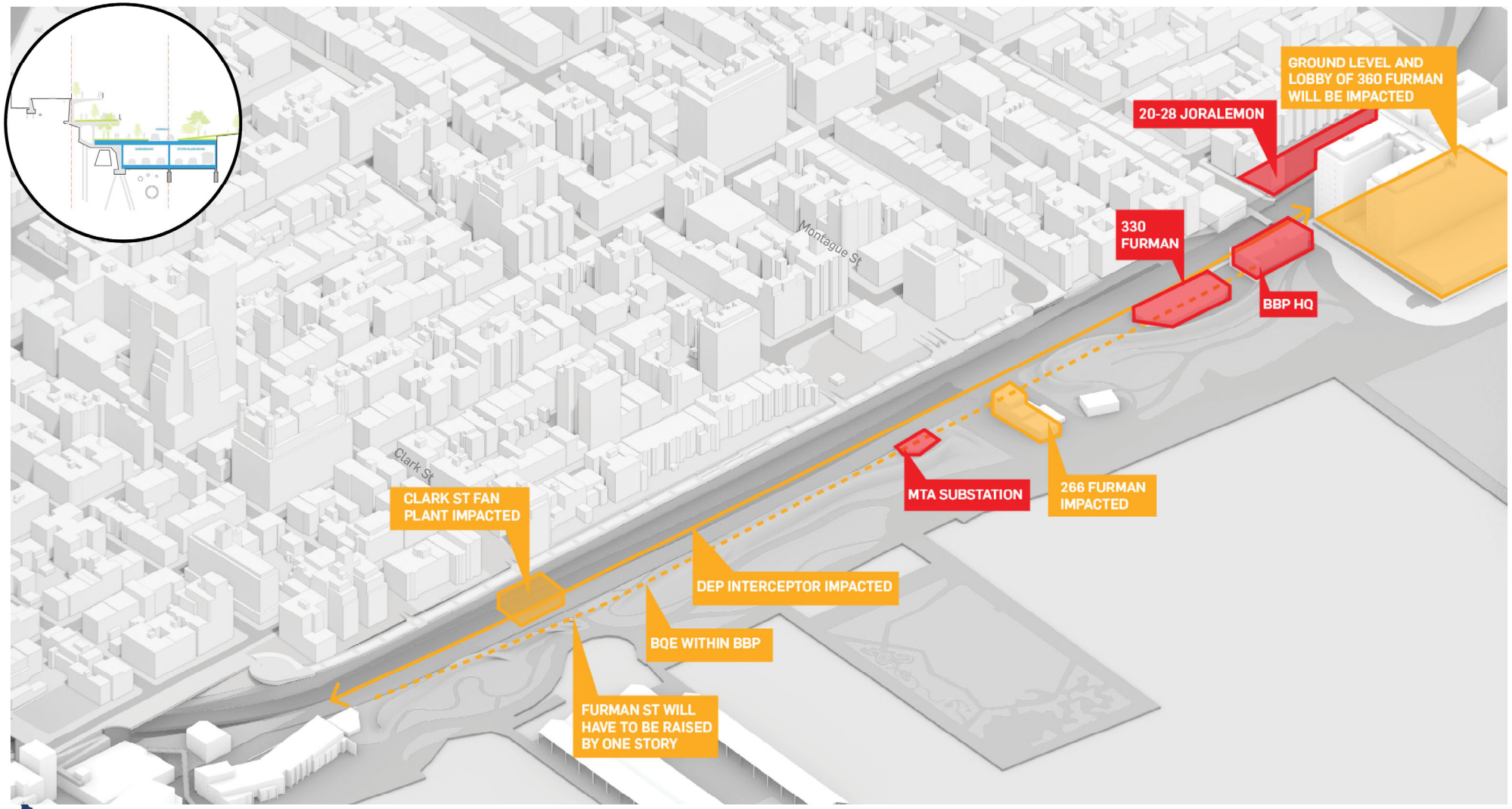
Avoid



Stacked Above Street > **Flat at Street** > **Flat Below Street**

BQP | Full Replacement

Avoid

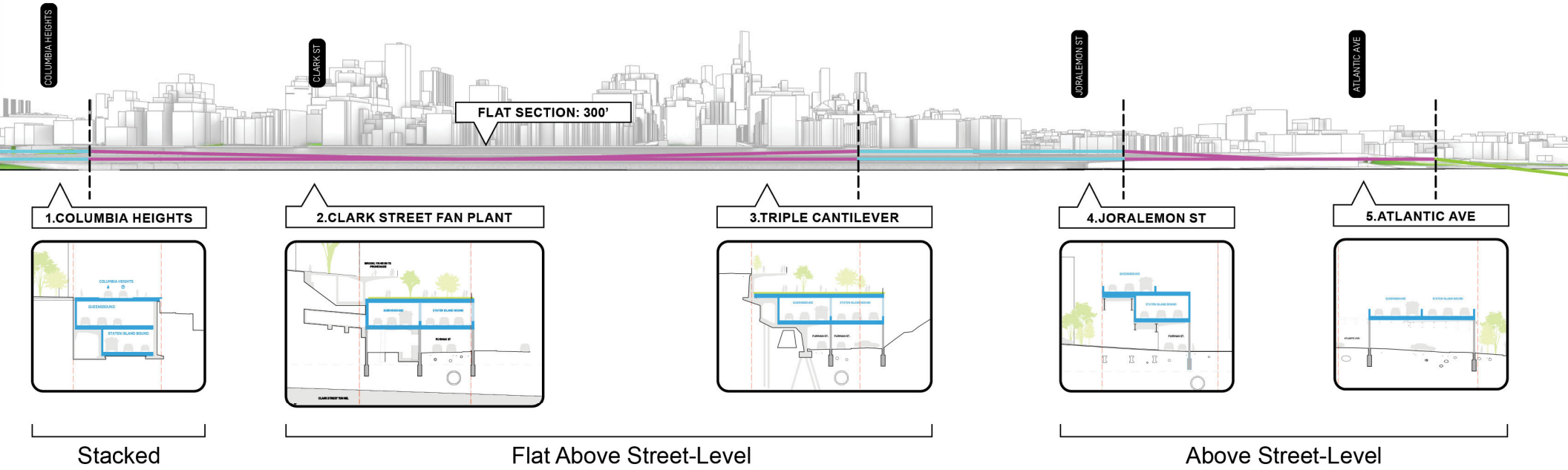


The Stoop | Partial Replacement

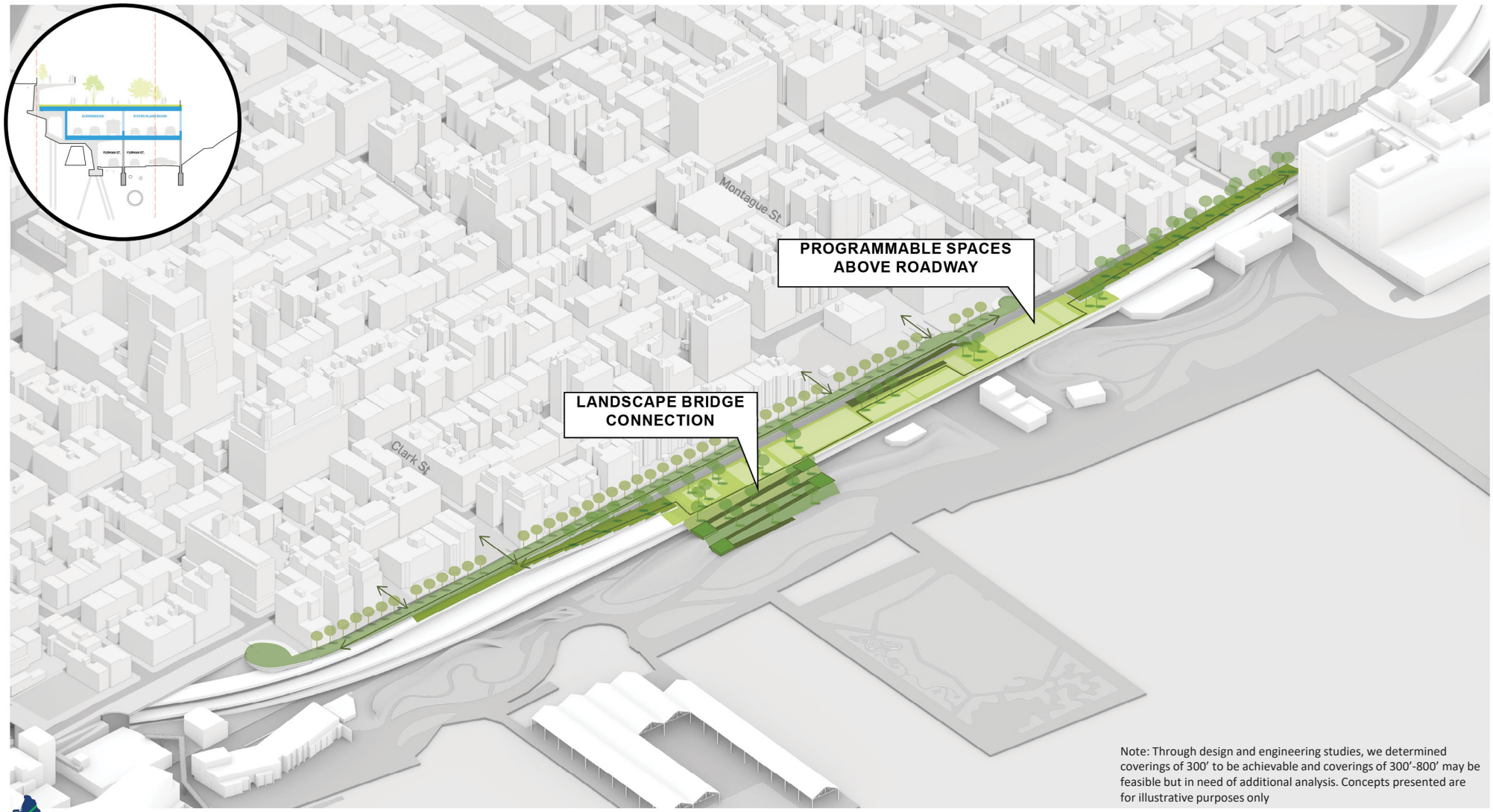
Stacked Above Street > **Flat Above Street** > **Stacked Above Street**

The Stoop - Elevation

Stacked to Flat Above Street-Level to Above Street-Level



The Stoop | Partial Replacement



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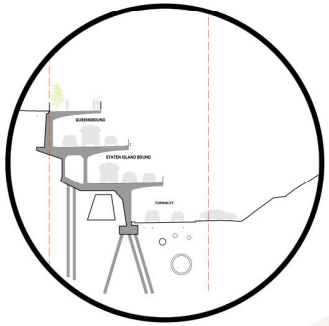
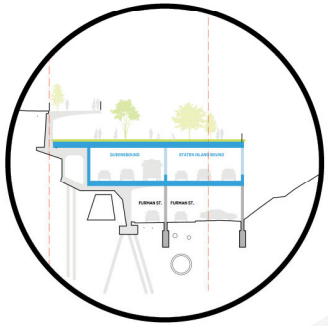
The Stoop - Existing Condition

Partial Replacement



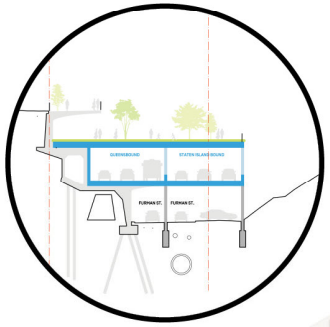
The Stoop - Roadway Structure

Partial Replacement



The Stoop - Potential Open Space

Partial Replacement



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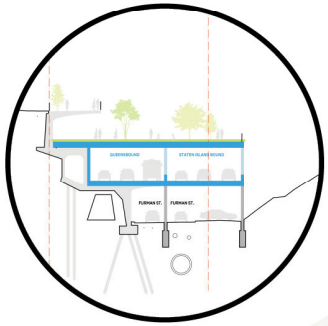
The Stoop - Design Studies

Partial Replacement



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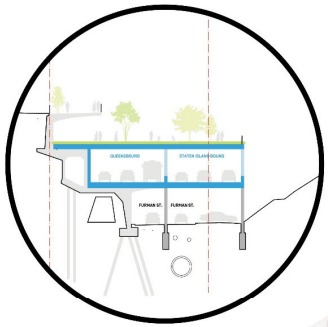
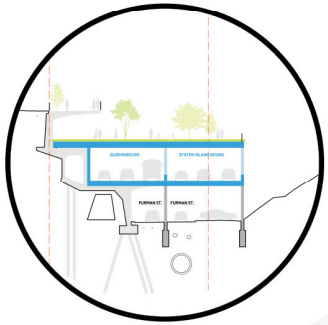
The Stoop - Design Studies

Partial Replacement



The Stoop - Design Studies

Partial Replacement



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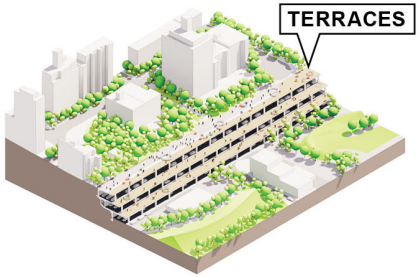
Triple Cantilever Concepts

Design Studies (Ongoing) →

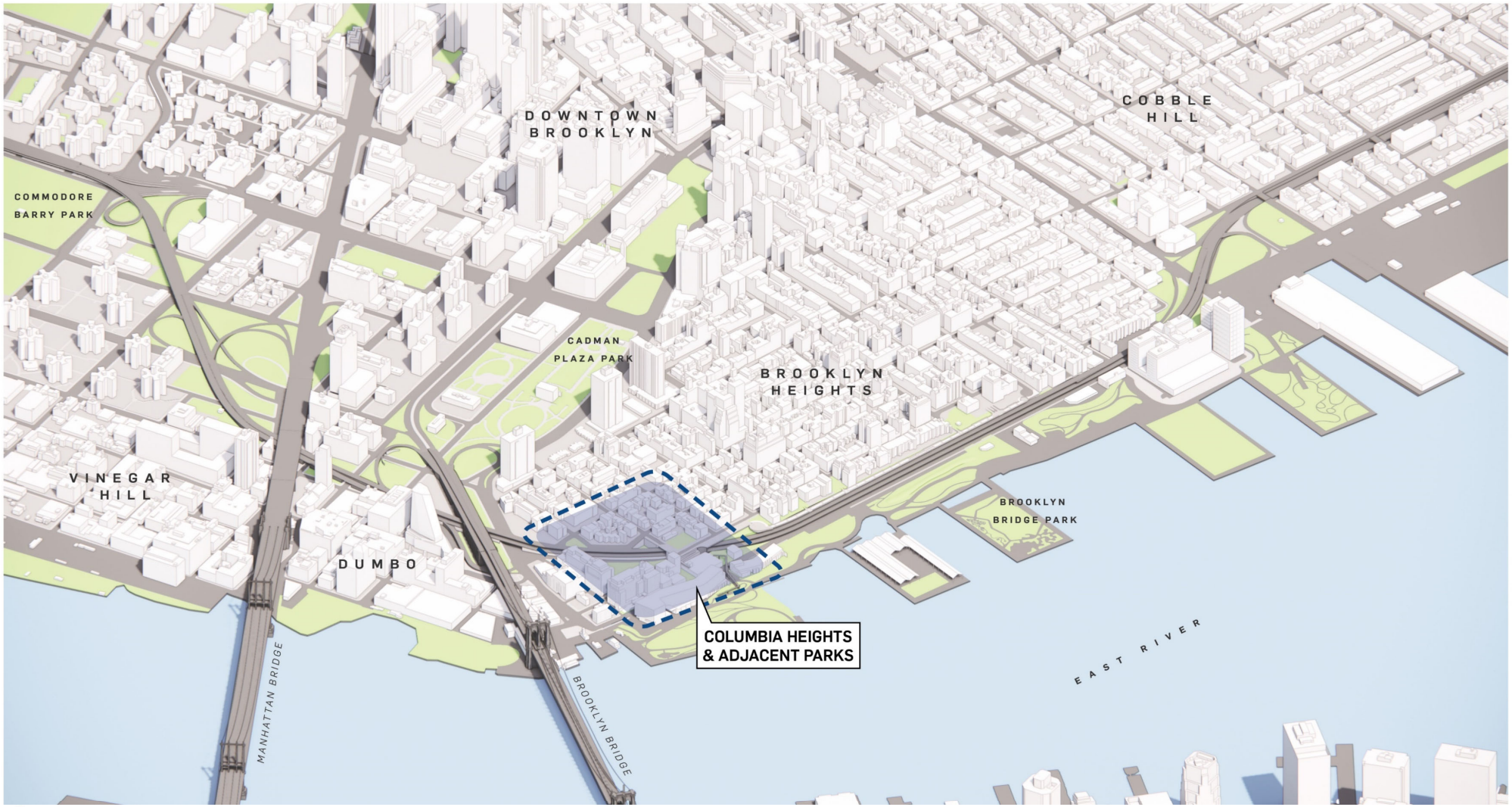
The Stoop

The Terraces

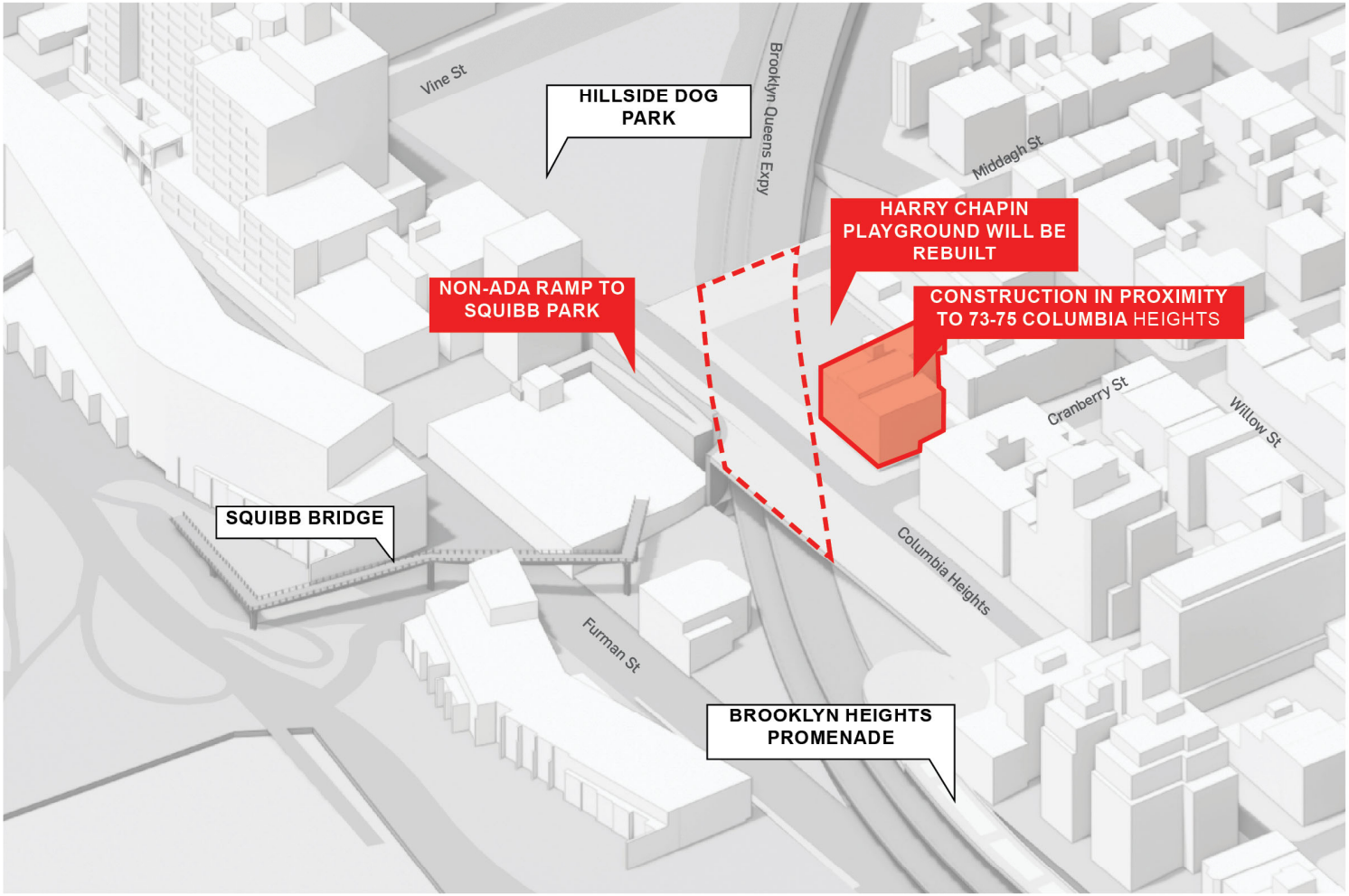


The Lookout

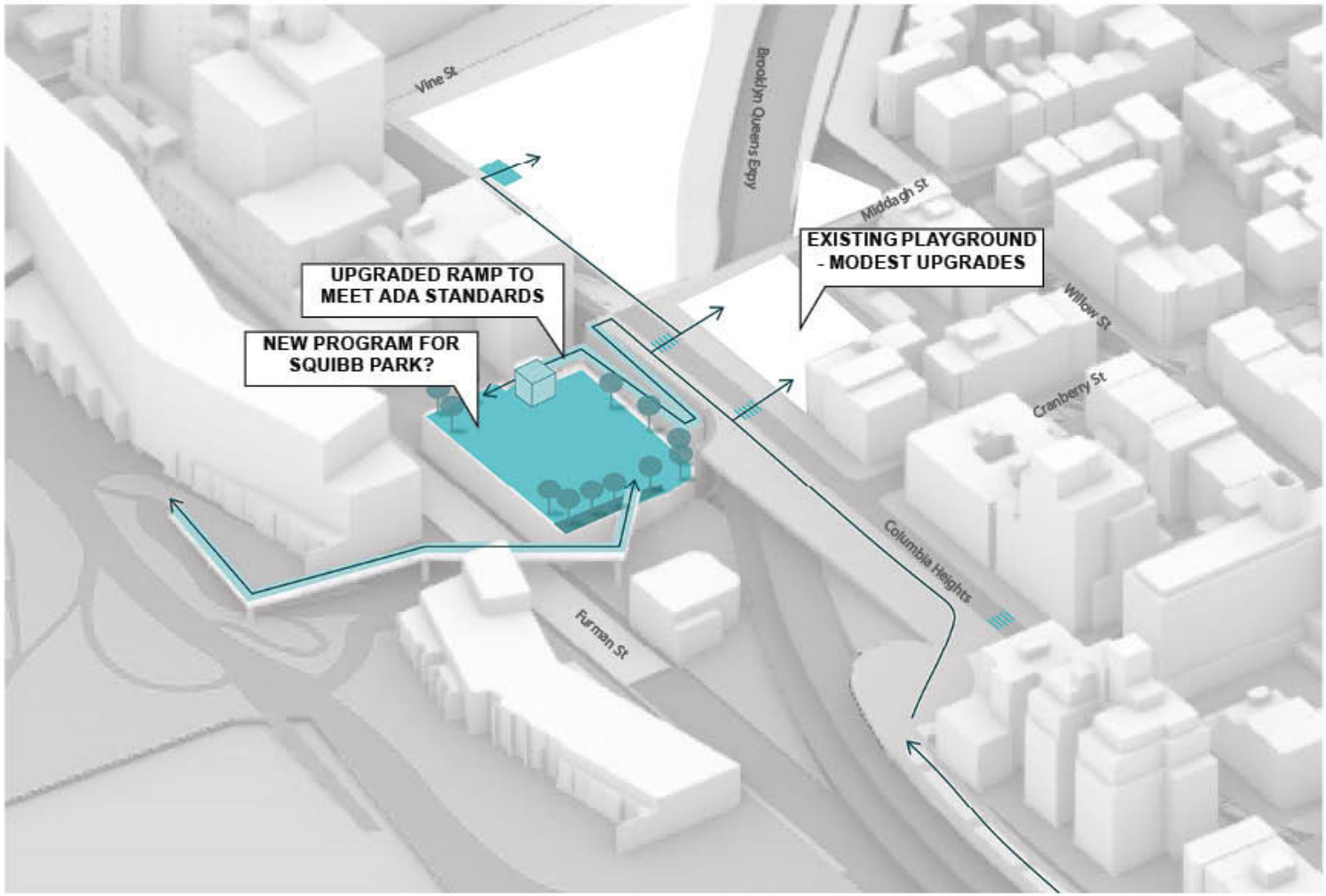
Columbia Heights & Adjacent Parks



Columbia Heights
Existing Conditions



Columbia Heights
Concept 1

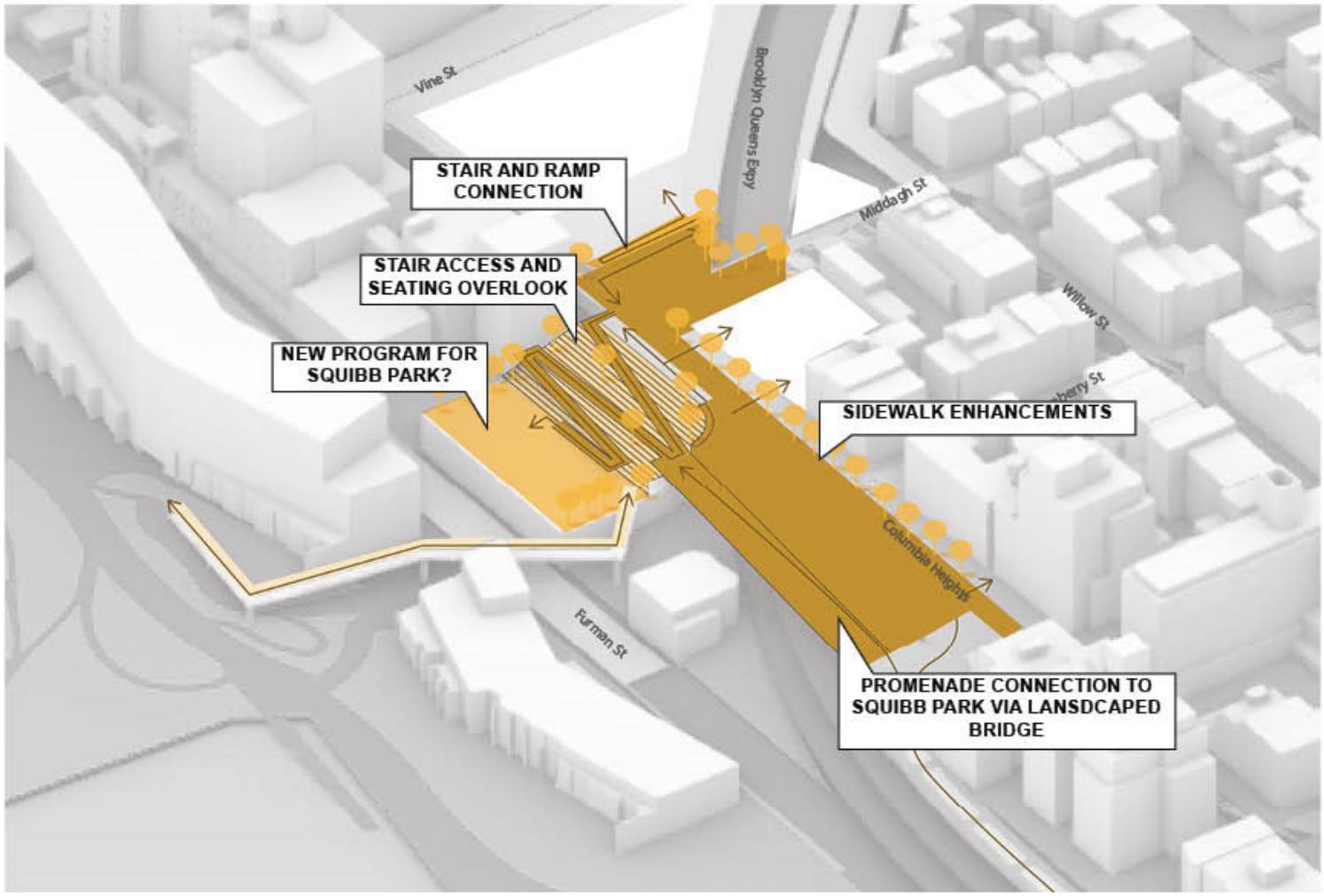


Columbia Heights
Concept 2

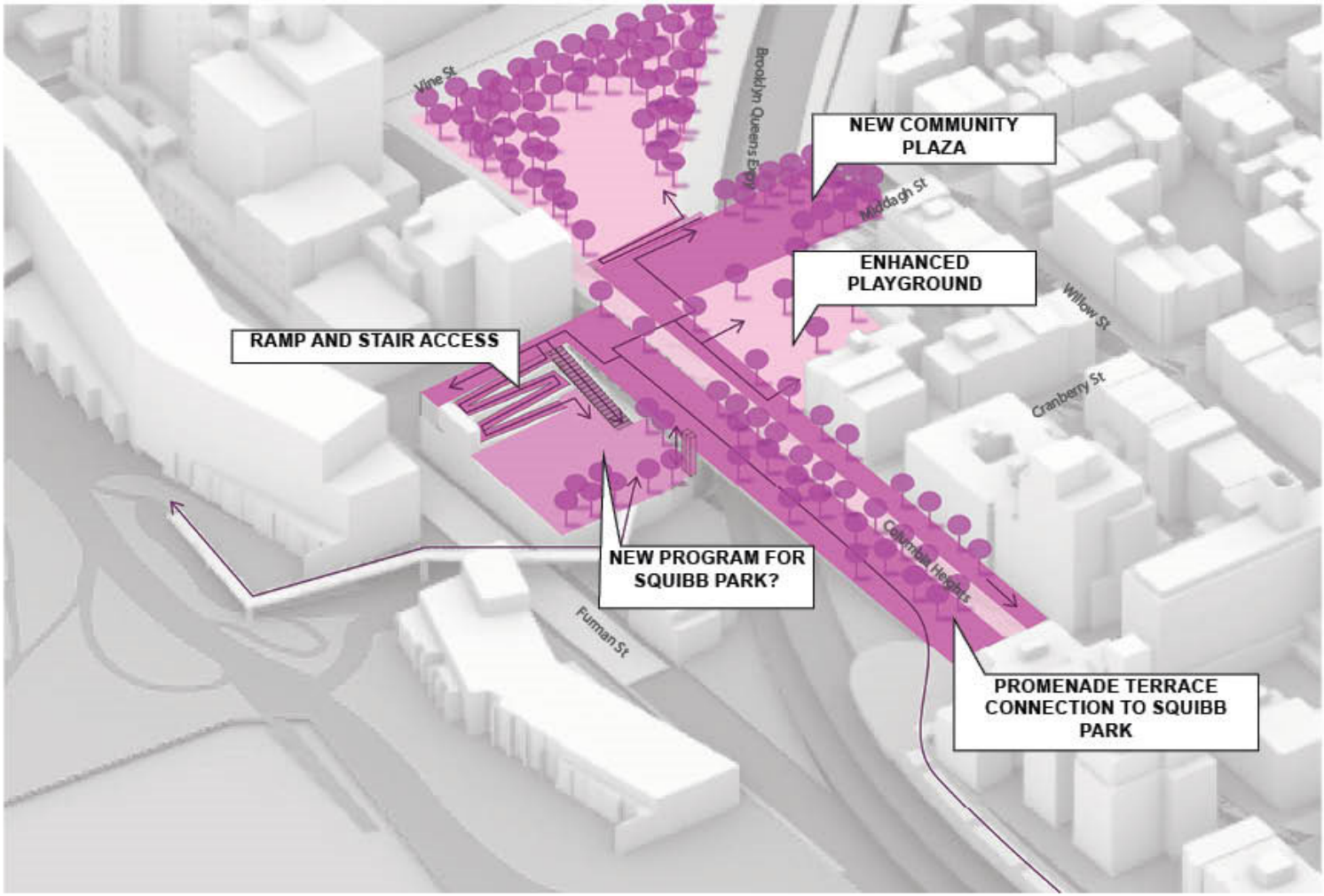

TERRACE CONNECTION


SIDEWALK ENHANCEMENTS

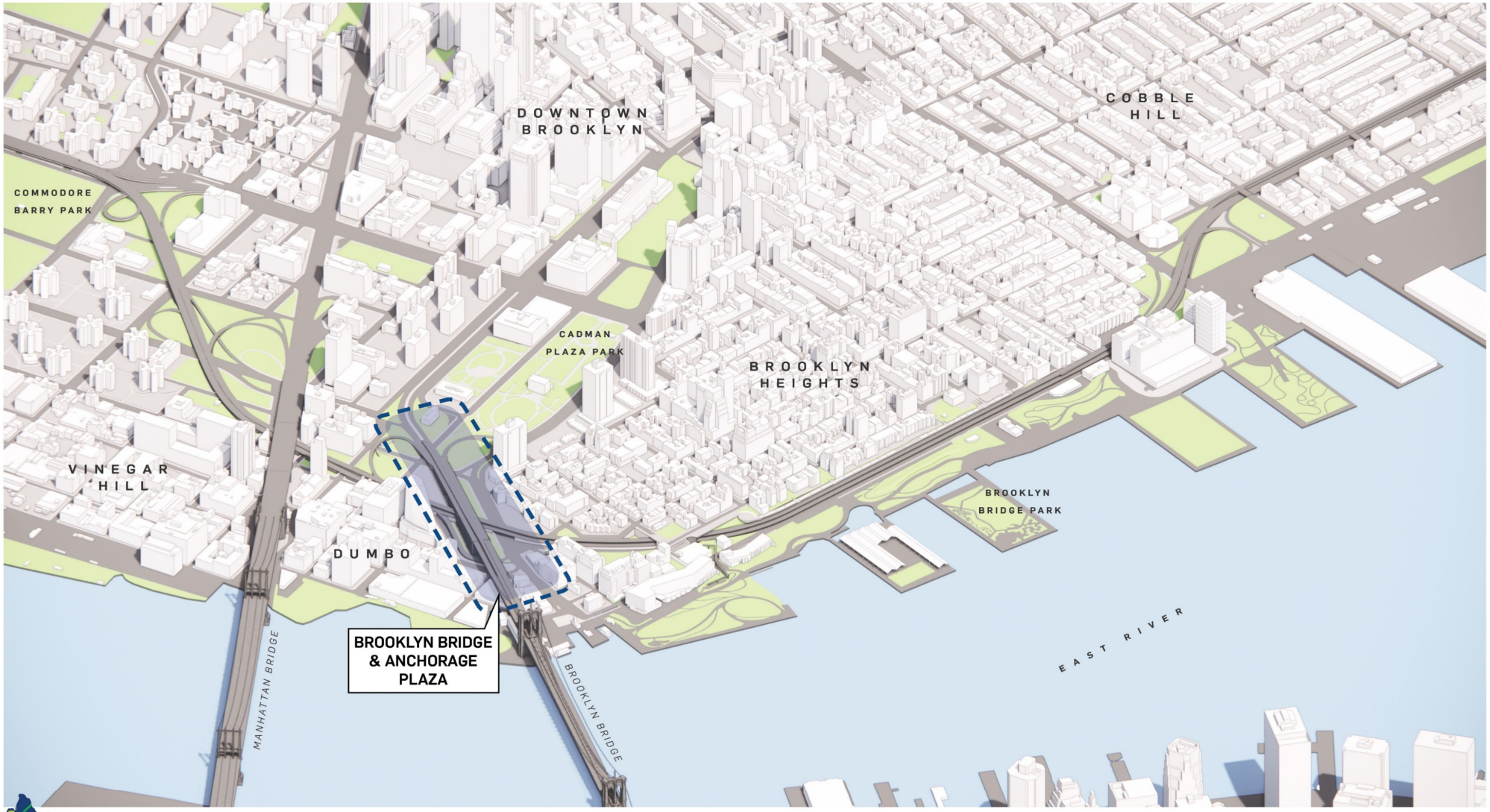

PAINTED BASKETBALL COURTS



Columbia Heights
Concept 3



Old Fulton, Brooklyn Bridge & Anchorage Plaza

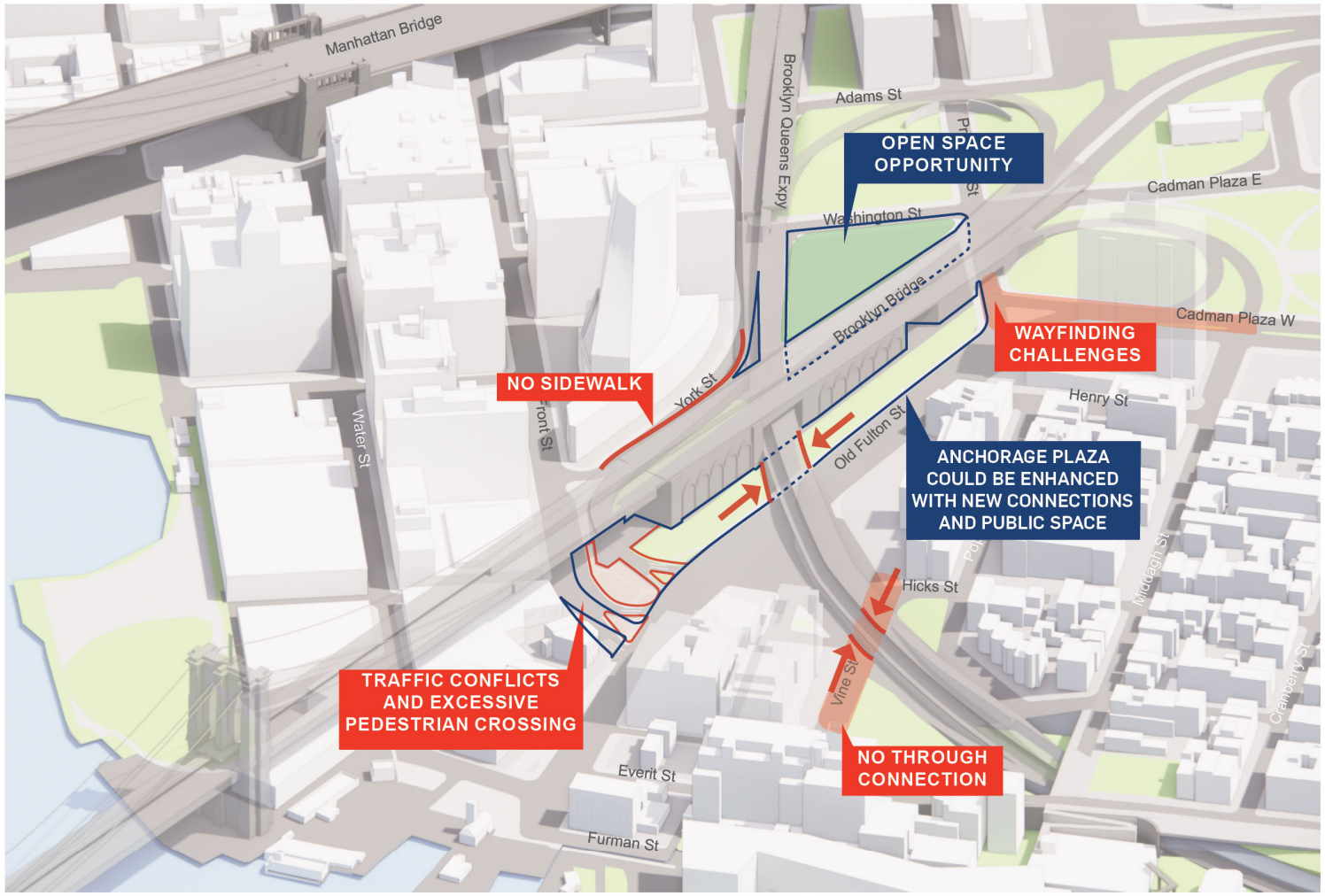


Old Fulton, Brooklyn Bridge & Anchorage Plaza

What We've Heard

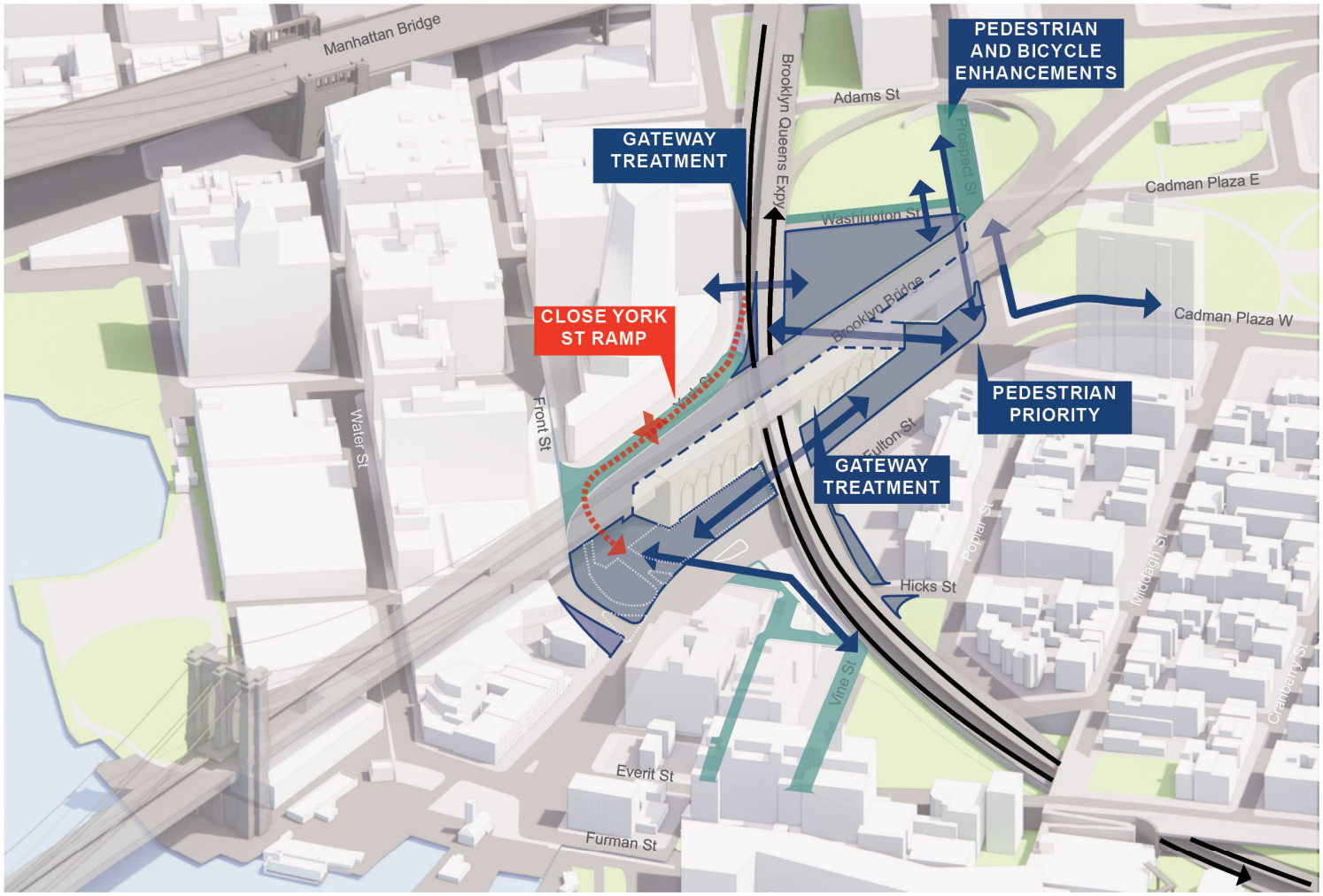
Vehicular Circulation

Existing Cyclist Circulation



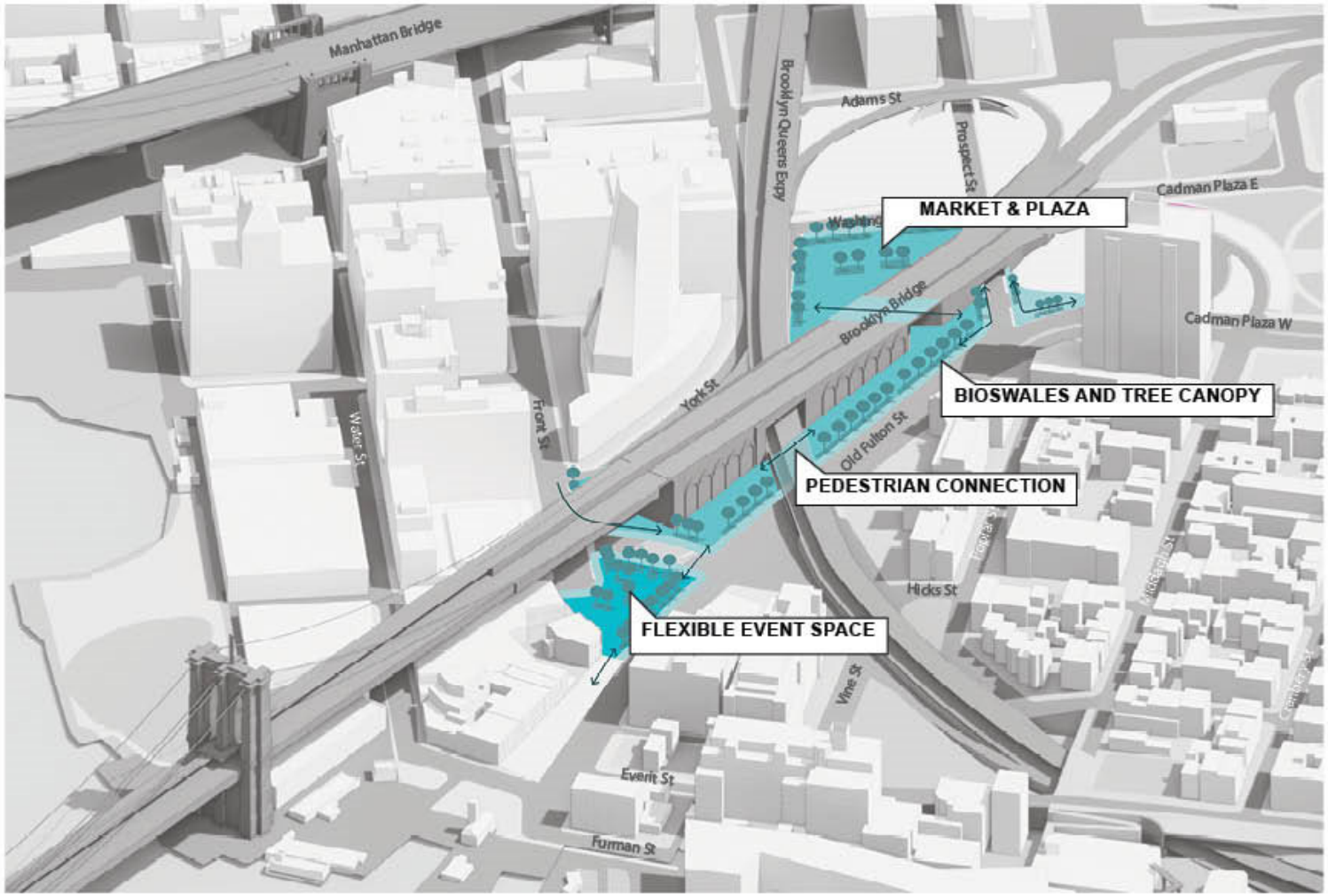
Old Fulton, Brooklyn Bridge & Anchorage Plaza

- Vehicular Circulation
- Removed Vehicular Circulation
- Proposed Pedestrian Priority
- Proposed Pedestrian Connections
- Pedestrian and Bicycle Enhancements



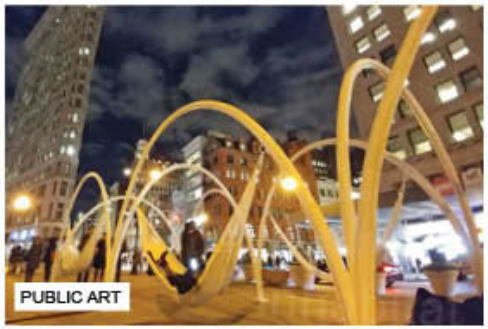
Old Fulton, Brooklyn Bridge & Anchorage Plaza

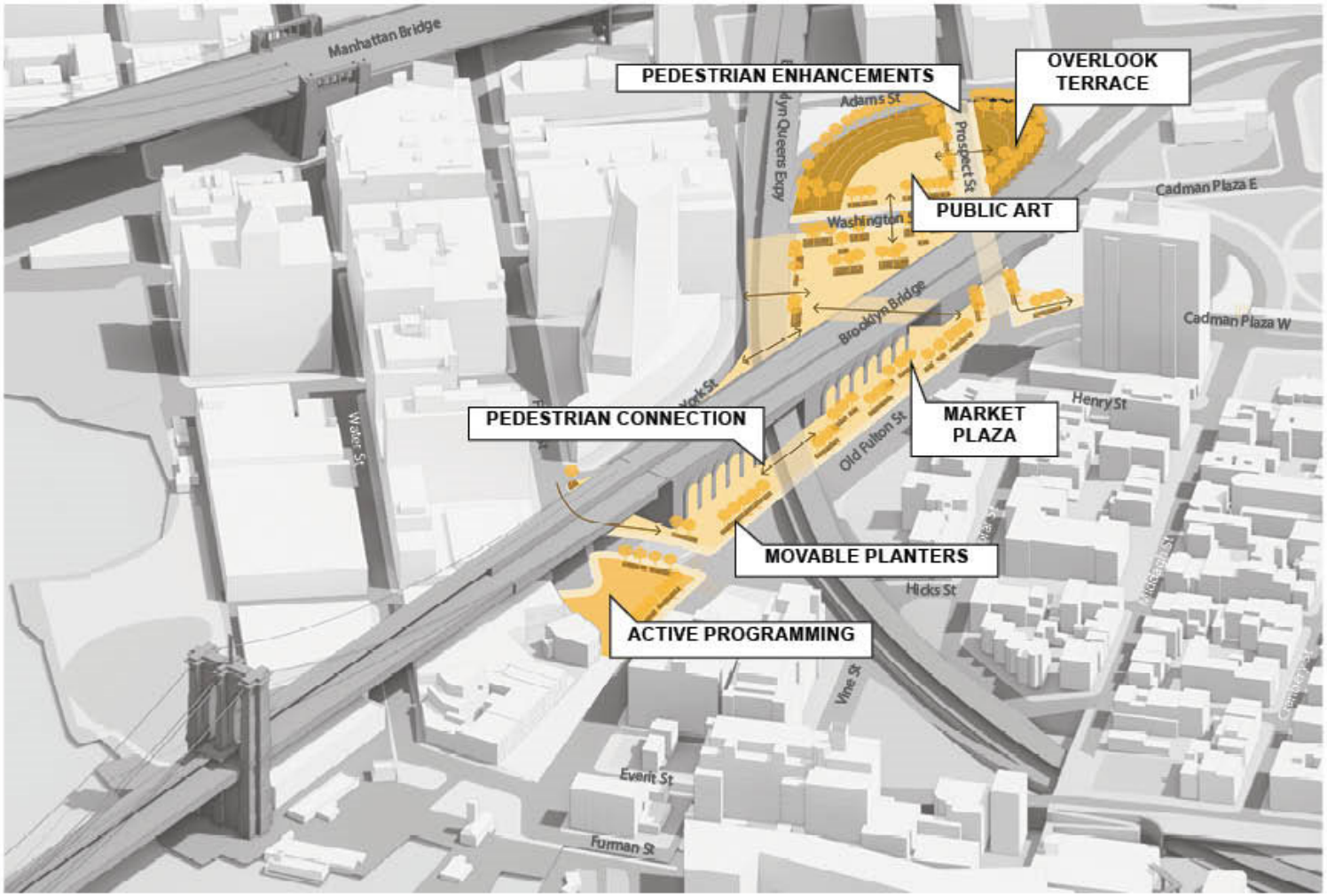
Concept 1



Old Fulton, Brooklyn Bridge & Anchorage Plaza

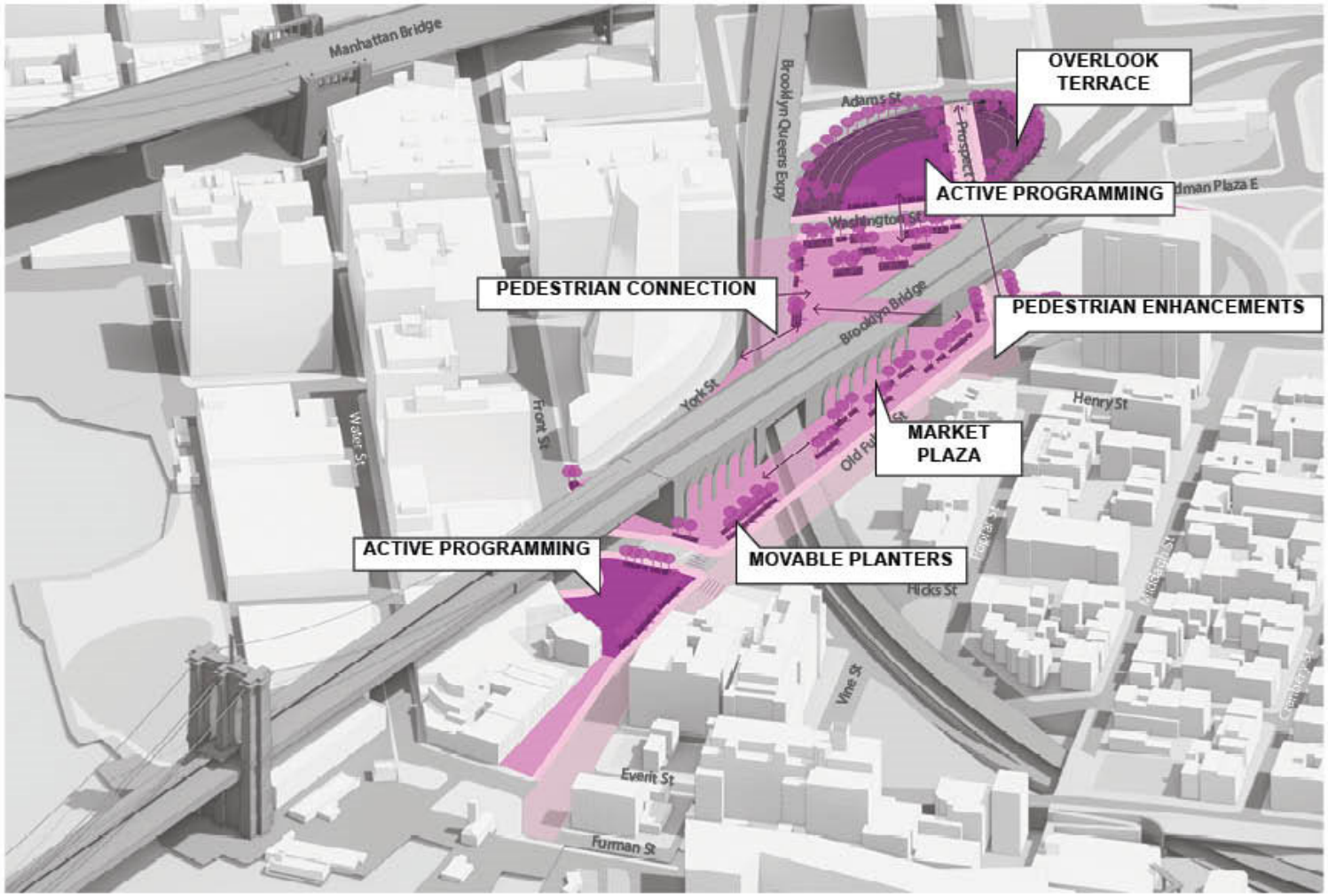
Concept 2





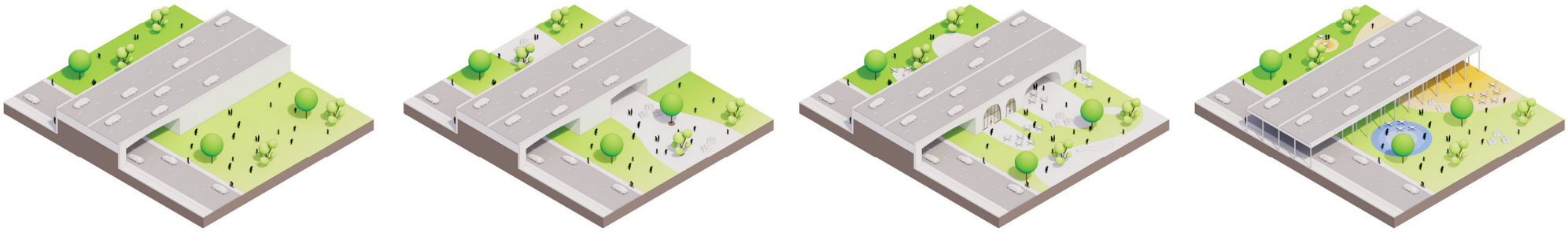
Old Fulton, Brooklyn Bridge & Anchorage Plaza

Concept 3



Potential Areas for Porosity Below BQE

Porosity Spectrum



Less

More

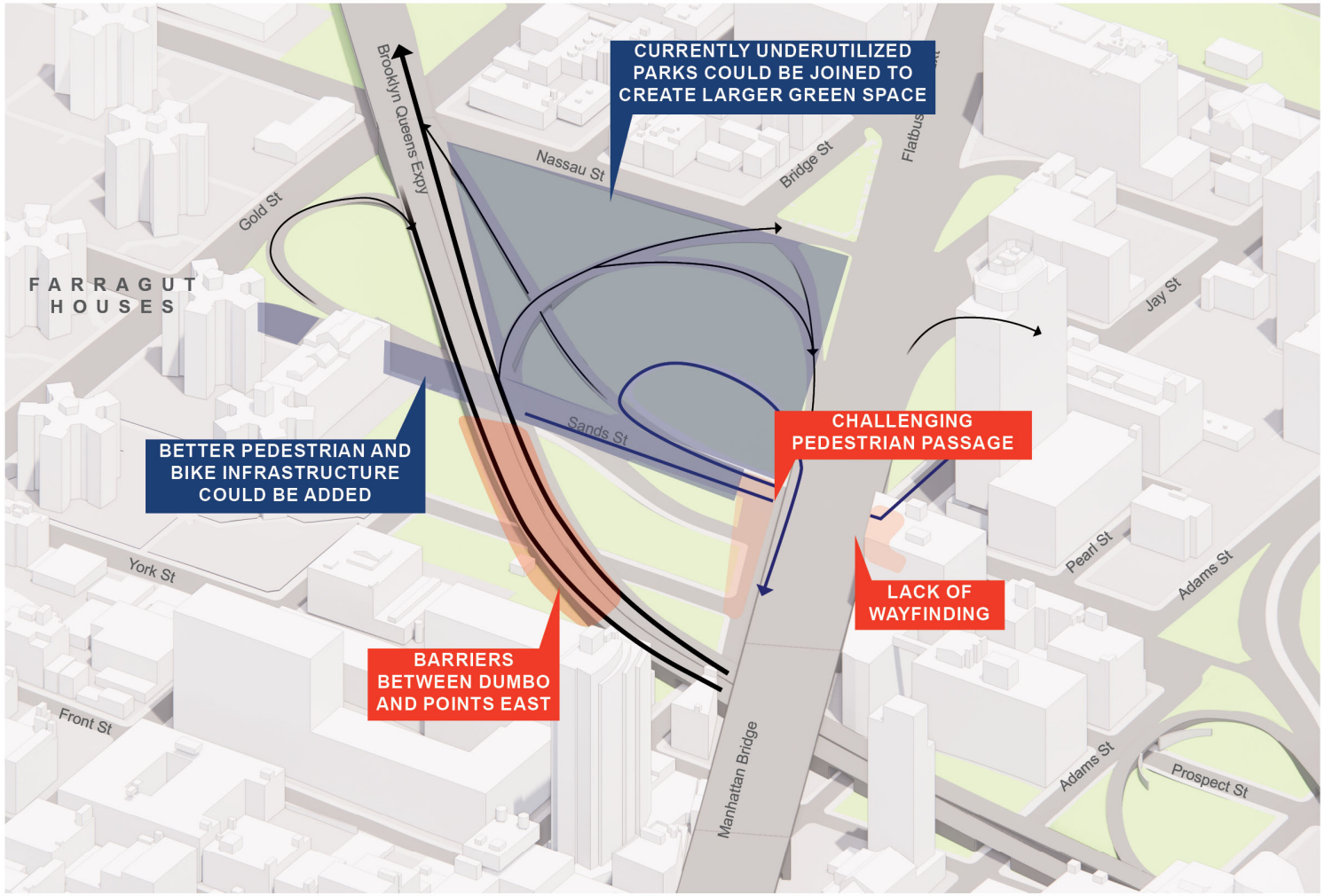
Dumbo & Manhattan Bridge Parks

Dumbo and Manhattan Bridge Park

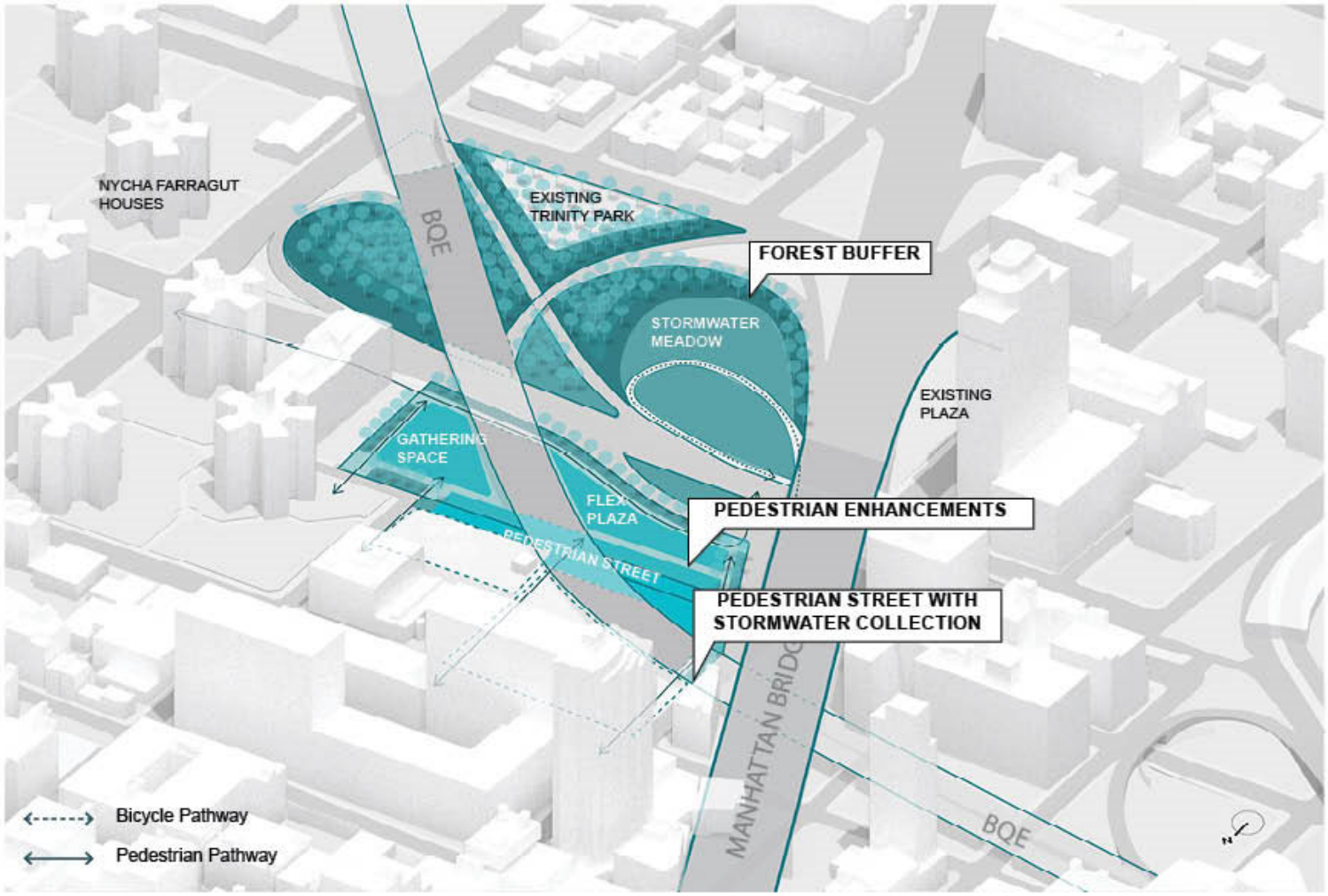
What We've Heard

Vehicular Circulation

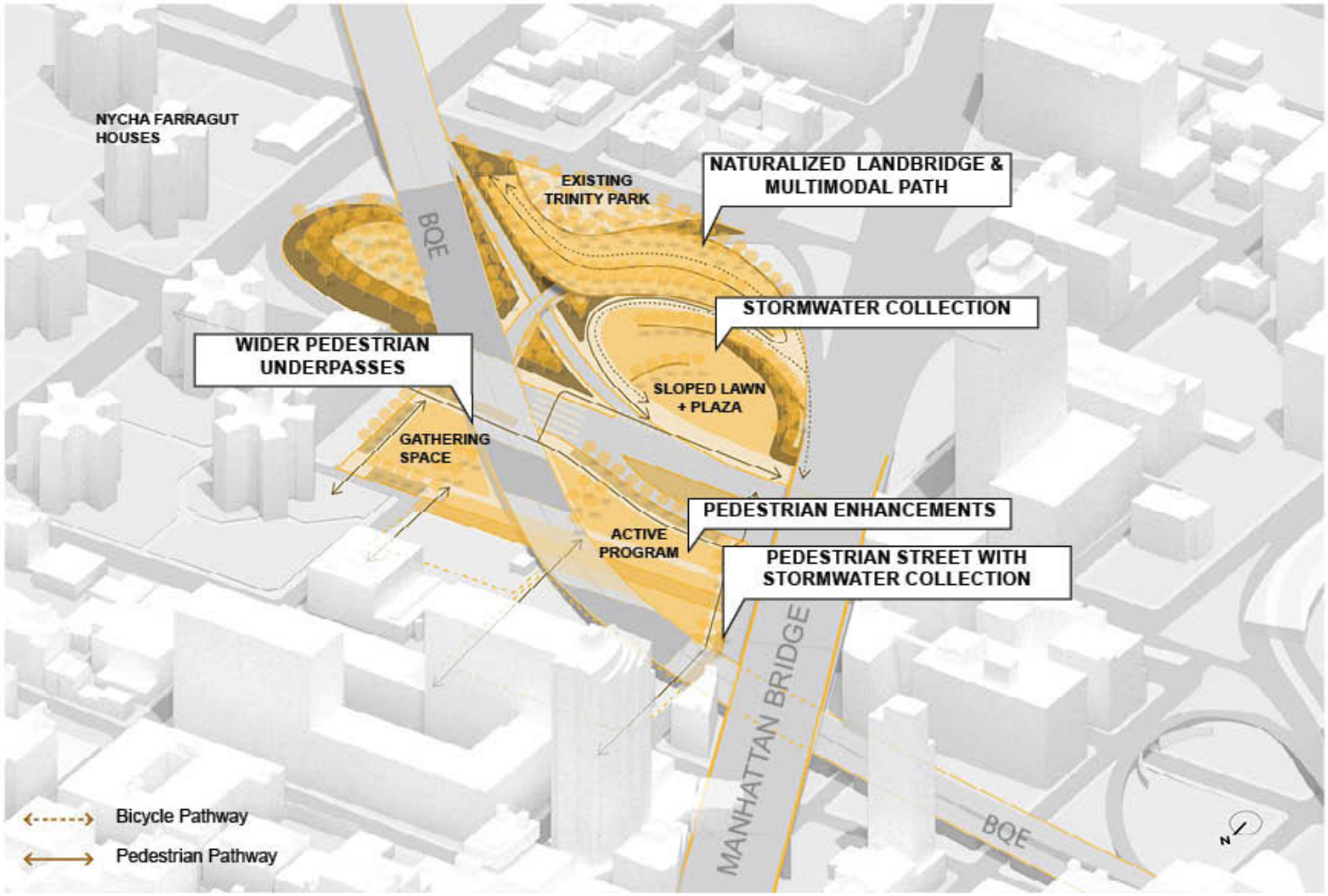
Existing Cyclist Circulation



Manhattan Bridge Parks
Concept 1

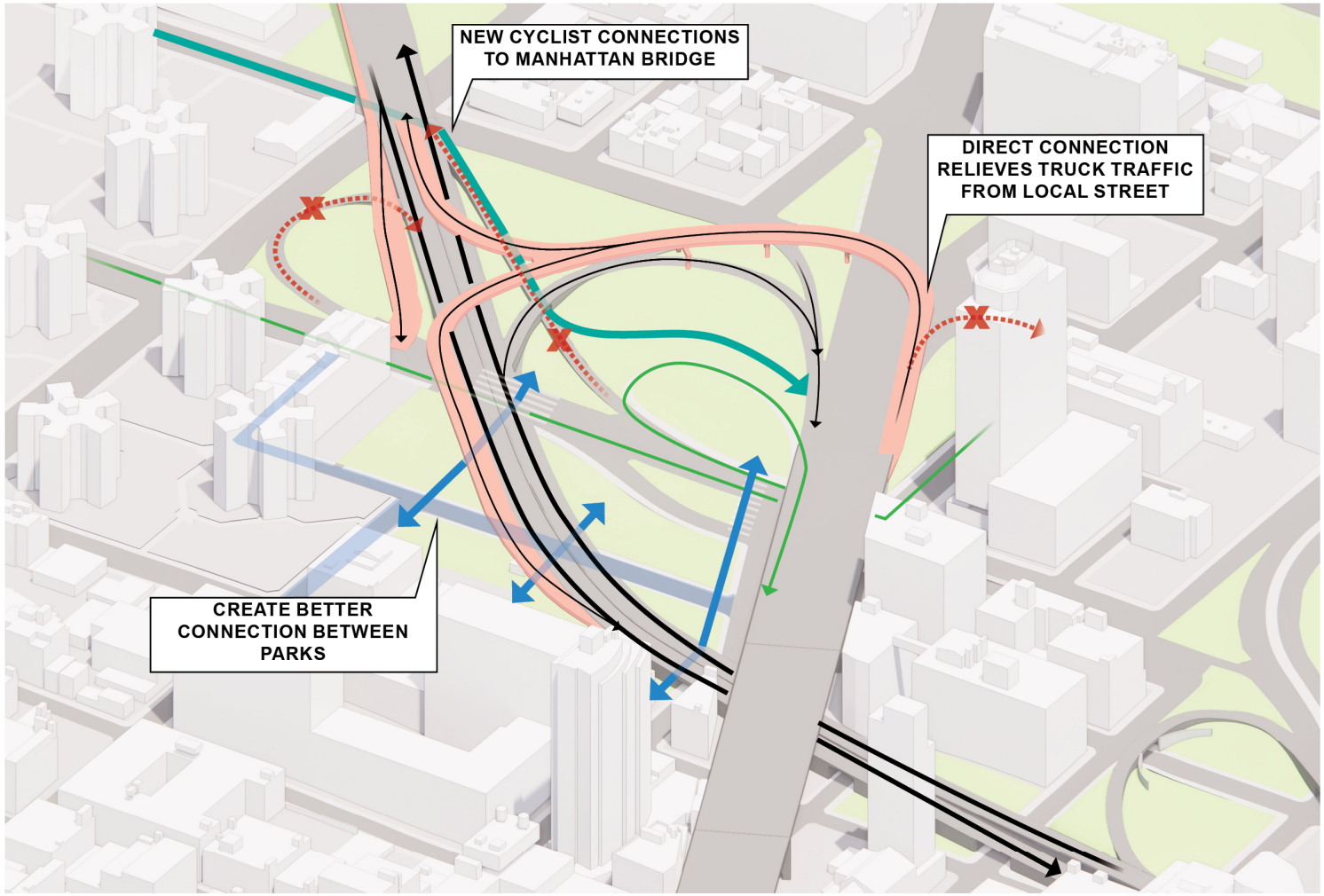


Manhattan Bridge Parks
Concept 2

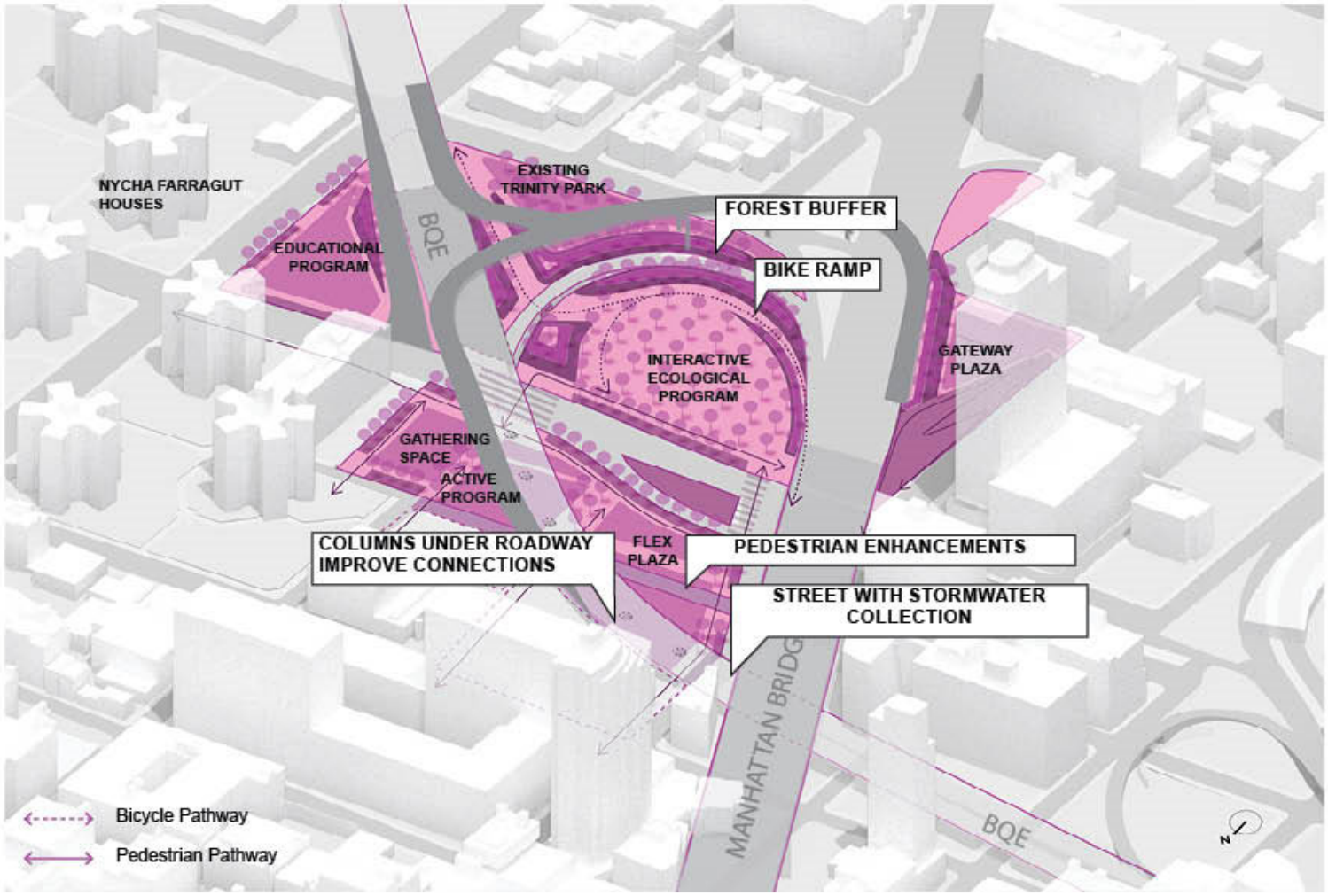


Manhattan Bridge Parks
Concept 2 - Vehicular Bridge

- Vehicular Circulation
- Existing Cyclist Circulation
- Proposed Cyclist Connection
- Proposed Pedestrian Connections
- Proposed Vehicular Bridge
- Proposed Pedestrian Priority
- Removed Vehicular Circulation



Manhattan Bridge Parks
Concept 3



Q&A

5

Breakout Rooms

6

Breakout Groups Agenda

Explore design concepts by sub-area in greater detail

Provide input on each concept, including strengths, weaknesses, and additional ideas or opportunities

Discuss your priorities and questions for BQE Central overall

Workshop Community Agreements

Be on camera and audio if possible

Mute when you are not speaking

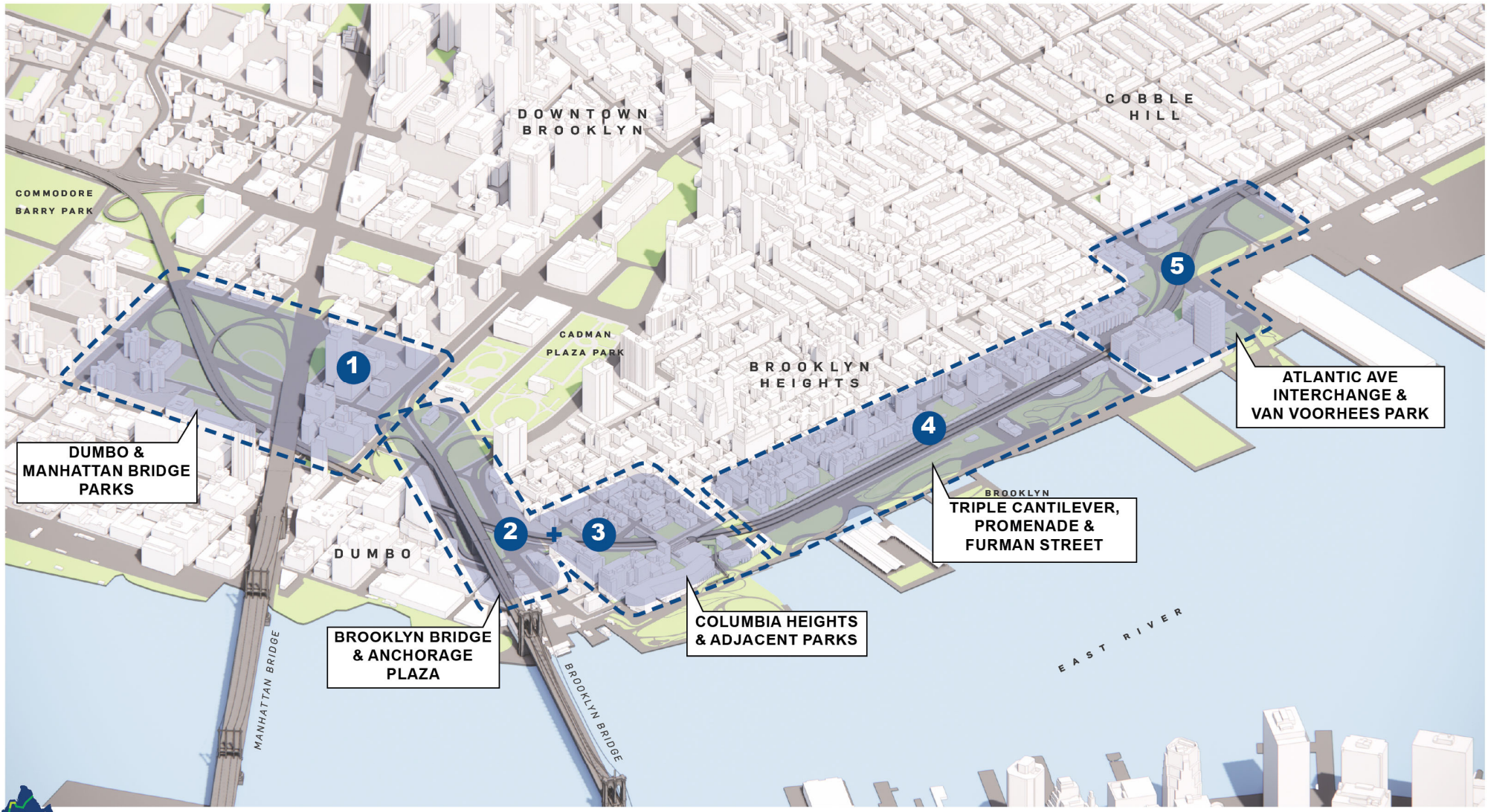
Share the air-time – make room for everyone to participate

Respect the diverse viewpoints and experiences in the group

Switch groups as much as you wish (15 min. recommended)

Breakout Rooms

Breakout Group Areas



Breakout Rooms Share-Out

7

Closing

8

Thank you!

To provide additional feedback on BQE Central,
please visit https://bqevision.com/survey

Upcoming BQE Central Workshops

BQE Central Workshop 3 (virtual)
Tuesday, February 28, 2023
6:30 PM to 8:30 PM

BQE Central Workshop 3 (in-person)
Thursday, March 2, 2023
6:30 PM to 8:30 PM

Appendix

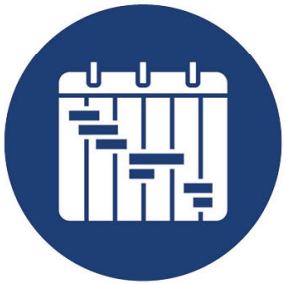
Considerations

Overview

Structural Condition & Safety

Project Limits

Grant Timeline



Environmental Process

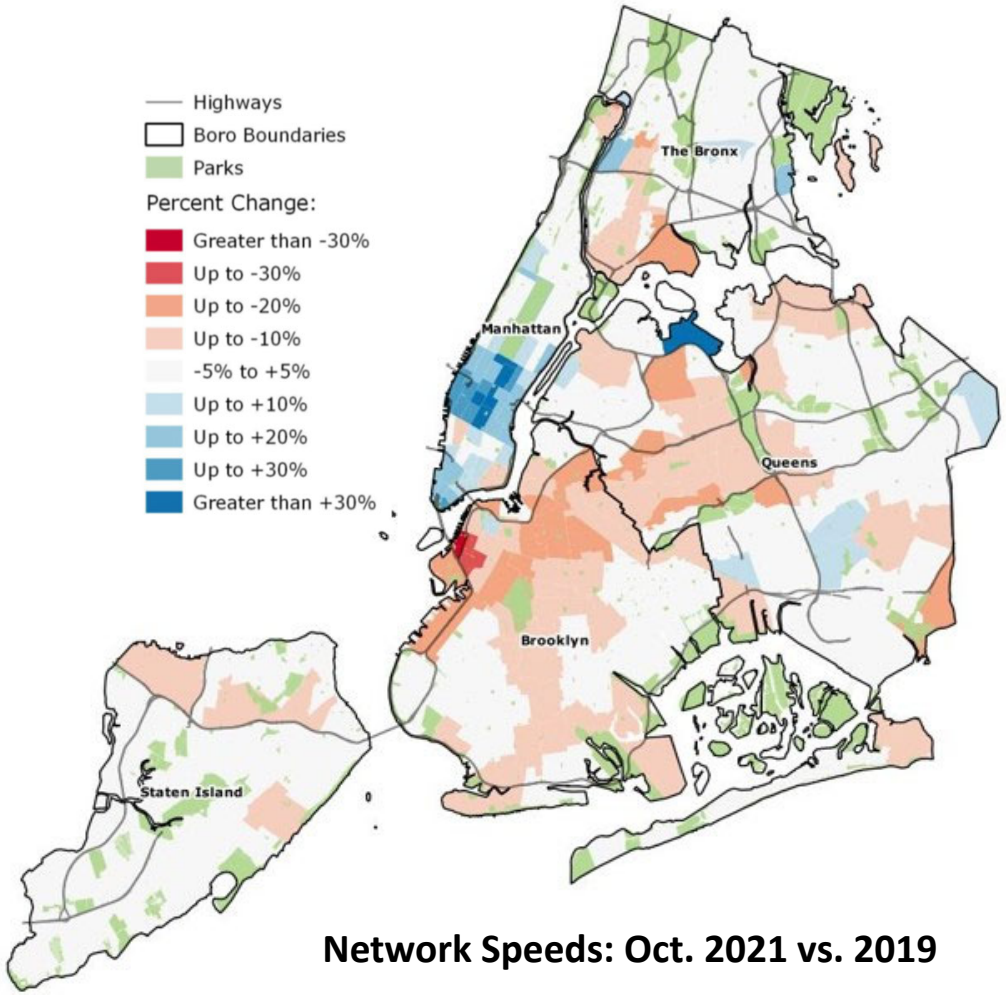
Budget

Constructability

Impacts of Two-lane Conversion

Effect of Two-lane Conversion of Triple Cantilever

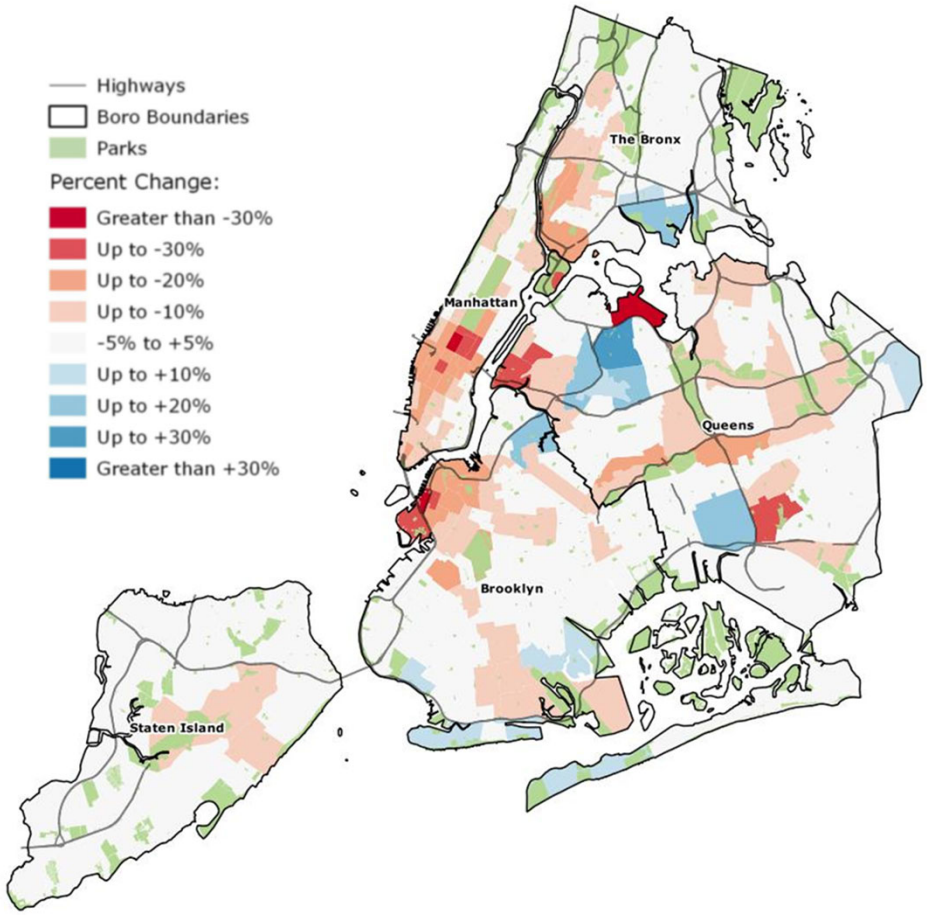
- After the two-lane conversion, comparative 2021 and 2022 DOT data show significantly decreased traffic speeds in all surrounding neighborhoods – some up to 30-50% – including in neighborhoods not adjacent to BQE Central.
- Bus speeds on local routes, including the B61, B63, and B57 declined by 5-10% compared to 2019.



Network Speeds: Oct. 2021 vs. 2019

Effect of Two-lane Conversion of Triple Cantilever

- We've witnessed and heard repeatedly from impacted communities that traffic has increased notably on local streets that were not designed to safely manage this volume of vehicles, especially trucks.
- This is not safe or sustainable for our neighborhoods, and while we pursue policy options to incentivize reduced car and truck travel, we need to keep trucks off our local roads.

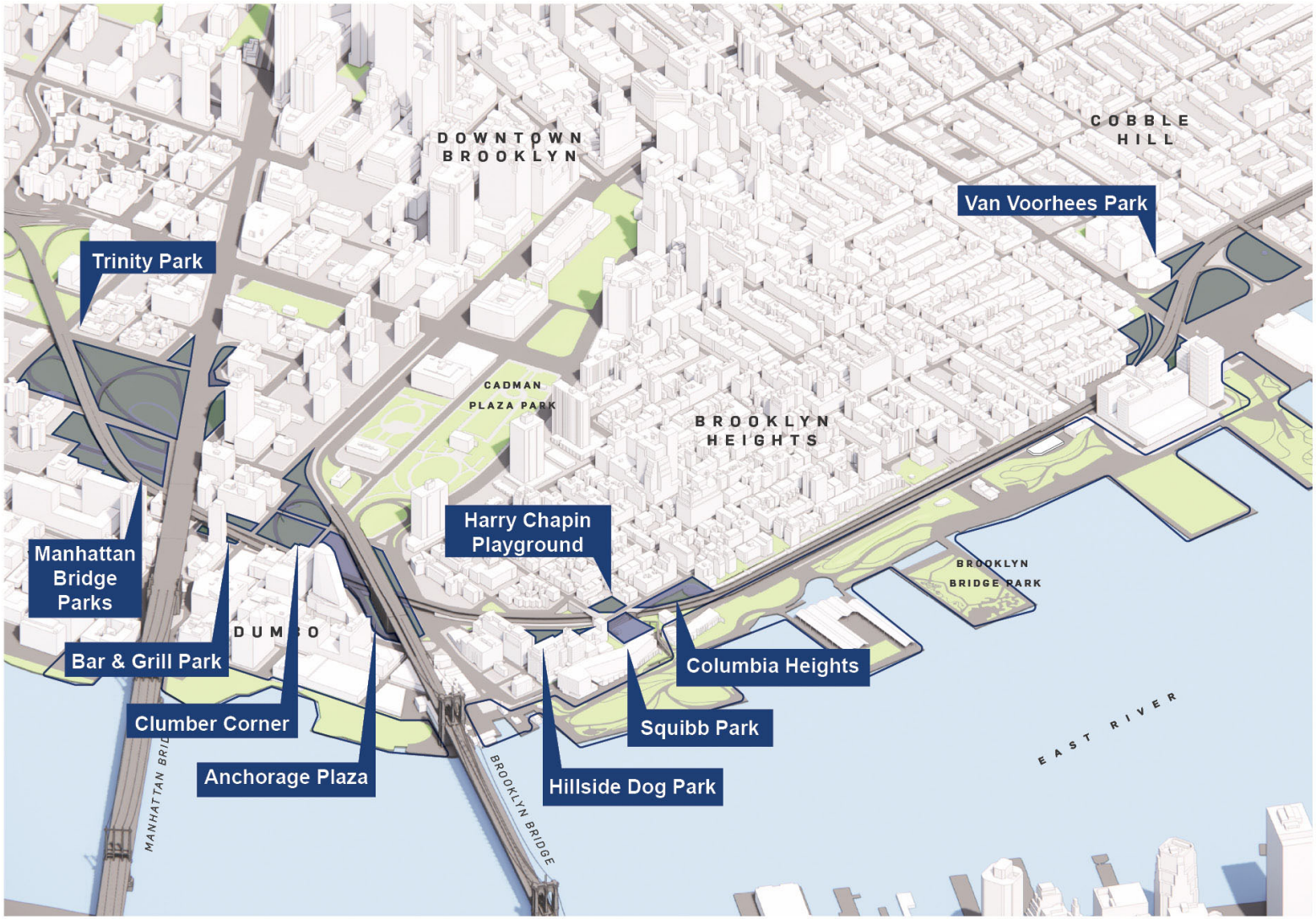


Network Speeds: May 2022 vs. 2021

Additional Considerations

Effects on Public Property

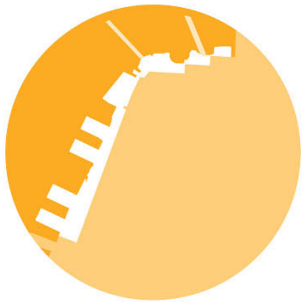
Moved slide to Appendix to reduce presentation length



Considerations

Brooklyn Bridge Park

Moved slide to Appendix to reduce presentation length

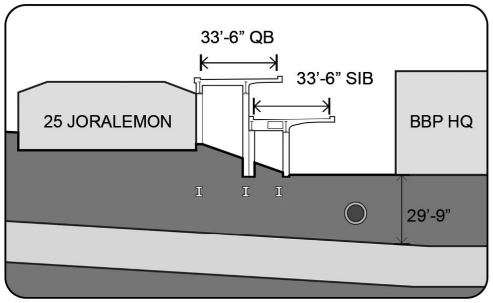


Effects on Private Property

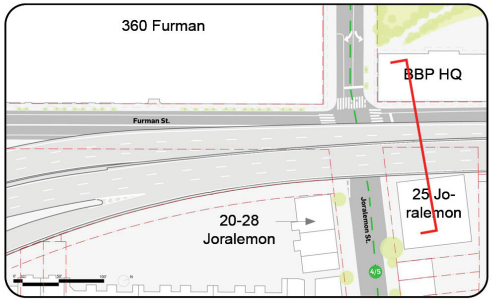
Moved slide to Appendix to reduce presentation length, graphic incorrectly identifies some properties as effected.

Joralemon & Furman St

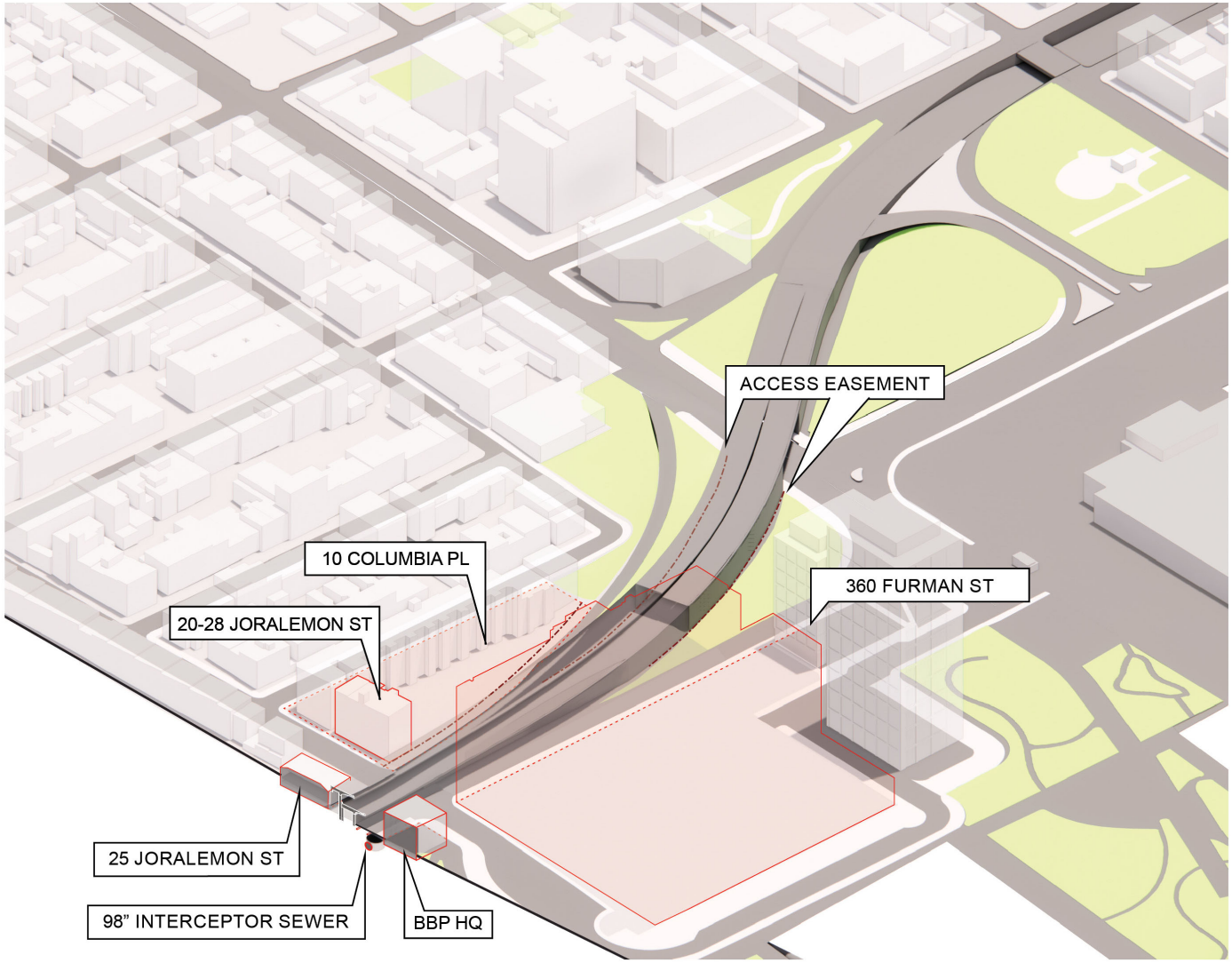
Graphic is inaccurate, incomplete and confusing, slide eliminated



Section

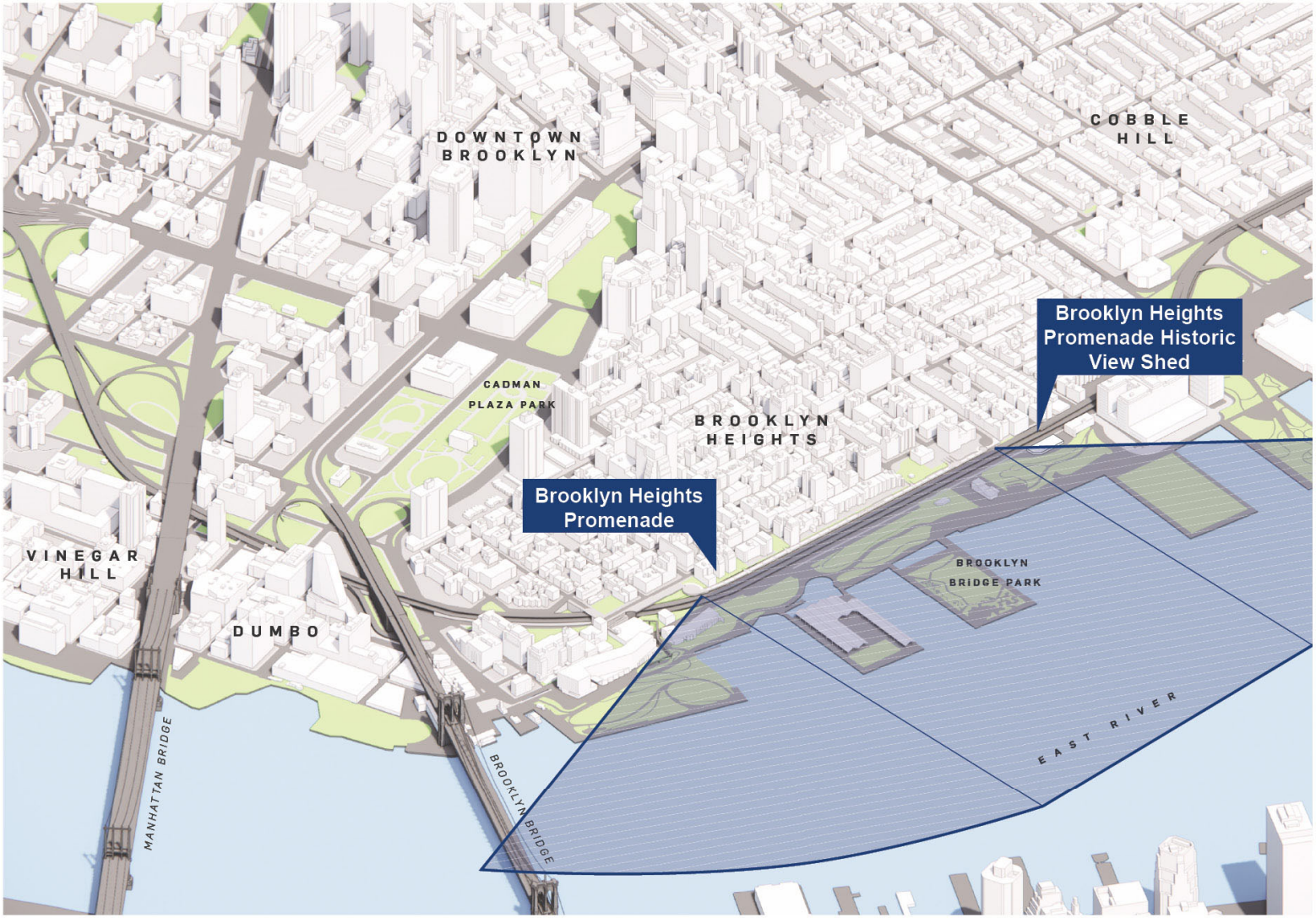


Plan



Promenade Configuration & View Shed

Moved slide to Appendix to reduce presentation length



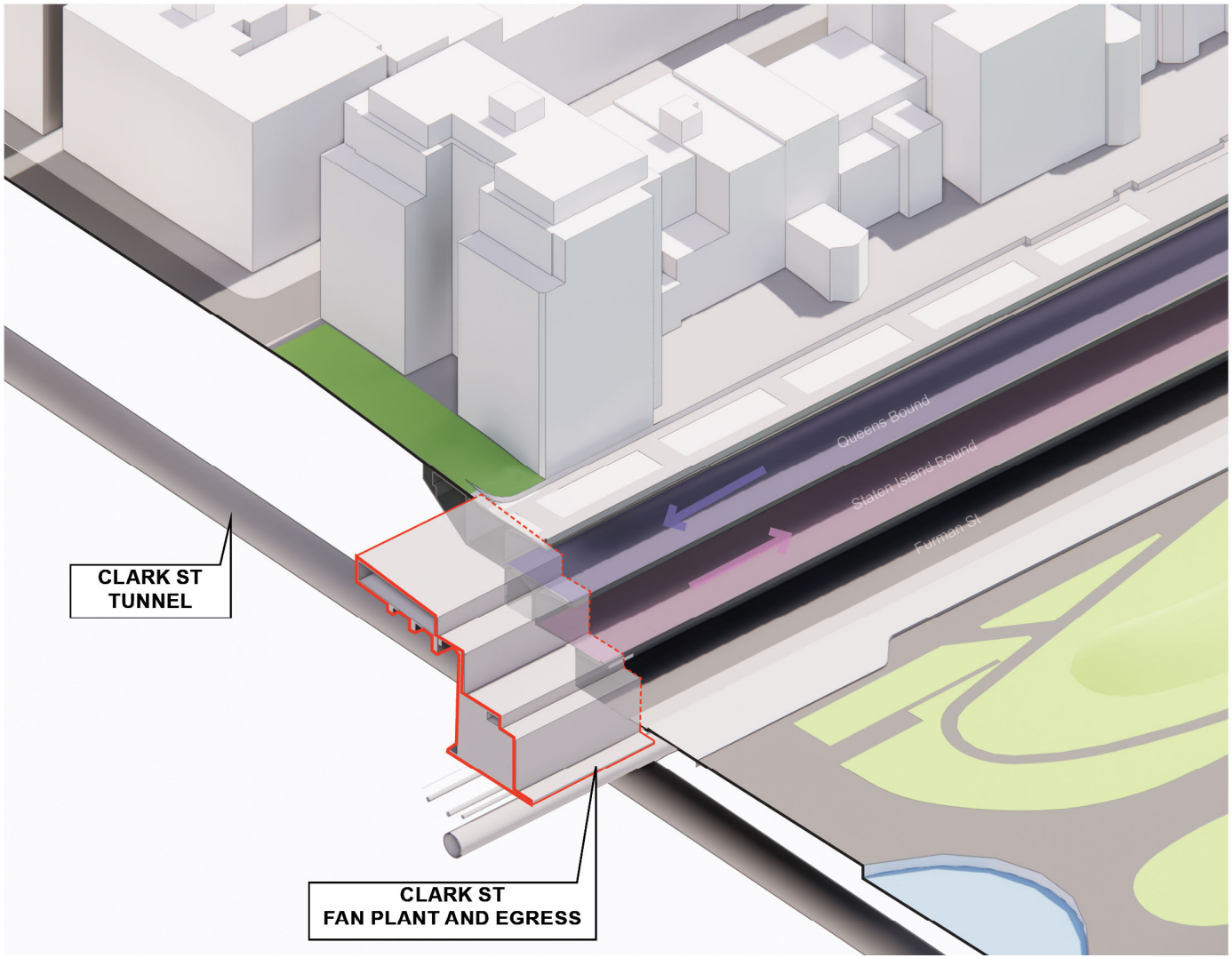
Considerations

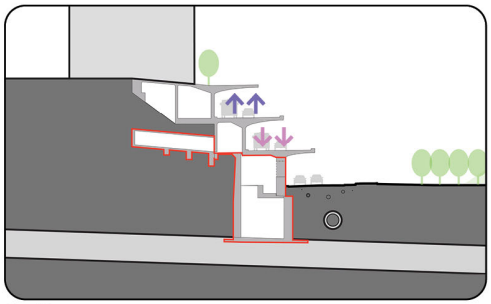
Fully or Partially Replace Retaining Wall

Moved slide to Appendix to reduce presentation length

MTA Facilities at Clark St

Moved slide to Appendix to reduce presentation length. Graphics are inaccurate and incomplete.





Section

Considerations

DEP Interceptor Sewer

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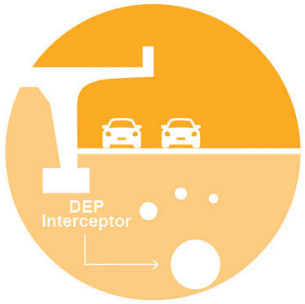


Considerations

Brooklyn Bridge & Anchorage Plaza Surface Connections

Moved slide to Appendix to reduce presentation length

Considerations

Manhattan Bridge to BQE Connection

Moved slide to Appendix to reduce presentation length

Considerations

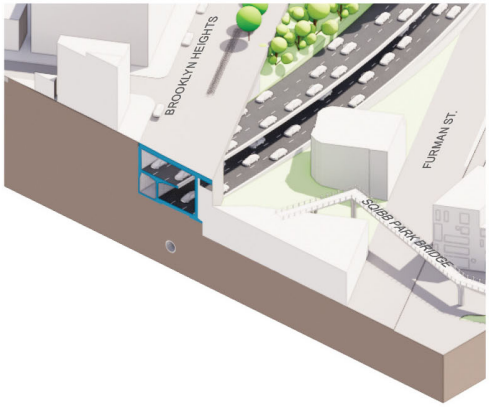
Atlantic Ave Interchange

Moved slide to Appendix to reduce presentation length

BQPark Studies

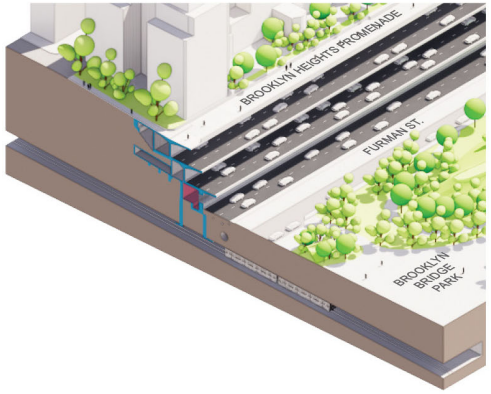
Existing Conditions

Moved slide to Appendix to reduce presentation length



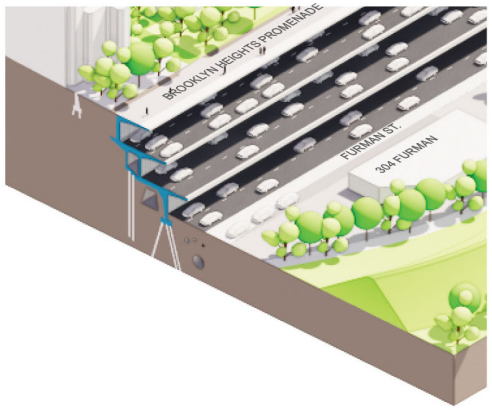
Bi-Level Above Grade

1. Columbia Heights



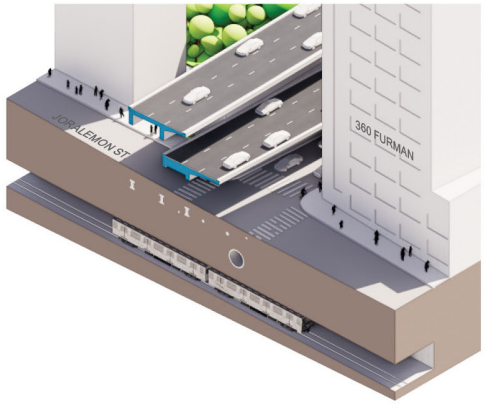
Triple Cantilever

2. Clark Street



Triple Cantilever

3. Triple Cantilever



Bi-Level Above Grade

4. Joralemon

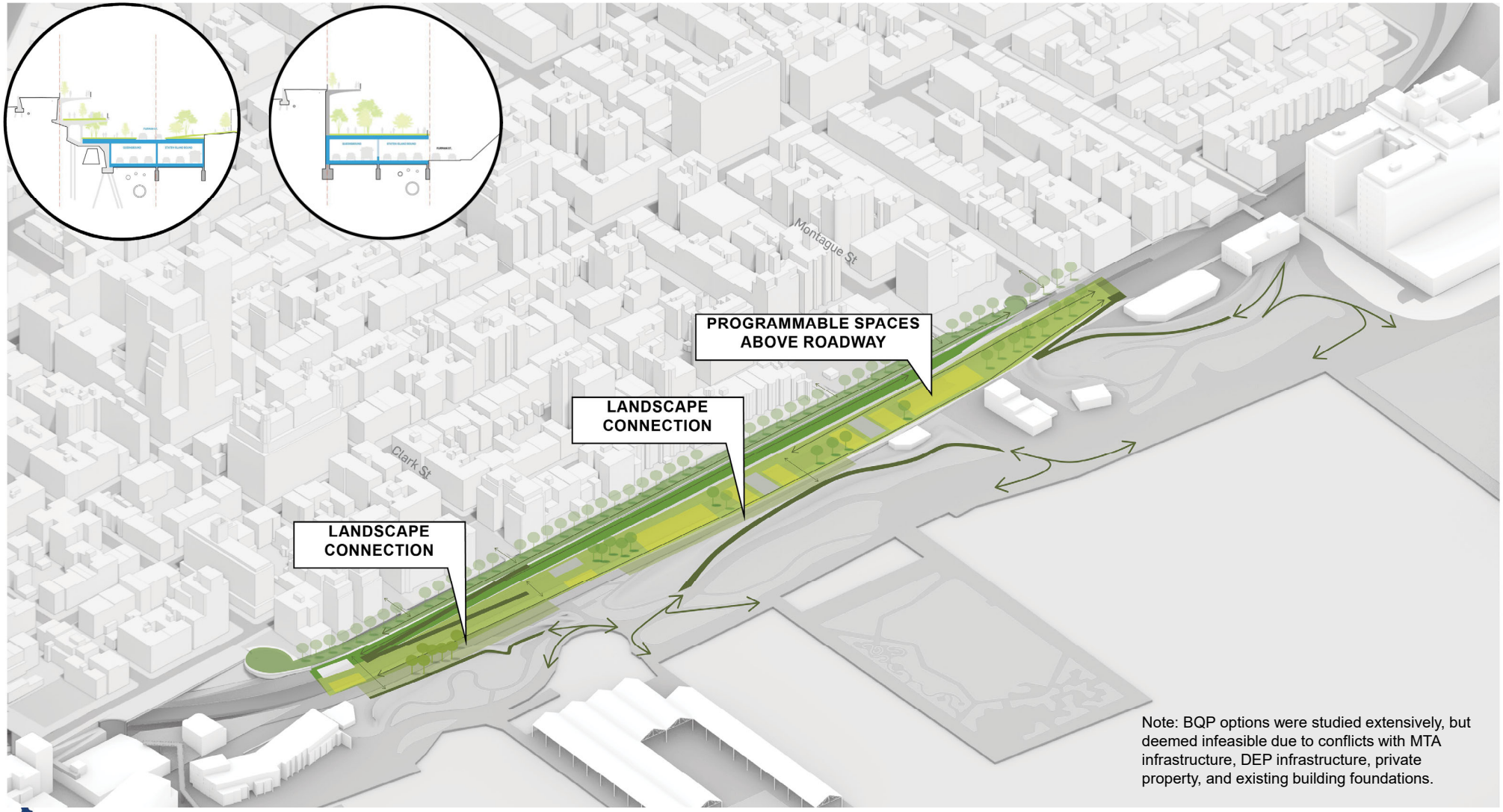
Single Level Above Grade

5. Atlantic Ave

BQP

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry in this configuration not feasible.

Avoid



Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

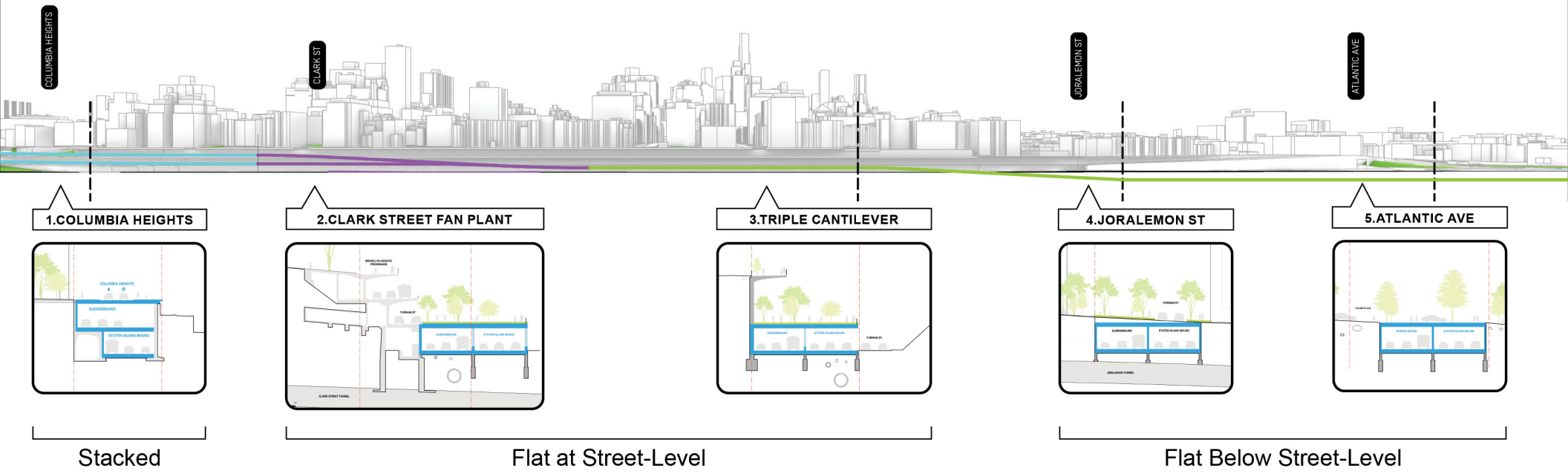
BQP - Elevation

Stacked to Flat at Street-Level to Flat Below Street-Level

Avoid

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts.

Roadway geometry in this configuration not feasible



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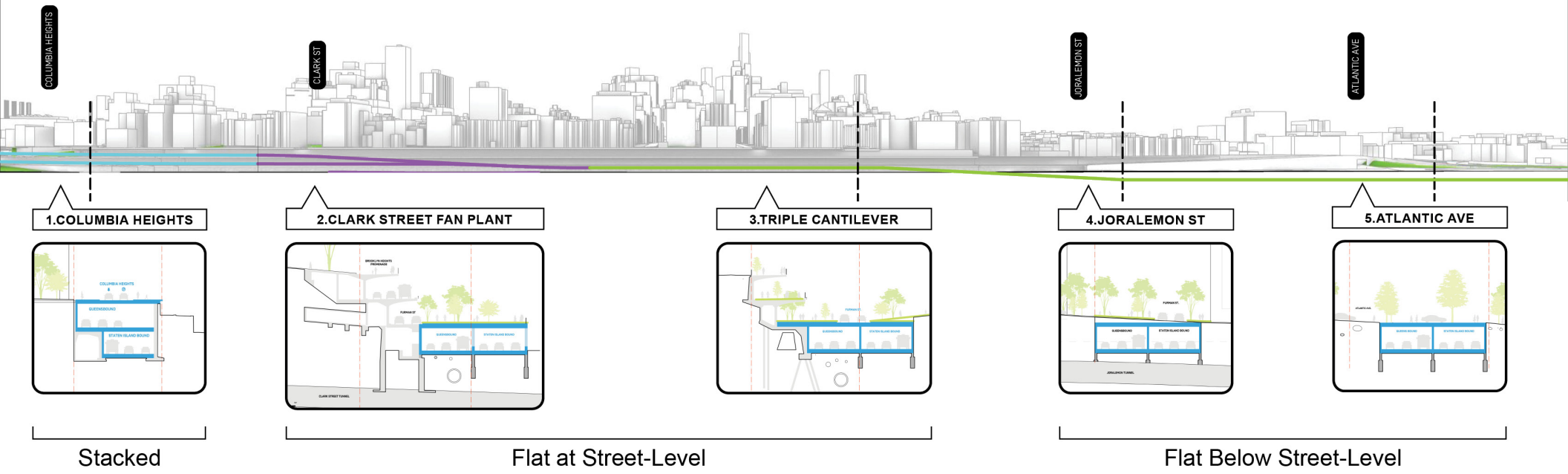

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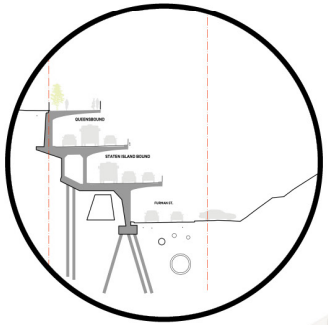
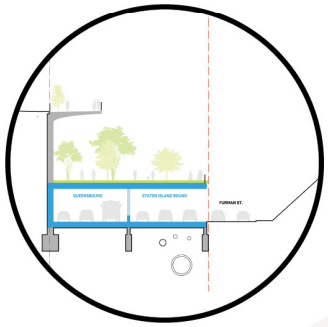
BQP - Existing Condition

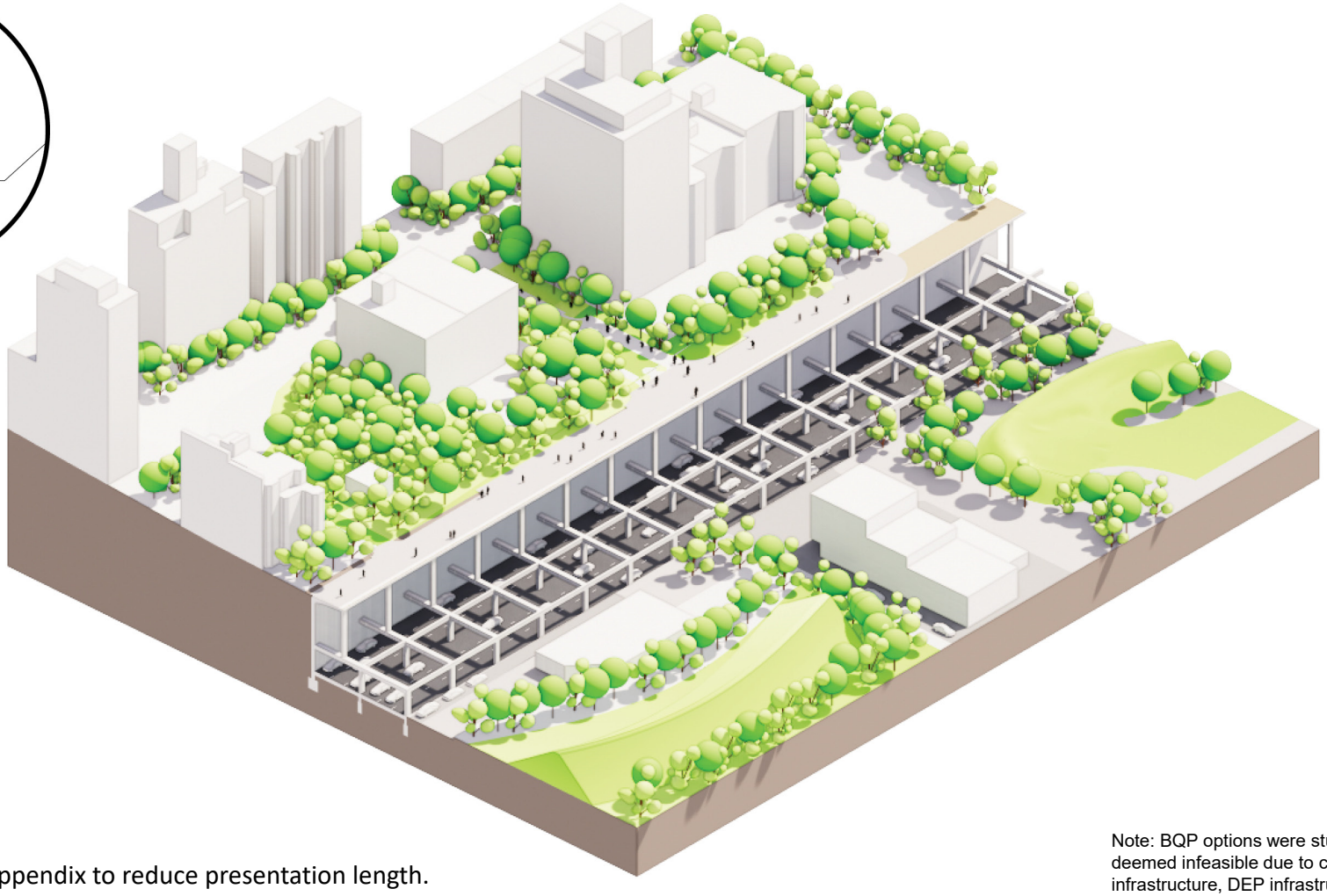


BQP - Roadway Structure

Full Replacement

Avoid





Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

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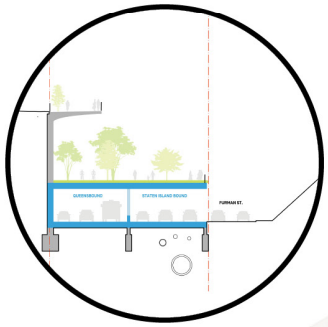
BQP - Potential Open Space

Full Replacement

Avoid



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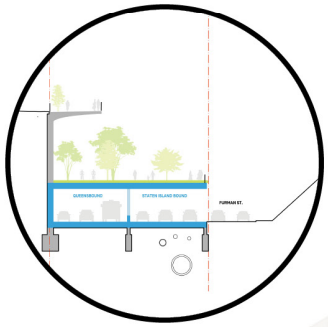
BQP - Design Studies

Full Replacement

Avoid



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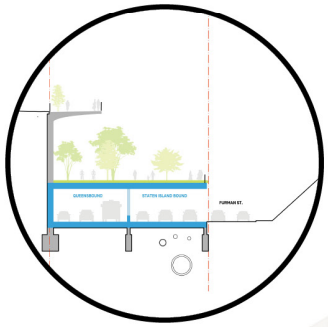
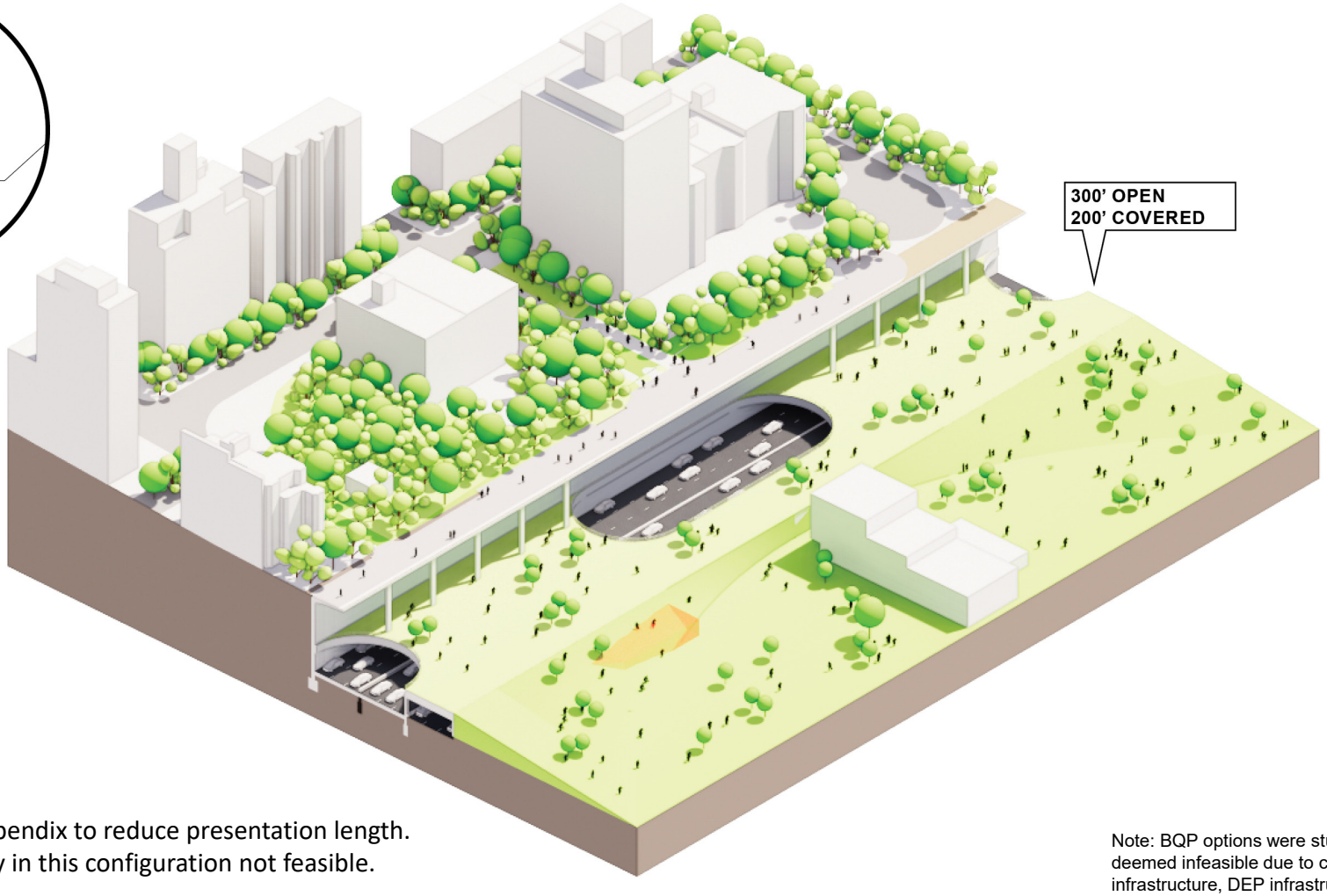
BQP - Design Studies

Full Replacement

Avoid





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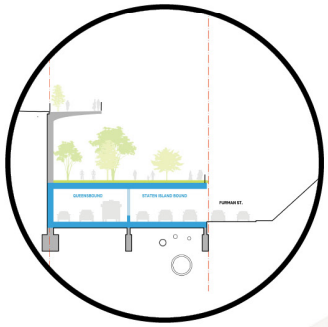
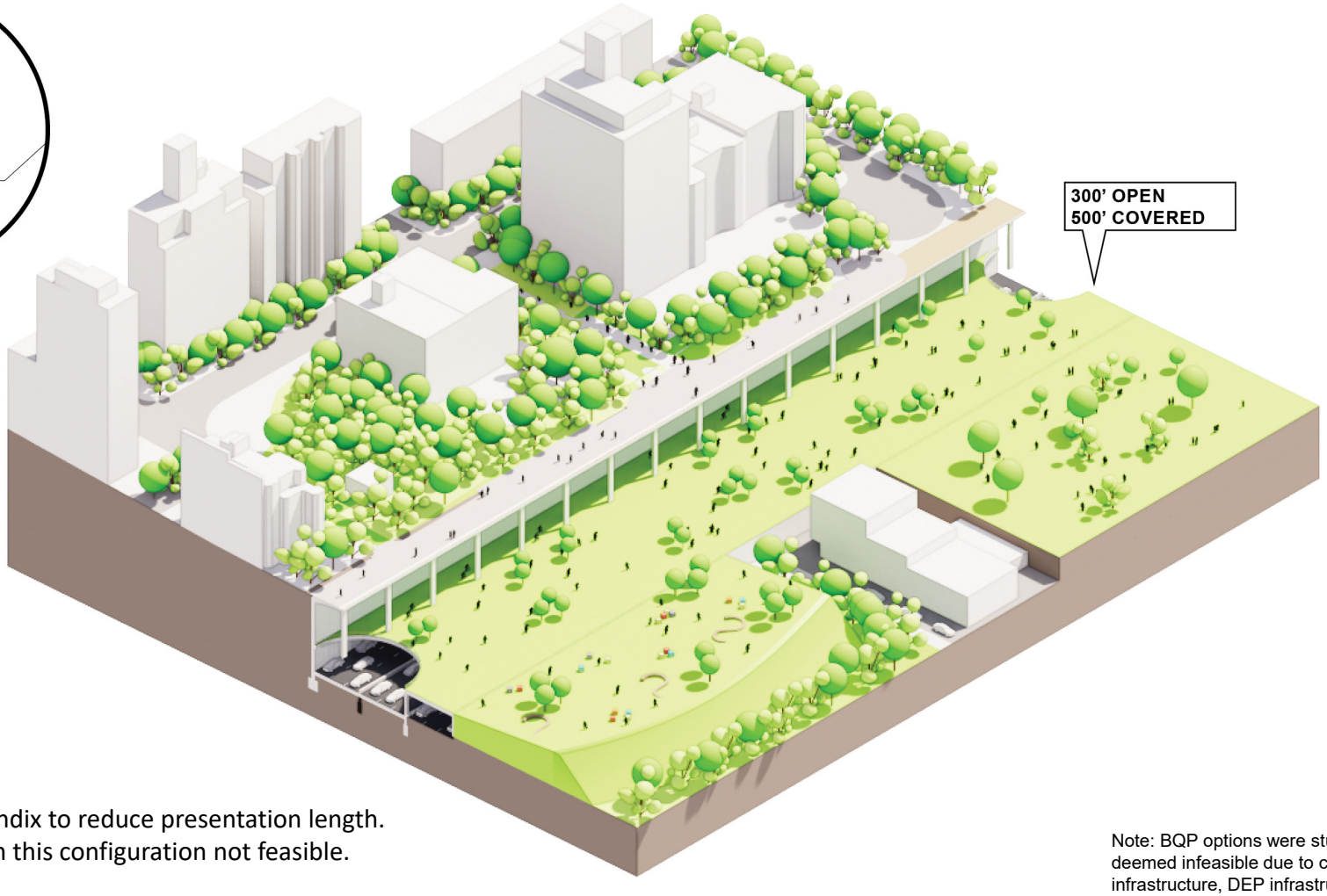
BQP - Design Studies

Full Replacement

Avoid





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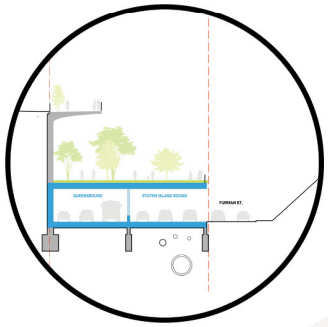
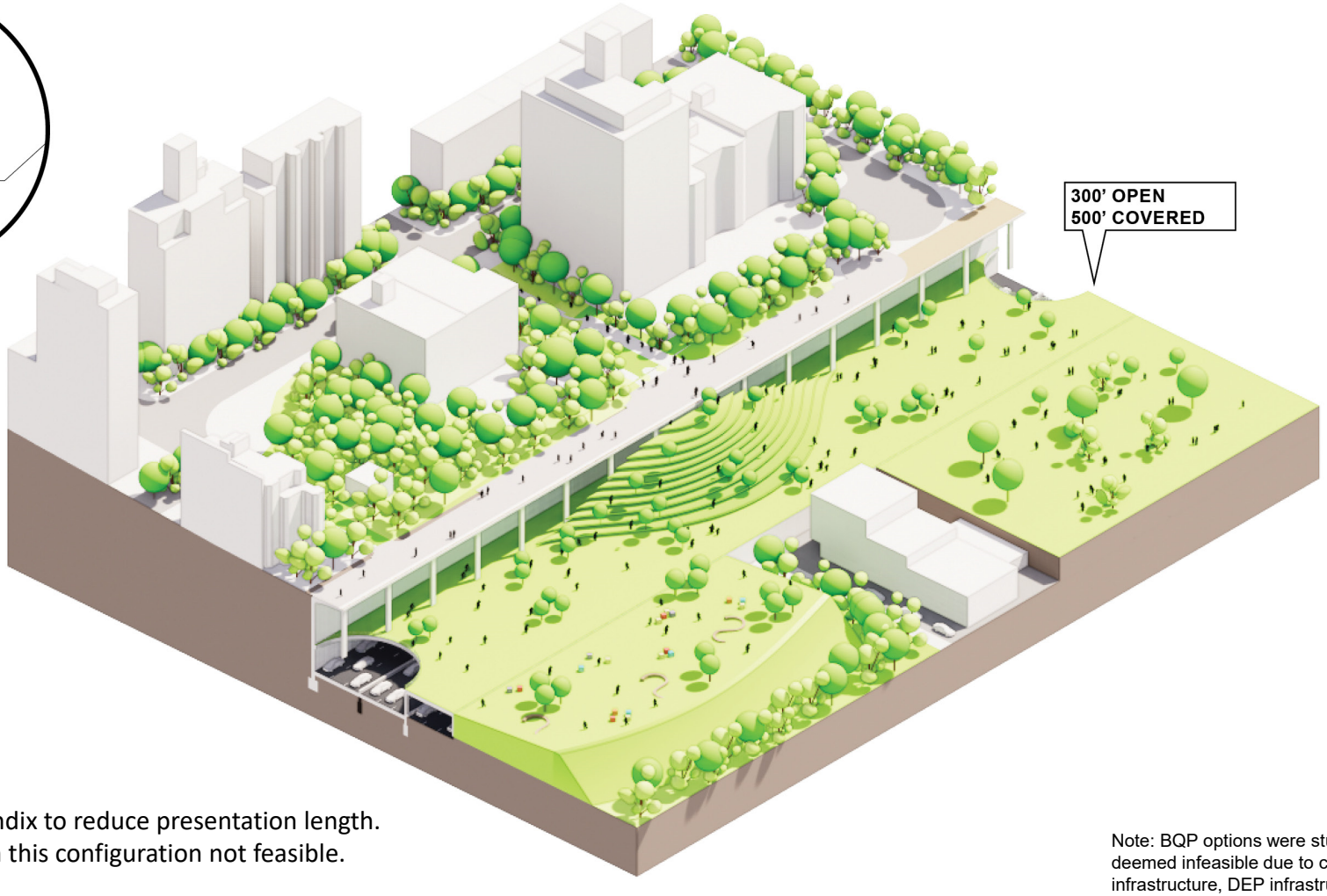
BQP - Design Studies

Full Replacement

Avoid





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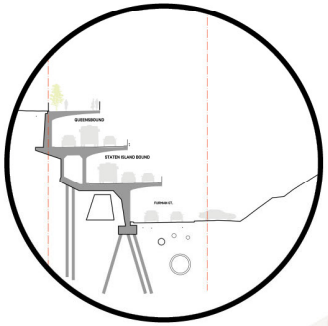
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

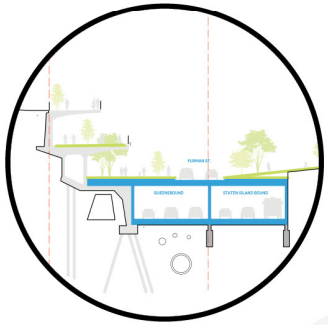
BQP - Existing Condition



BQP - Roadway Structure

Partial Replacement

Avoid



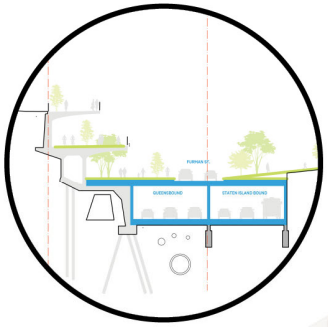
Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

BQP - Potential Open Space

Partial Replacement

Avoid



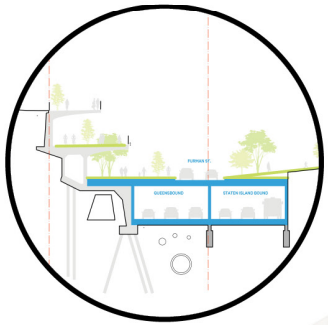
Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

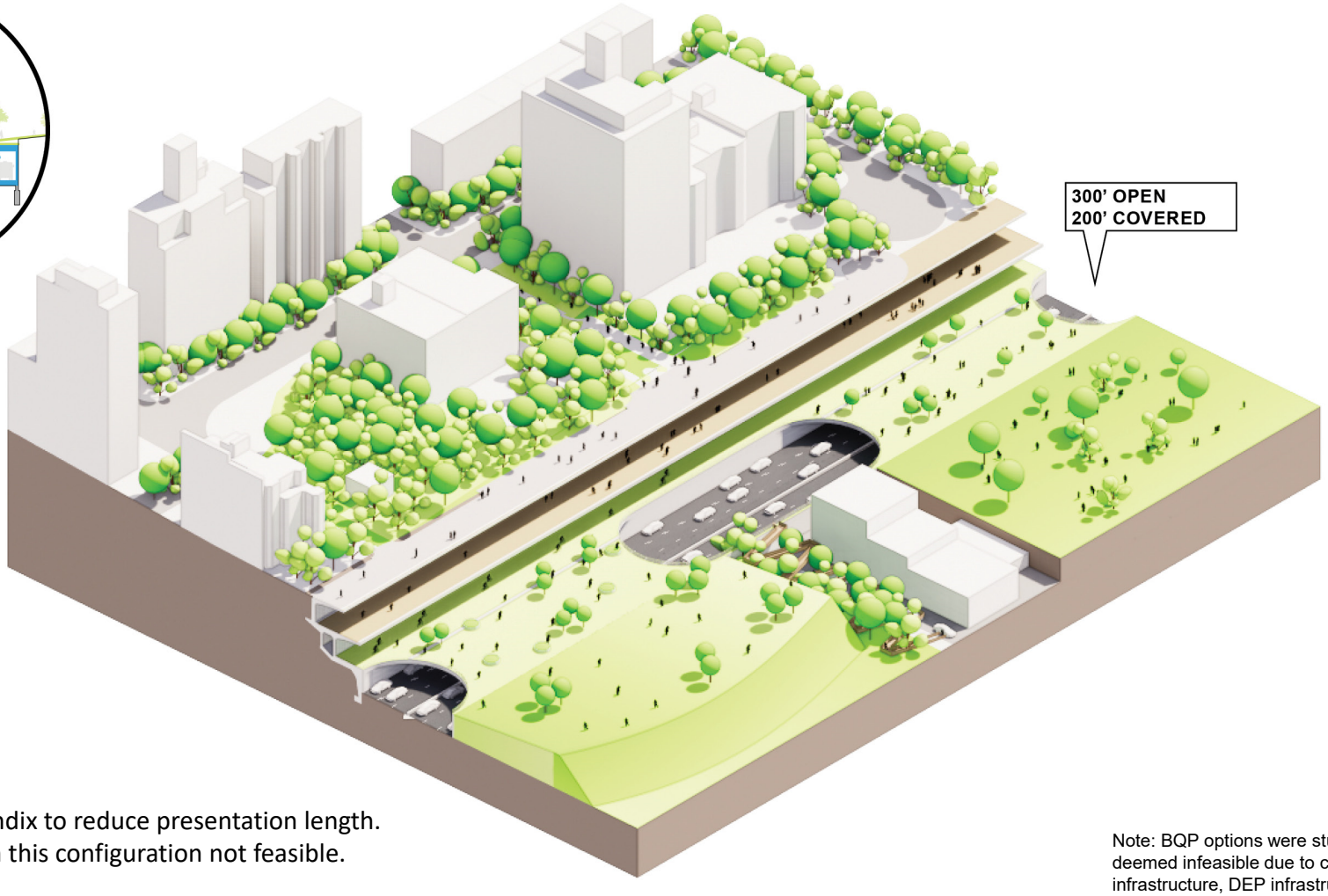
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

BQP - Potential Open Space

Partial Replacement

Avoid





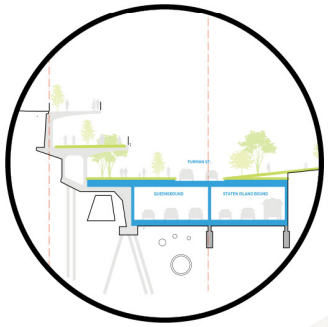
Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

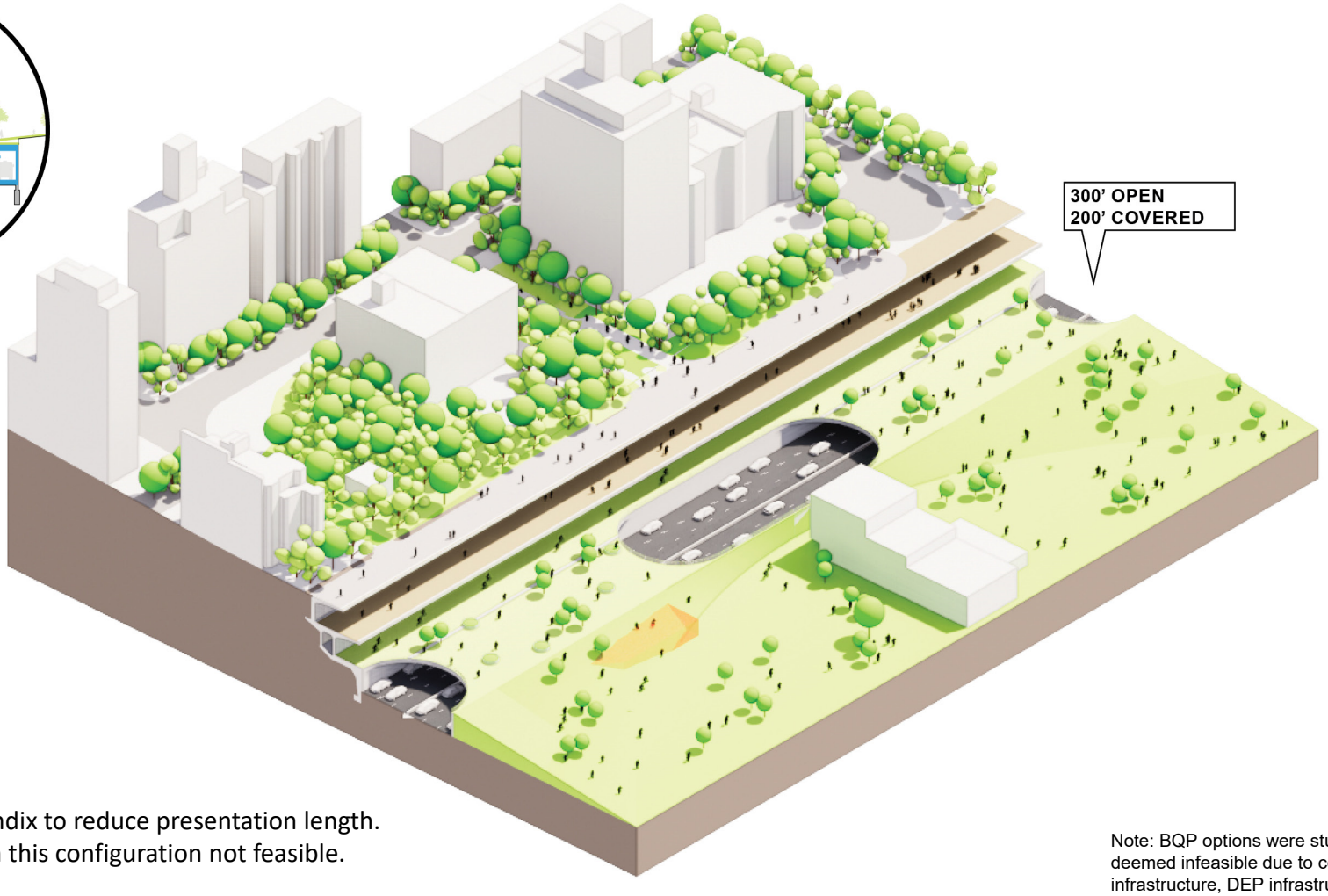
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

BQP - Design Studies

Partial Replacement

Avoid





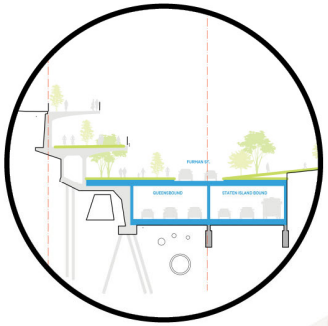
Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

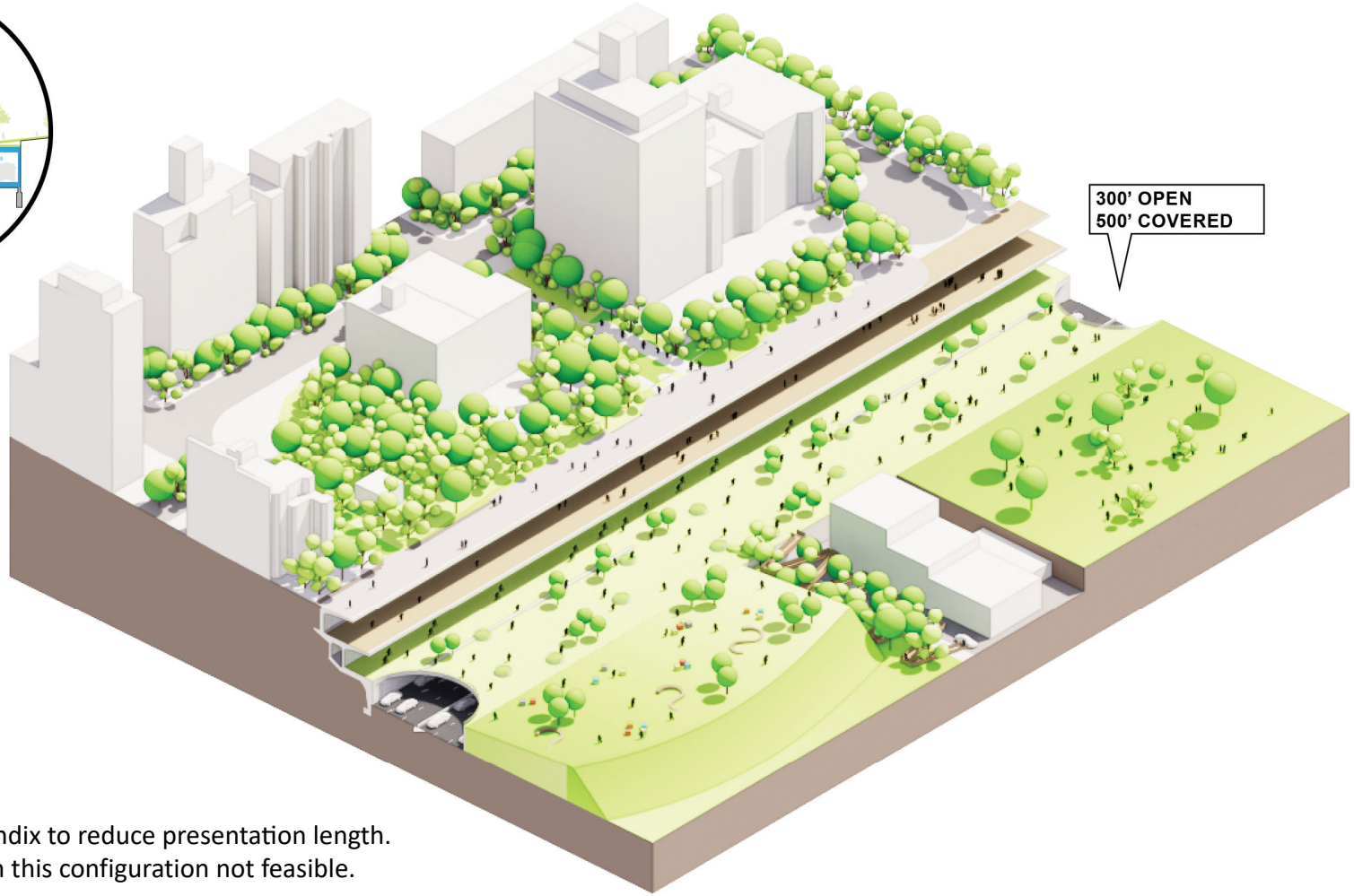
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

BQP - Design Studies

Partial Replacement

Avoid



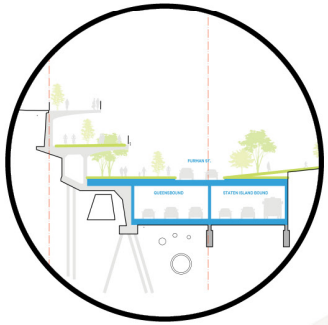


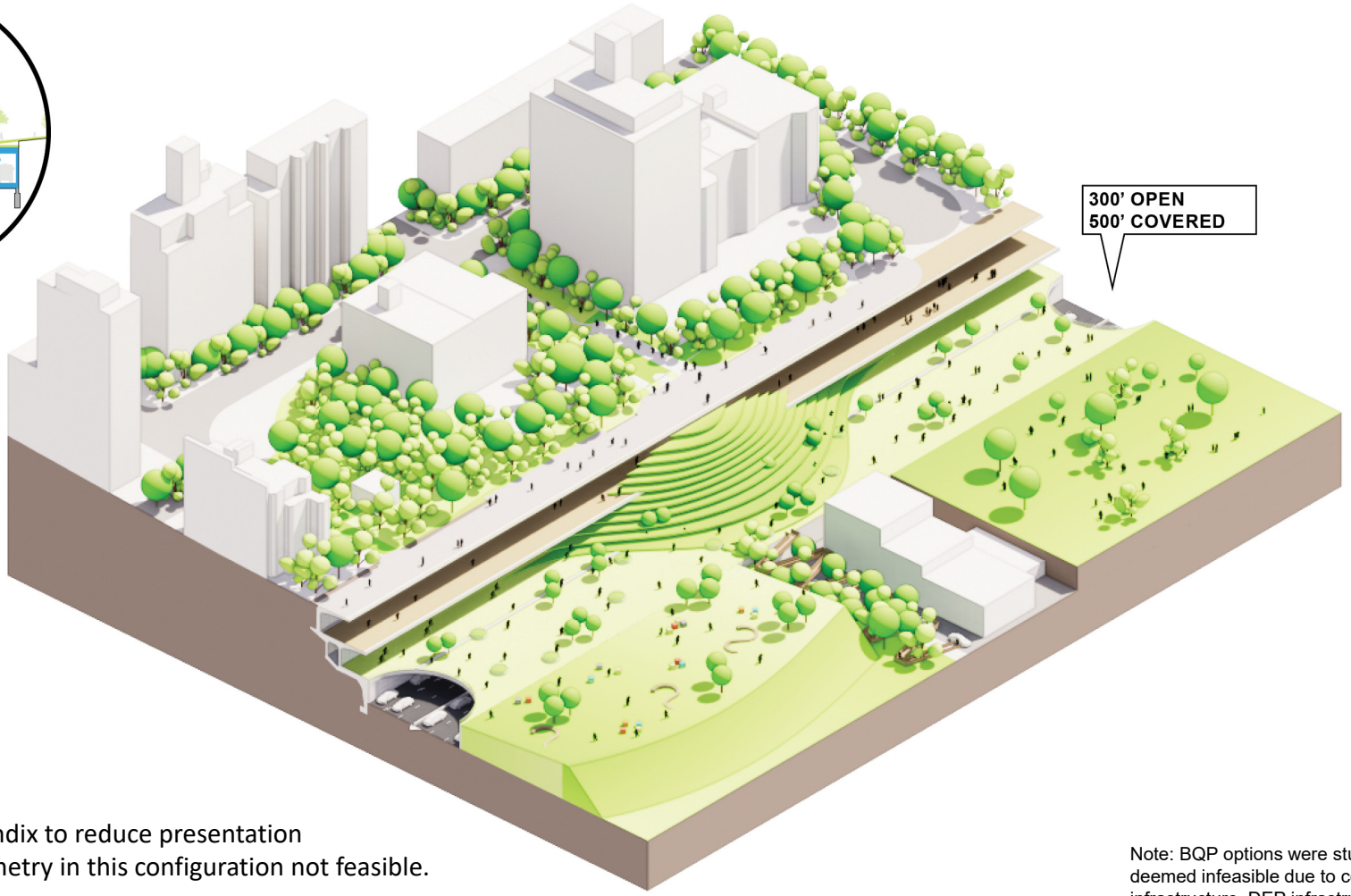
Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.

BQP - Design Studies

Partial Replacement

Avoid



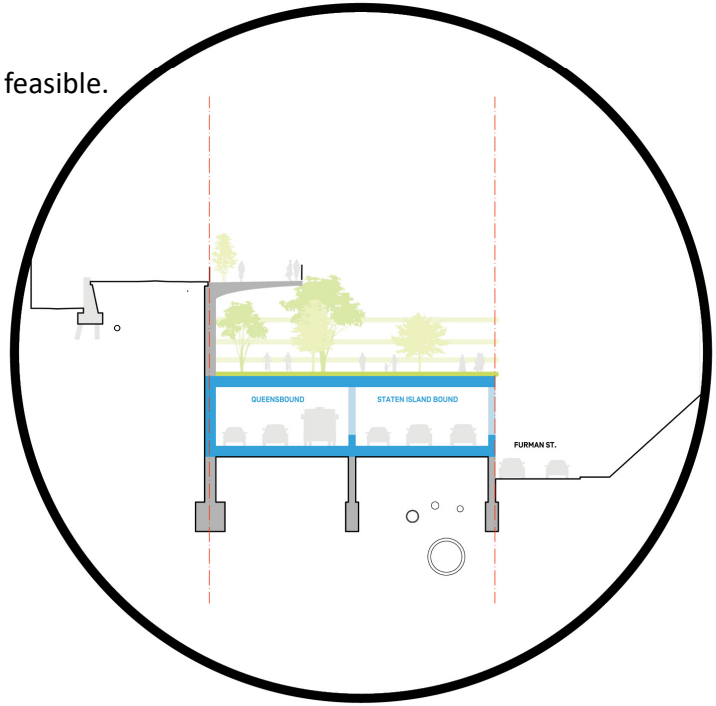


Moved slide to Appendix to reduce presentation length.Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

The Smile | Full Replacement

Moved slide to Appendix to reduce presentation length.Roadway geometry in this configuration not feasible.



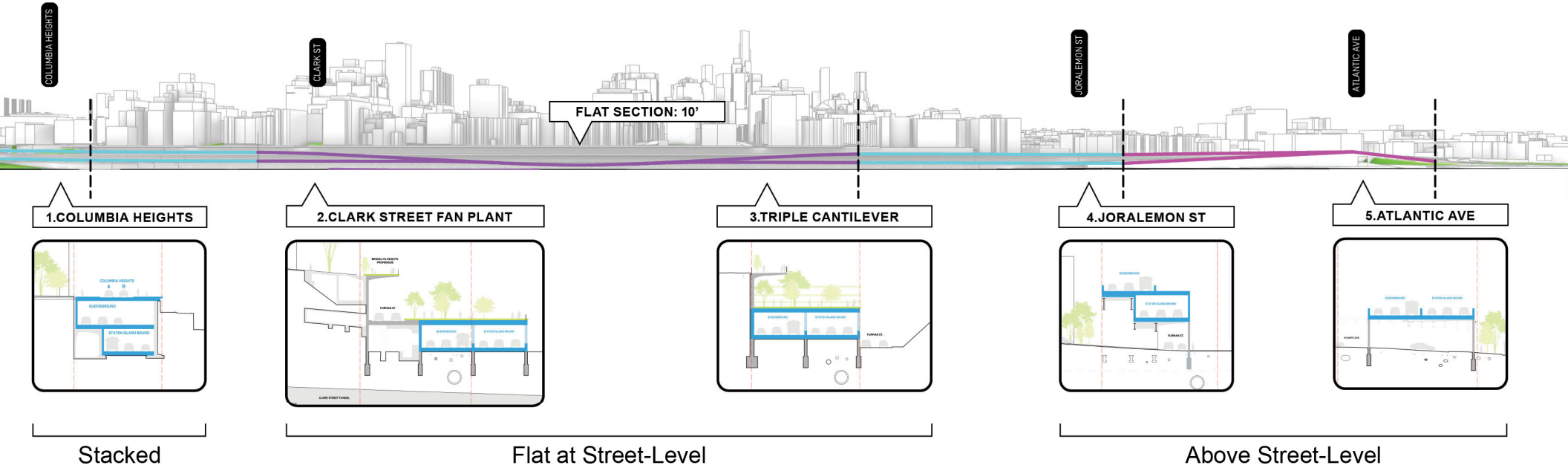
Stacked Above Street > **Flat at Street** > **Stacked Above Street**

Note: In addition to the BQP, another concept, “The Smile,” was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. This concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10’ above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.

The Smile - Elevation

Stacked to Flat at Street-Level to Above Street-Level

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



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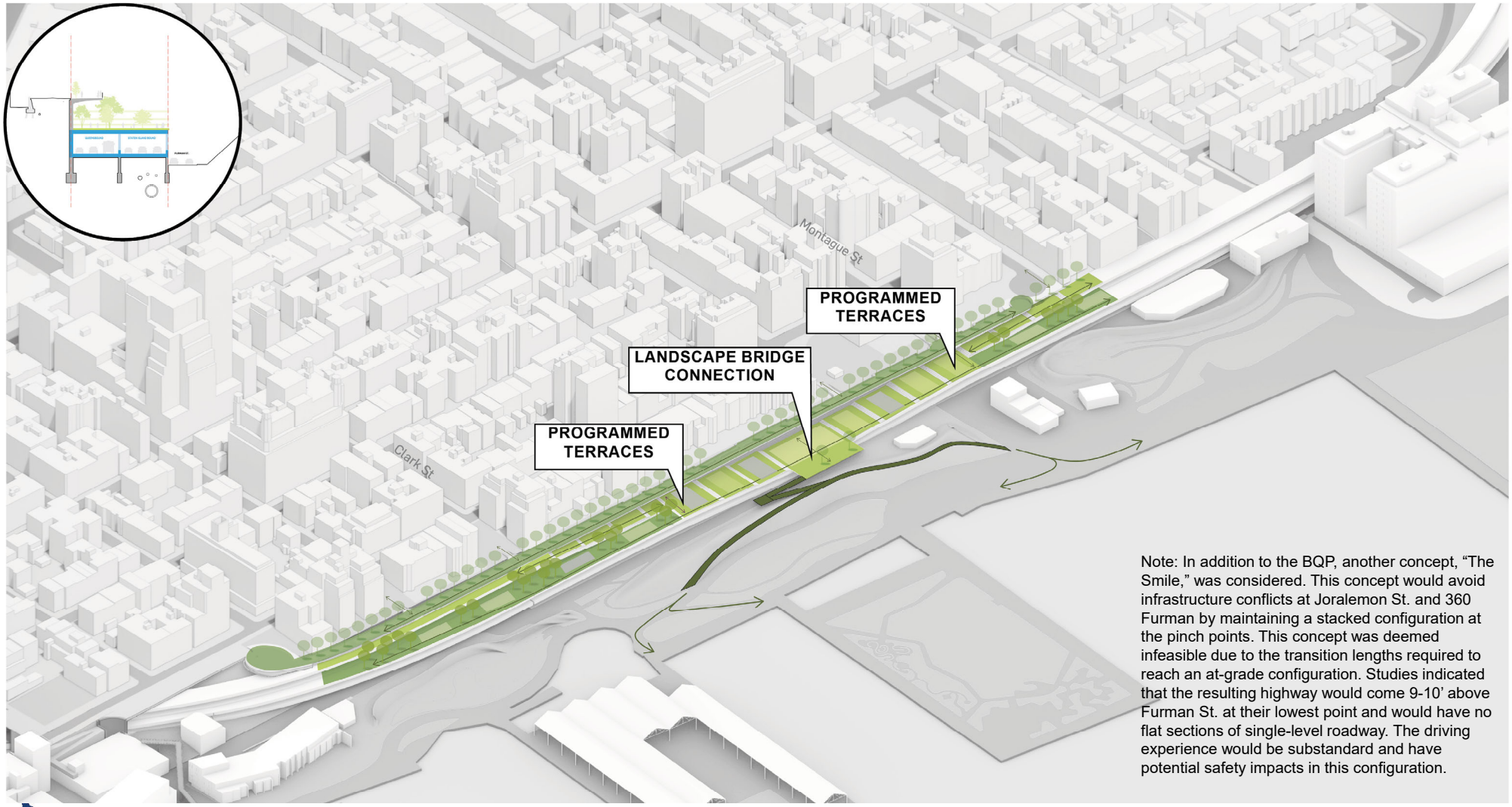
The Smile | Full Replacement

Study

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



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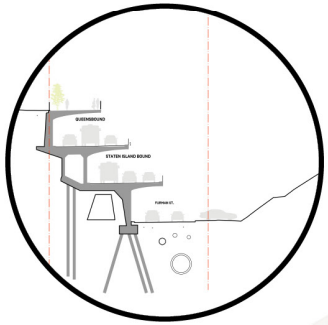
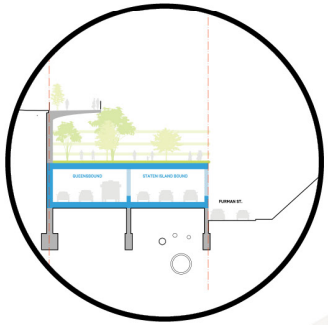
The Smile - Existing Condition

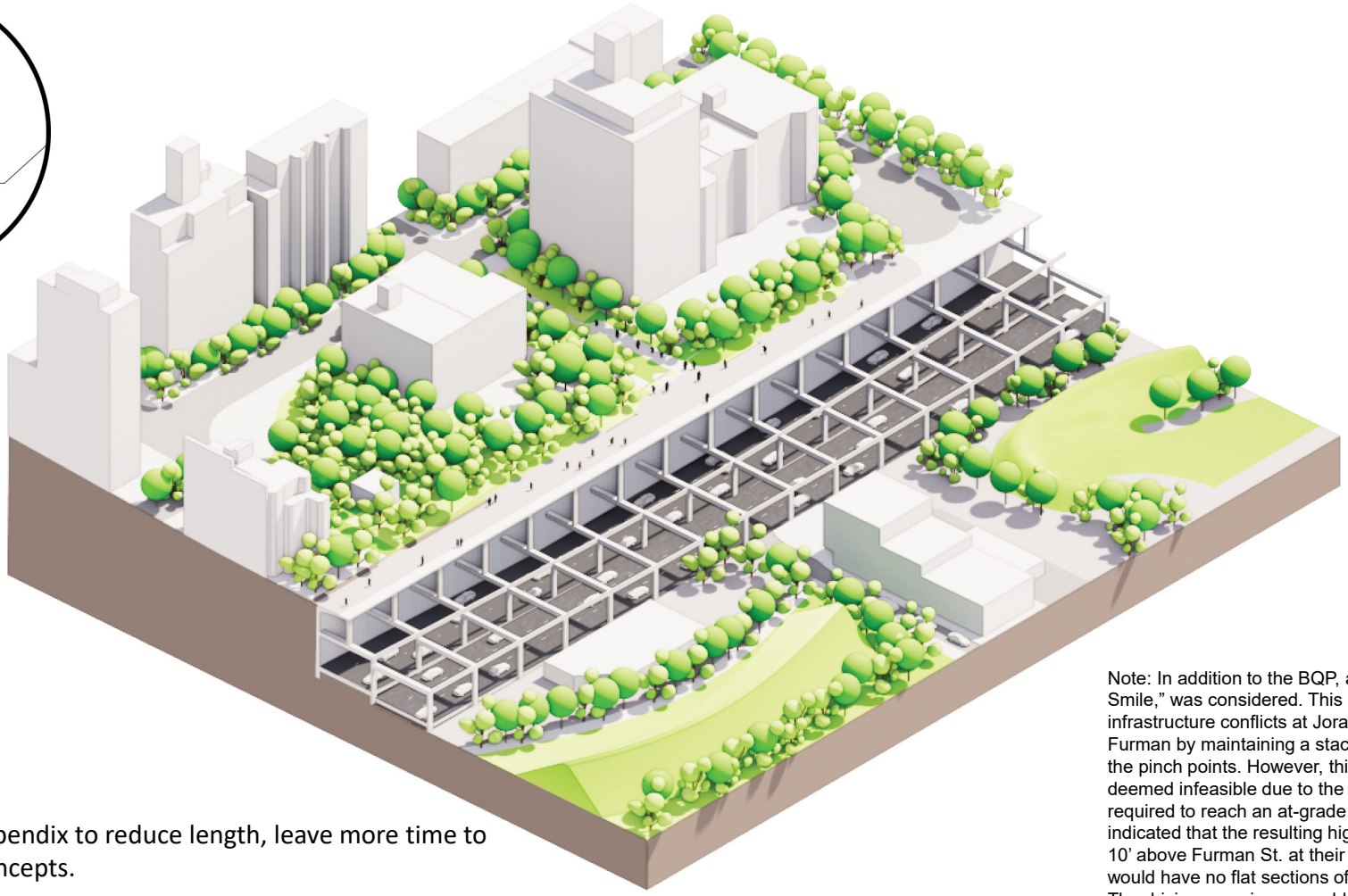
Full Replacement



The Smile - Roadway Structure

Full Replacement





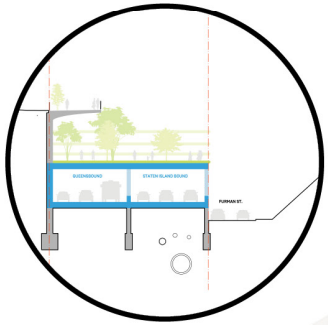
Moved slide to Appendix to reduce length, leave more time to discuss feasible concepts.

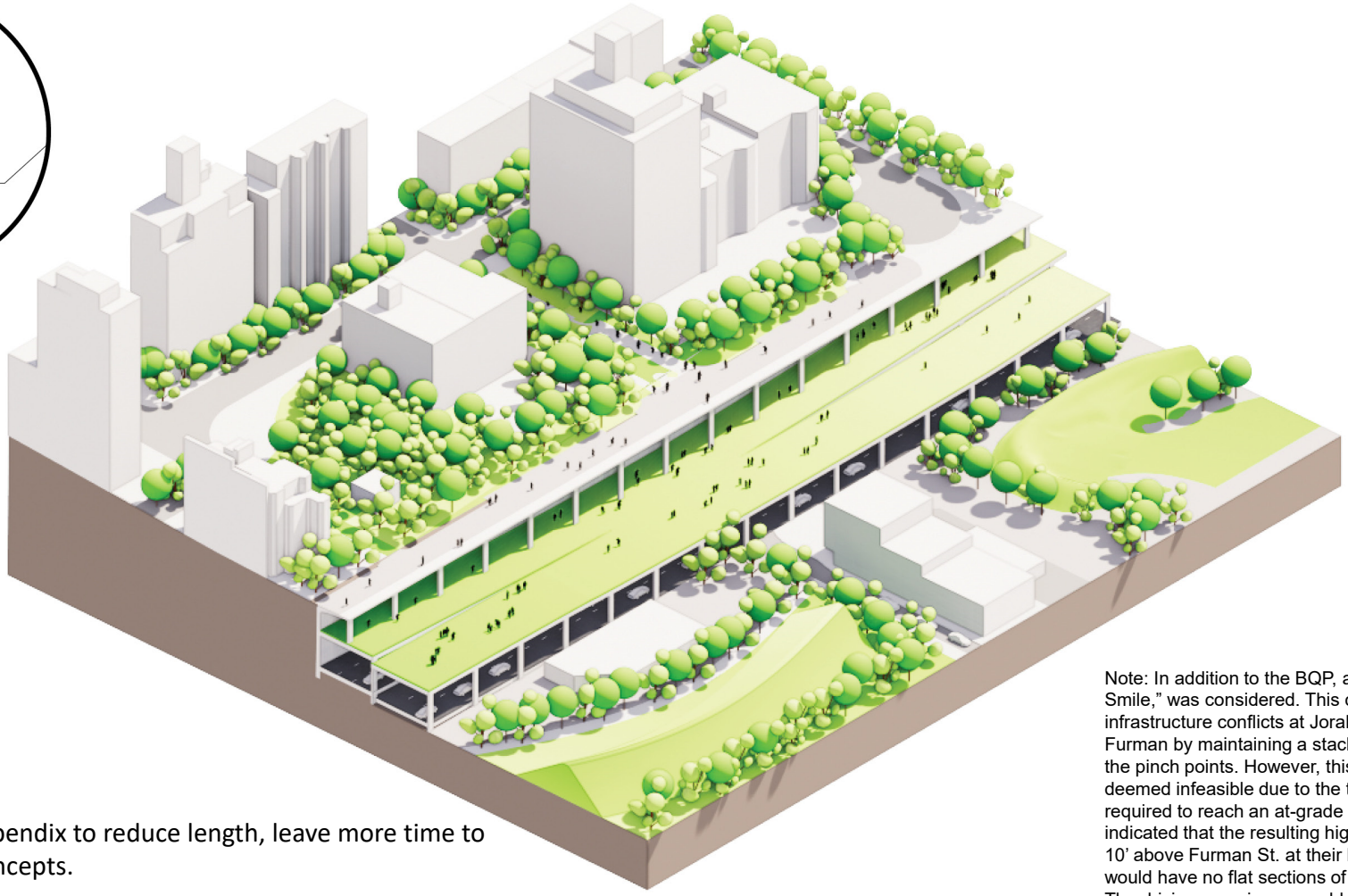
Roadway geometry in this configuration not feasible

Note: In addition to the BQP, another concept, “The Smile,” was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. However, this concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10’ above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.

The Smile - Potential Open Space

Full Replacement





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Roadway geometry in this configuration not feasible

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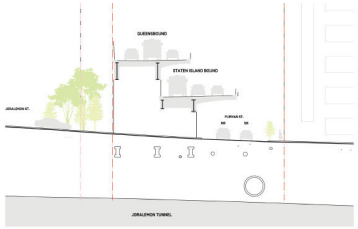
Additions
Sectional Studies

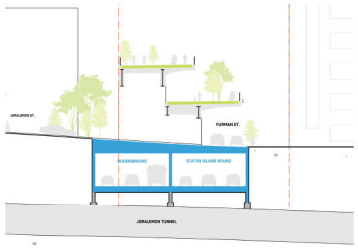
Section Matrix - Joralemon St.

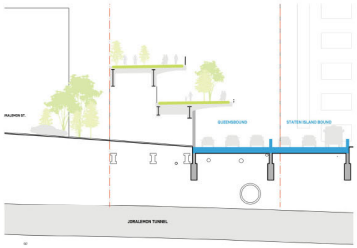
Existing

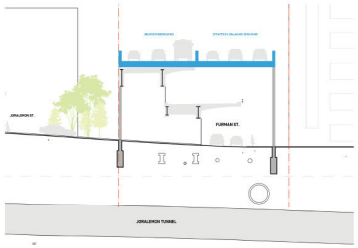


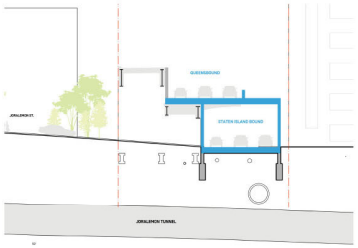
Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts

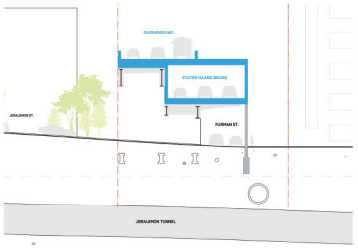
Replacement



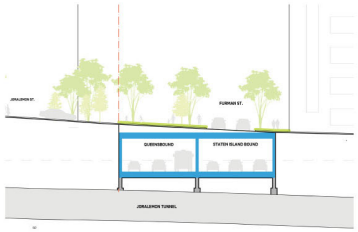


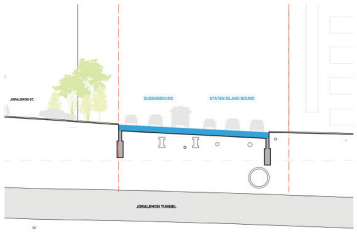


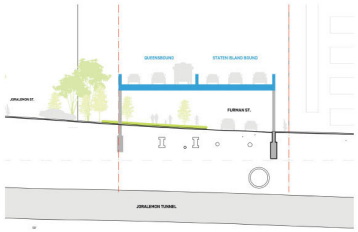


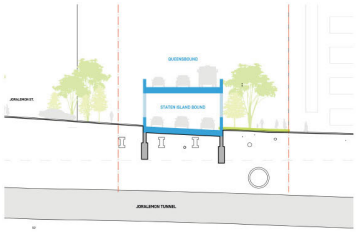


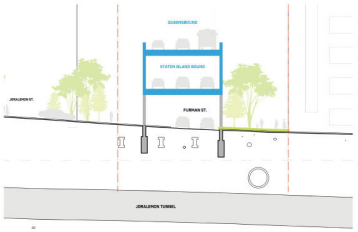
Replacement







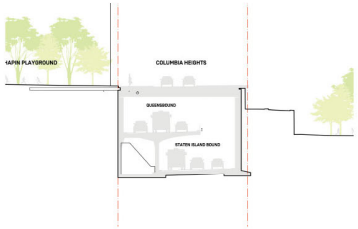




Cut & Cover | **Single Level At-Grade** | **Single Level Above Grade** | **Bi-Level At-Grade** | **Bi-Level Above Grade**

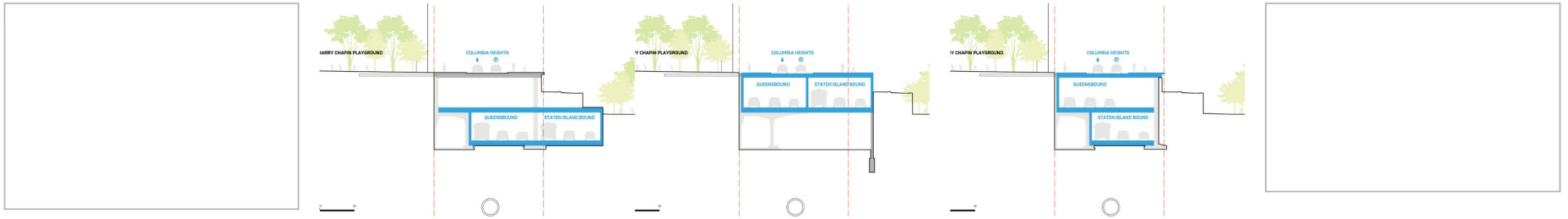
Section Matrix - Columbia Heights

Existing



Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts.

Partial Replacement



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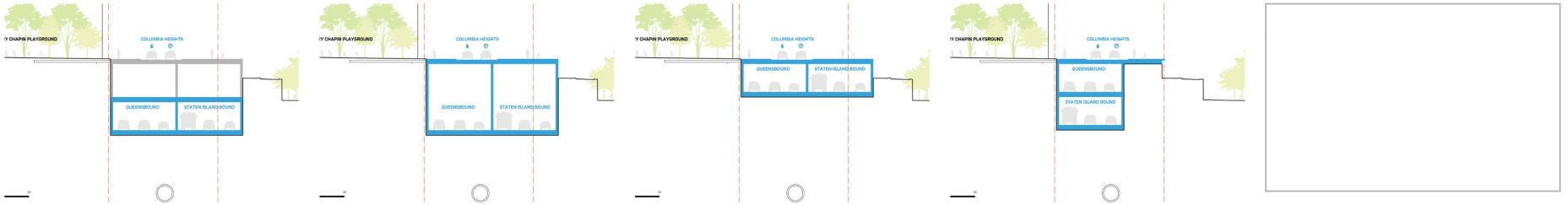
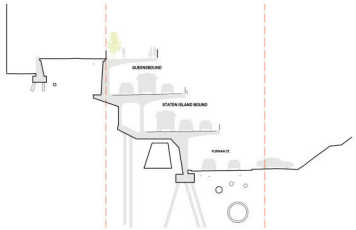


Cut & Cover | **Single Level At-Grade** | **Single Level Above Grade** | **Bi-Level At-Grade** | **Bi-Level Above Grade**

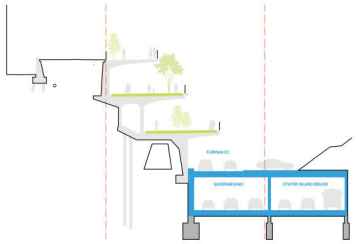
Section Matrix - Triple Cantilever

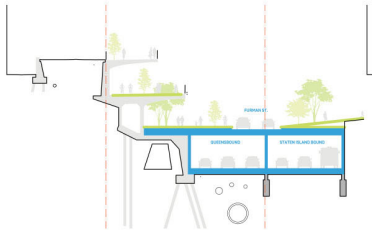
Existing

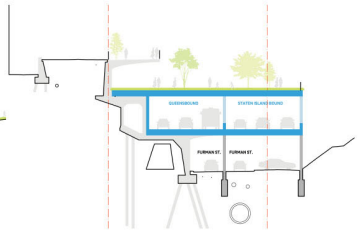


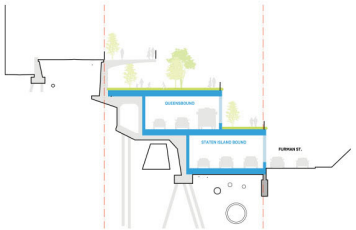
Alternate slide was developed for greater clarity, slide eliminated from presentation

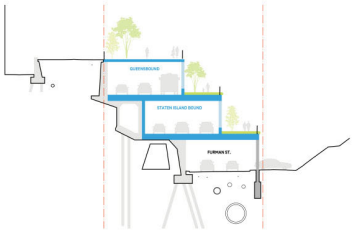
Partial Replacement



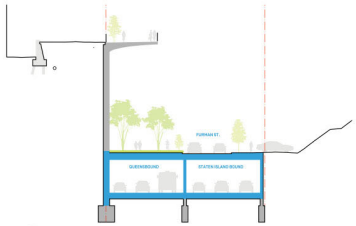


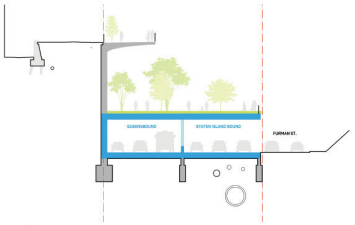


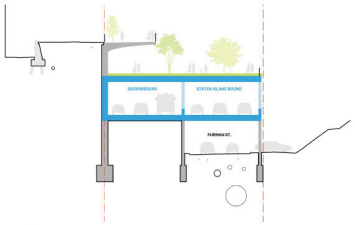


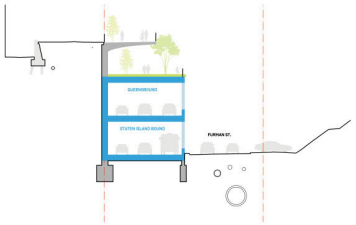


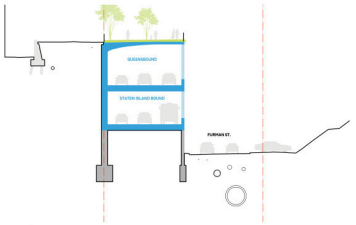
Replacement







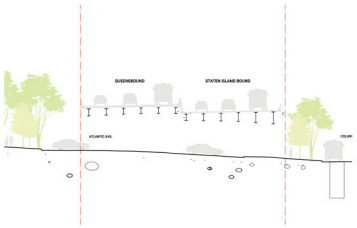




Cut & Cover | **Single Level At-Grade** | **Single Level Above Grade** | **Bi-Level At-Grade** | **Bi-Level Above Grade**

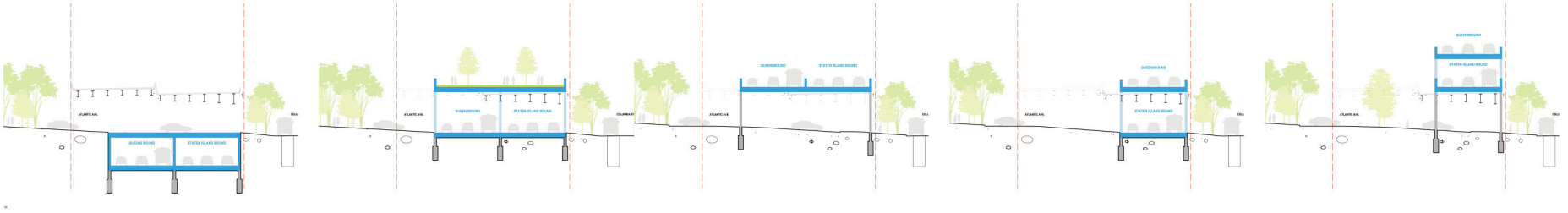
Section Matrix - Atlantic Ave

Existing

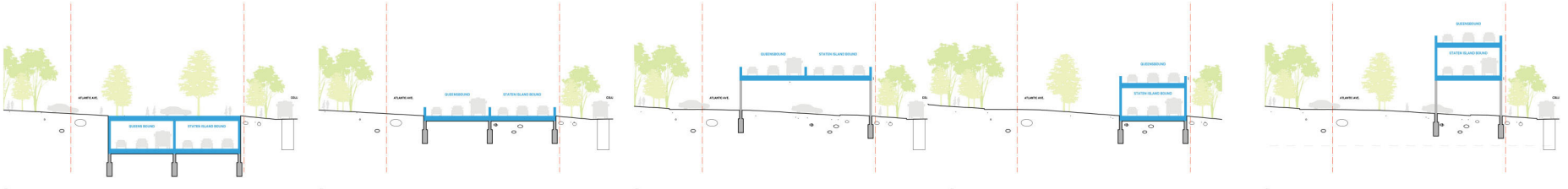


Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts

Partial Replacement



Full Replacement

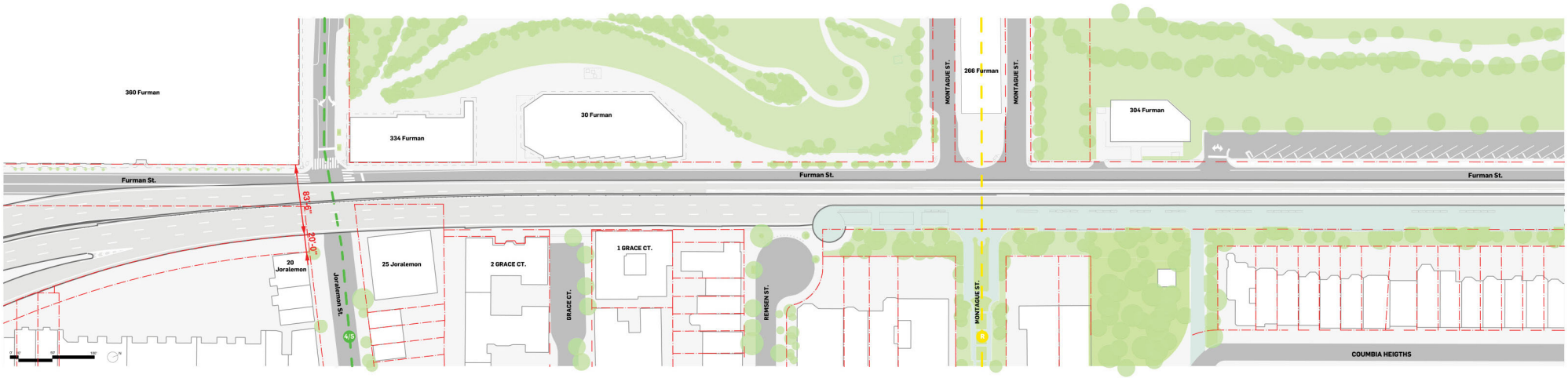


Cut & Cover | **Single Level At-Grade** | **Single Level Above Grade** | **Bi-Level At-Grade** | **Bi-Level Above Grade**

Joralemon Street
Pinch Point
Cut & Cover Studies

Joralemon Overall Plan - Existing

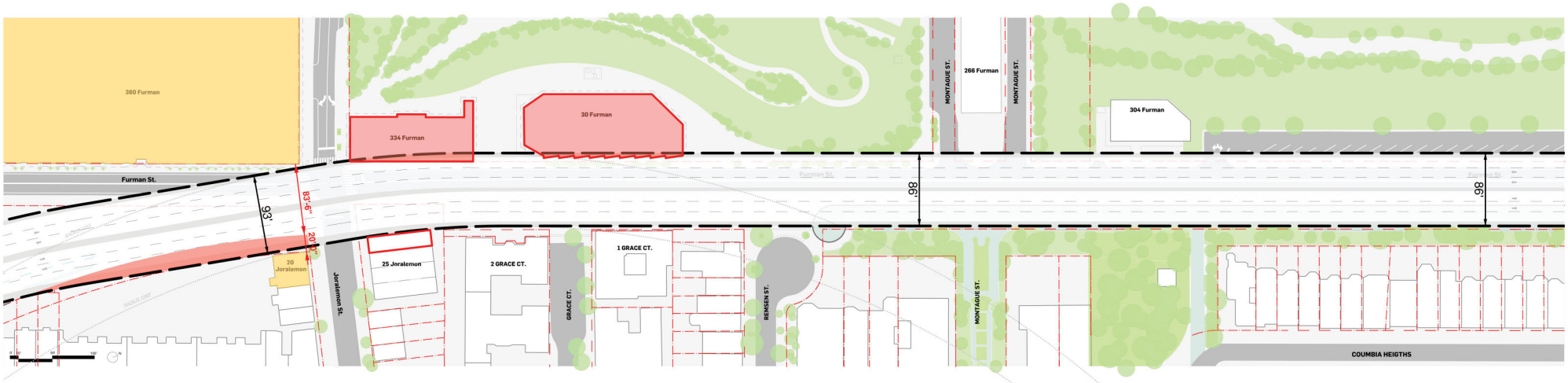
Moved slide to appendix to reduce presentation length, leave more time to discuss feasible concepts. This graphic is hard to read and is better clarified on other slides



Note: Extensive studies of the Joralemon Street pinch point were conducted during the design process. These studies considered the potential for a cut-and-cover alternative from Joralemon Street to Atlantic Avenue. In all of these options, the roadway encounters significant infrastructure challenges, including DEP and MTA facilities, as well as conflicts with existing buildings and private property. Roadways were studied in both a two-lane and a three-lane configuration and in a full and partial replacement scenario, accounting for structural depth, safety features, sightlines, and the provision of on-off ramps, where existing.

Joralemon Overall Plan - BQP Full Replacement

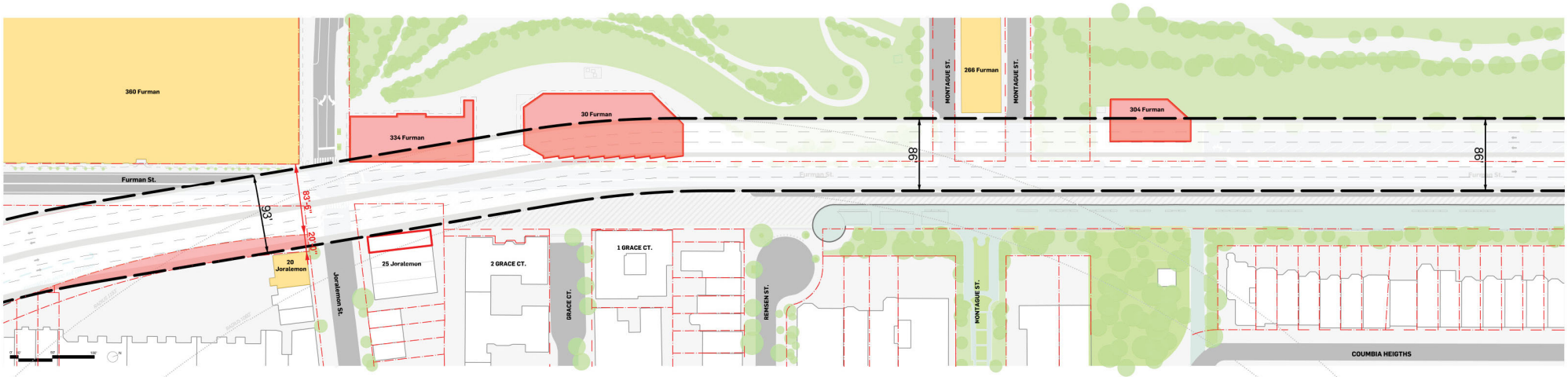
Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations are not feasible and have conflicts



Note: Extensive studies of the Joralemon Street pinch point were conducted during the design process. These studies considered the potential for a cut-and-cover alternative from Joralemon Street to Atlantic Avenue. In all of these options, the roadway encounters significant infrastructure challenges, including DEP and MTA facilities, as well as conflicts with existing buildings and private property. Roadways were studied in both a two-lane and a three-lane configuration and in a full and partial replacement scenario, accounting for structural depth, safety features, sightlines, and the provision of on-off ramps, where existing.

Joralemon Overall Plan - BQP Partial Replacement

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations not feasible and have conflicts



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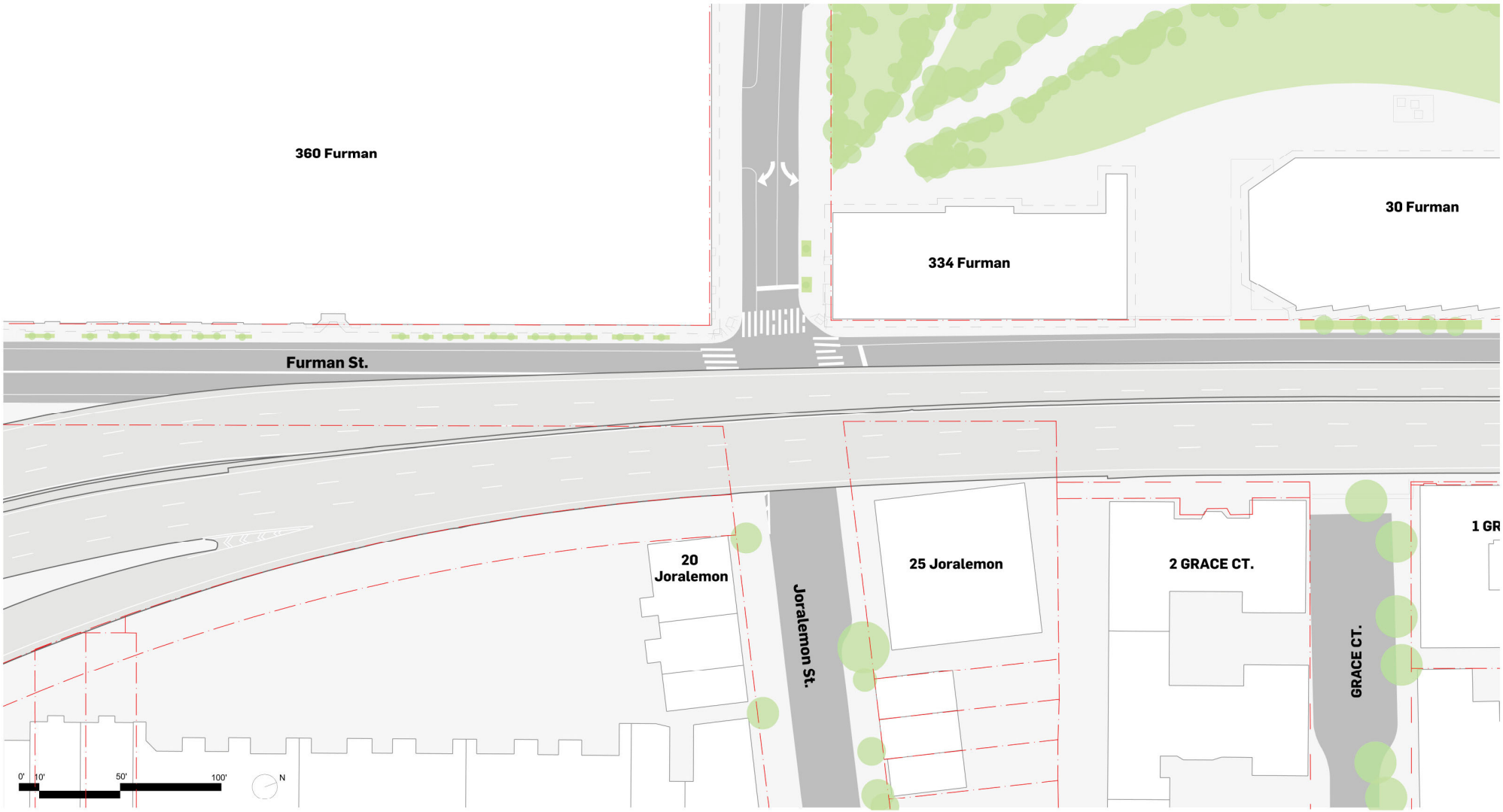
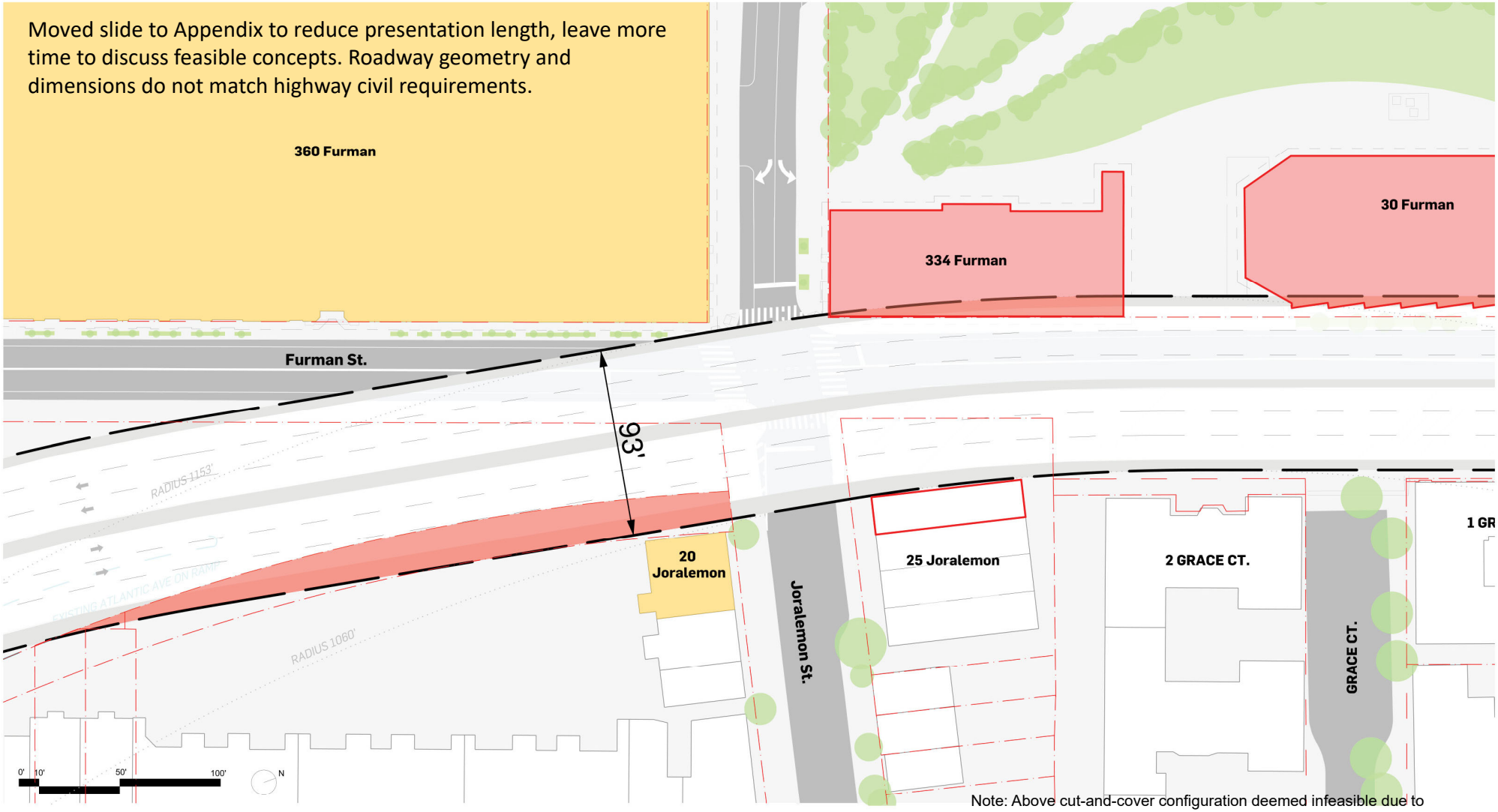
Joralemon Plan - Existing



Joralemon Plan - BQP Full Replacement

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry and dimensions do not match highway civil requirements.

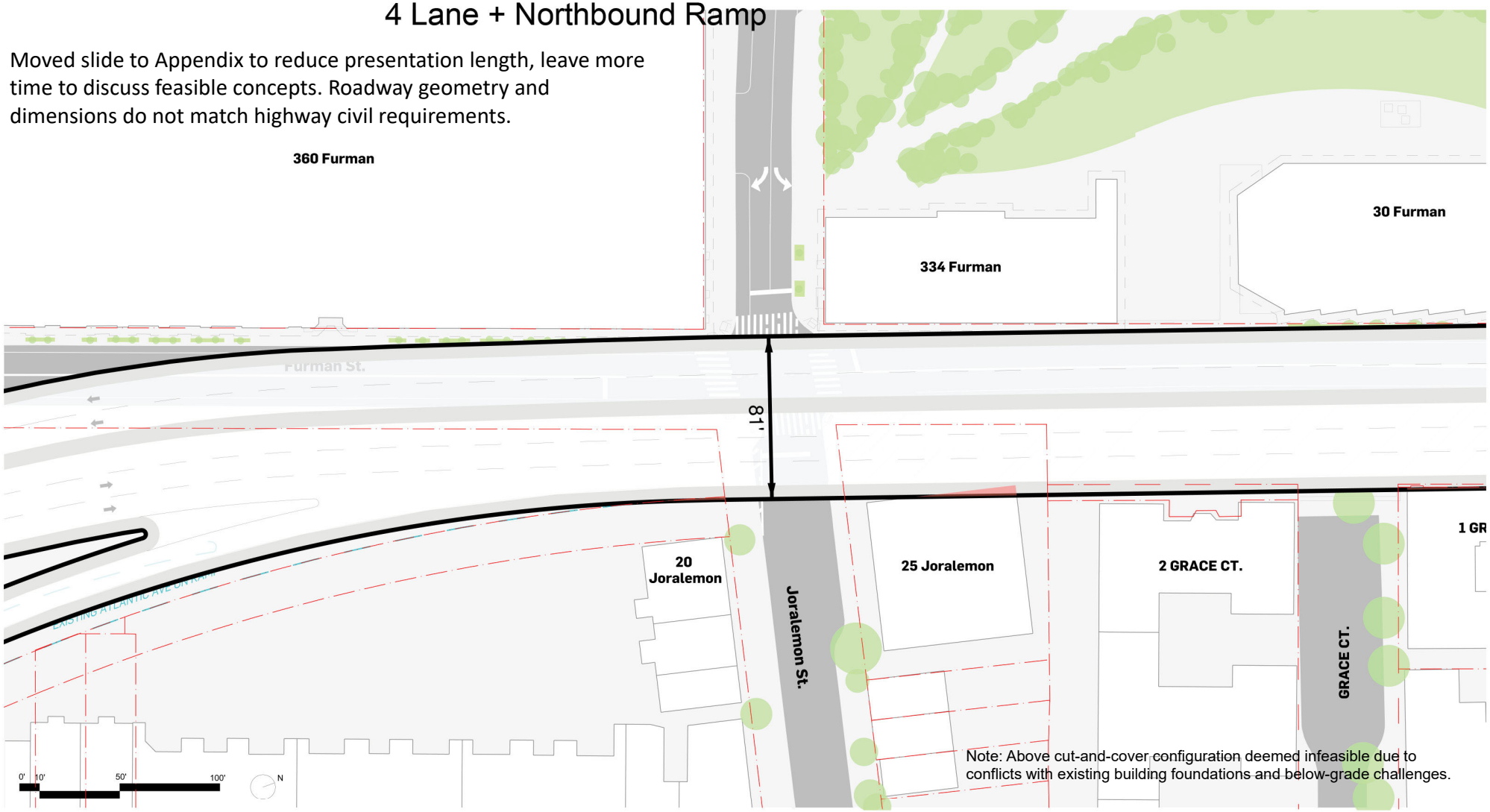


Note: Above cut-and-cover configuration deemed infeasible due to conflicts with private property, existing buildings, and below-grade challenges.

Joralemon Plan - BQP Full Replacement

4 Lane + Northbound Ramp

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry and dimensions do not match highway civil requirements.



Note: Above cut-and-cover configuration deemed infeasible due to conflicts with existing building foundations and below-grade challenges.

Joralemon Plan - BQP Full Replacement

4 Lane

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations not feasible to meet safety standards and have conflicts

Note: Above cut-and-cover configuration deemed infeasible due to inadequate merging configuration, conflicts with existing building foundations, and below-grade challenges.

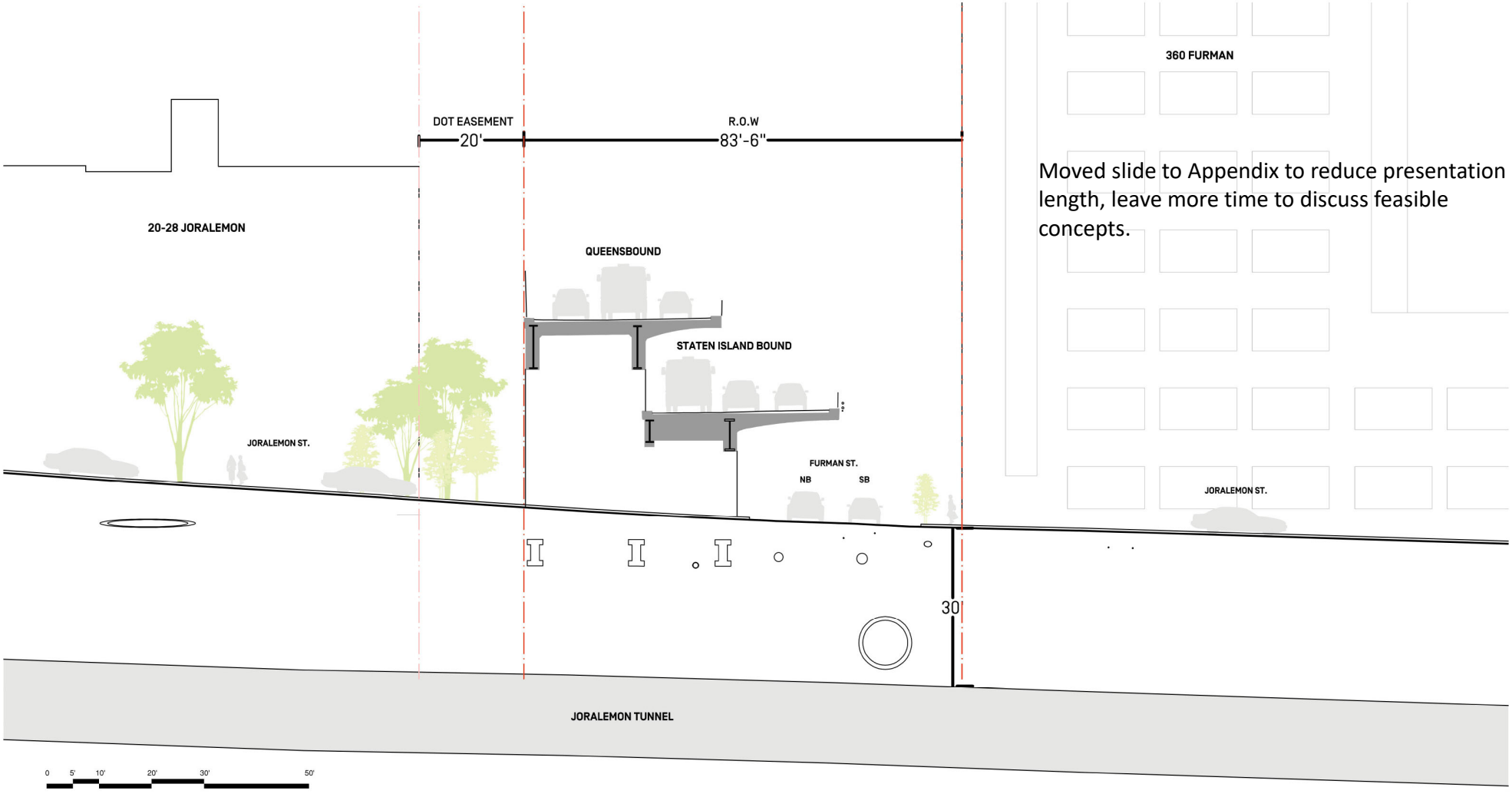
Joralemon Plan - BQP Full Replacement

6 Lane + Ramps

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway dimensions and have conflicts re: highway/civil safety standards

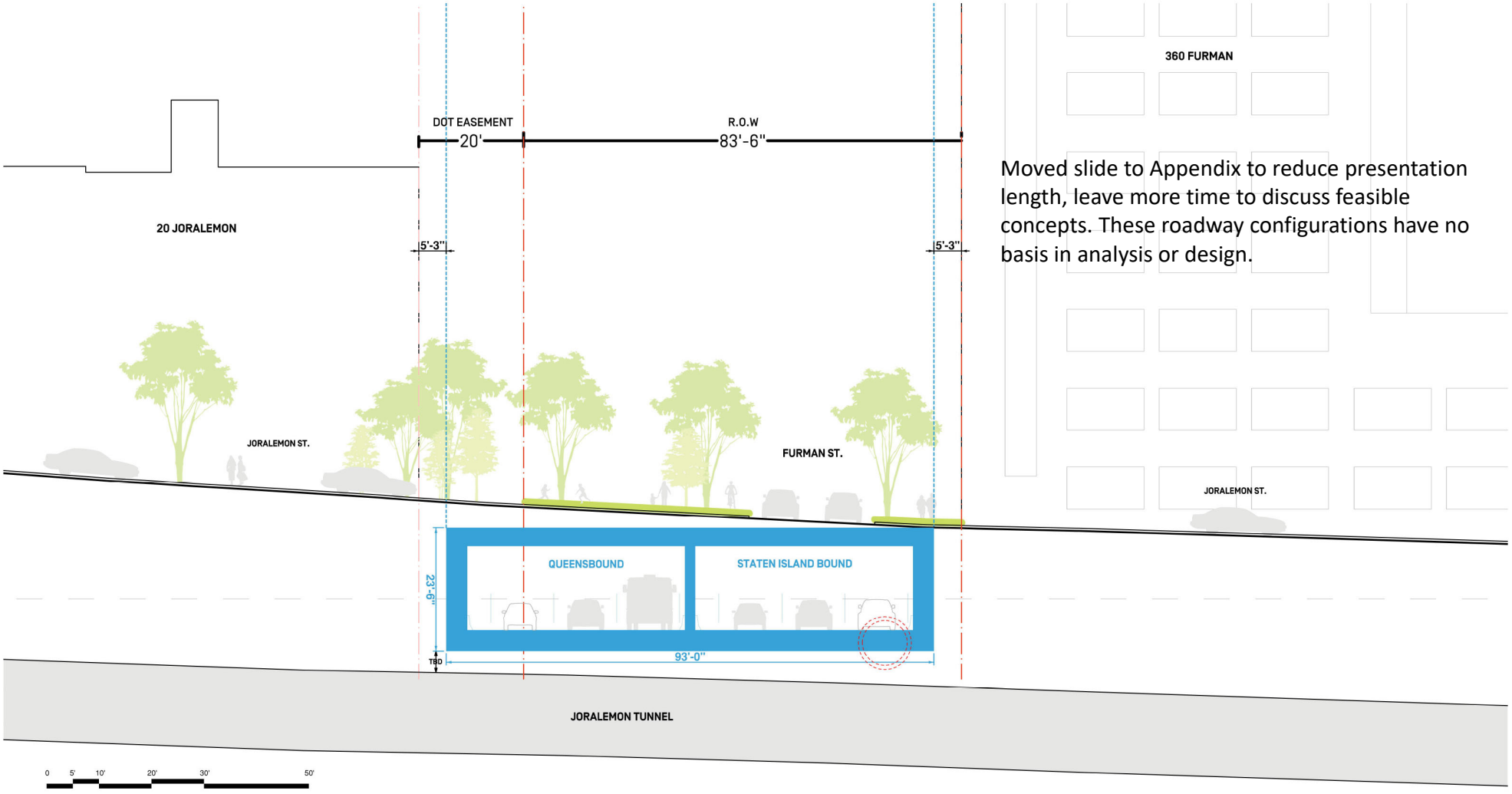
Note: Above cut-and-cover configuration deemed infeasible due to conflicts with existing buildings, private property, and below-grade challenges.

Joralemon Section - Existing



Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts.

Joralemon Section - 4 Lane



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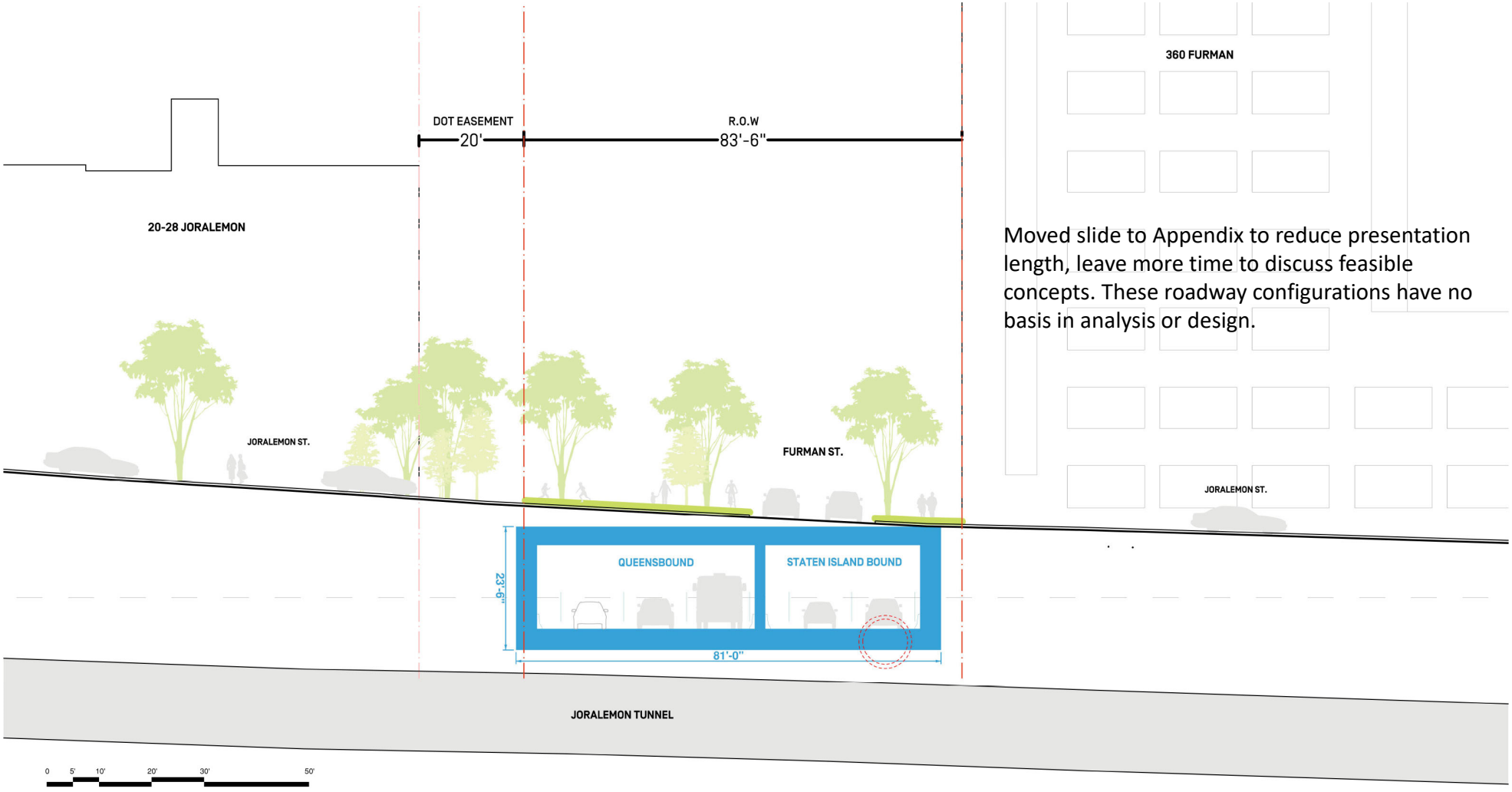
Note: Above cut-and-cover configuration deemed infeasible due to conflicts with private property, and below-grade challenges.

Joralemon Section - 4 Lane + Northbound Ramp



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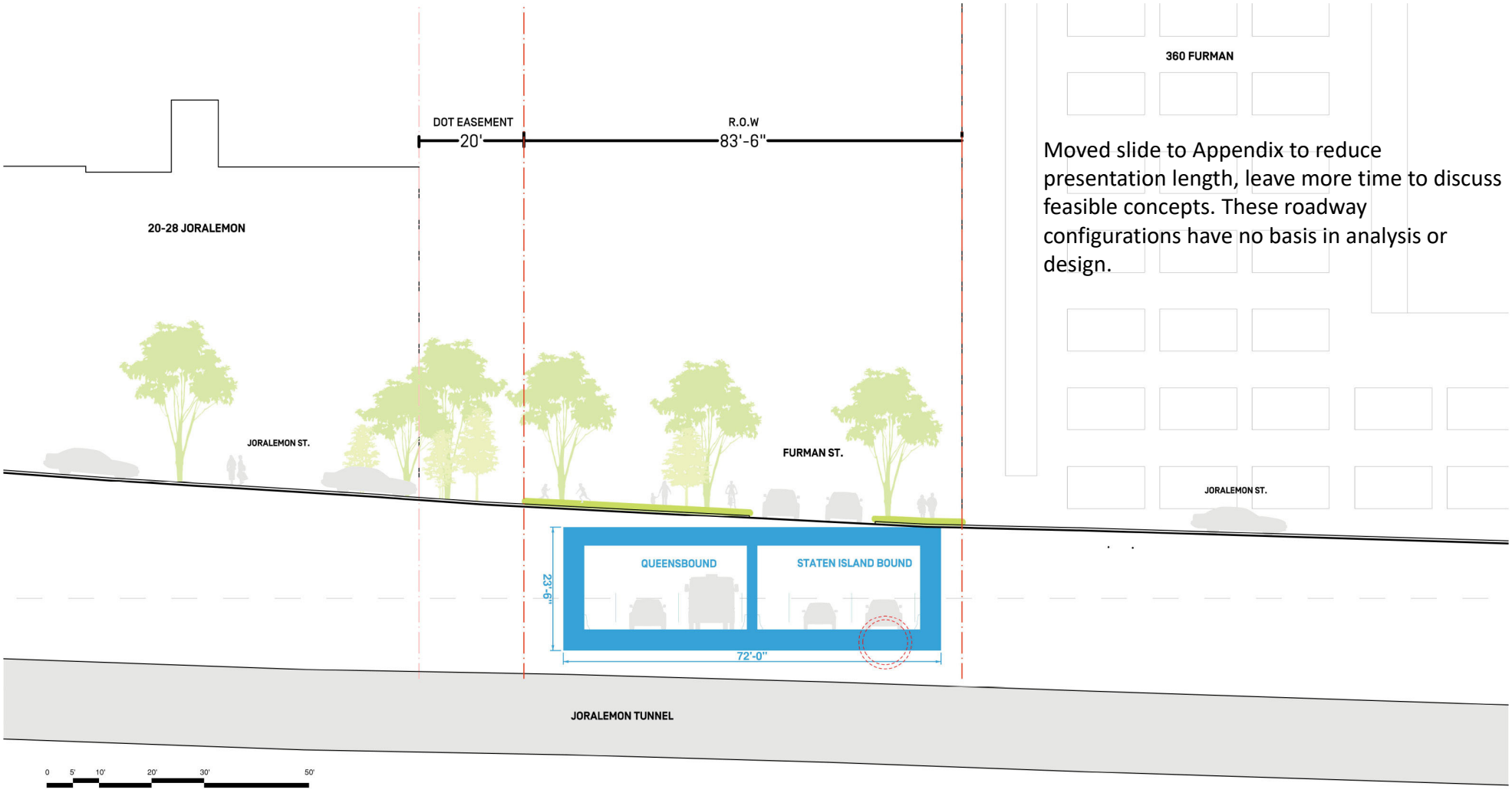
Joralemon Section - 4 Lane



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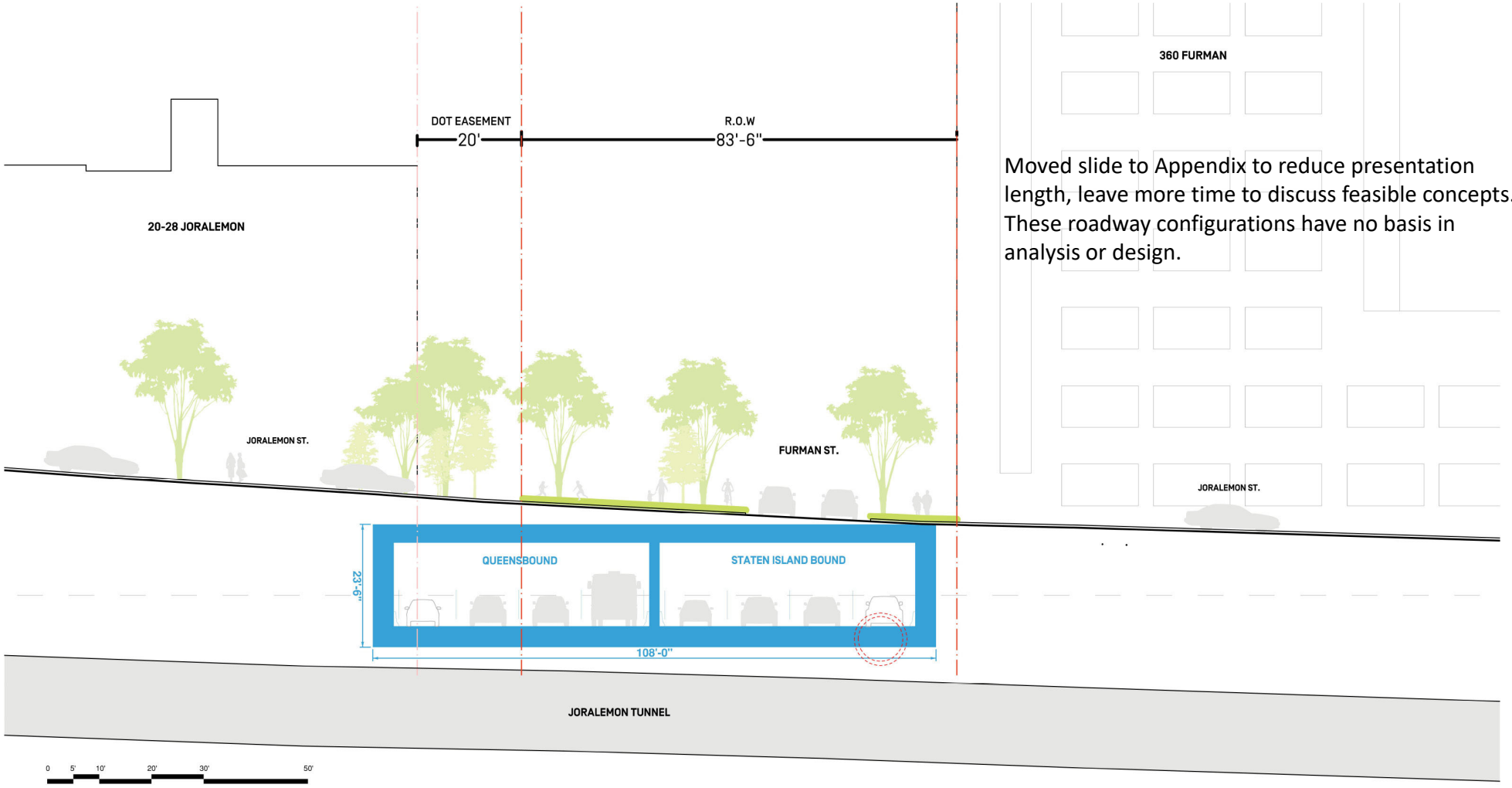
Joralemon Section - 6 Lane + Ramps



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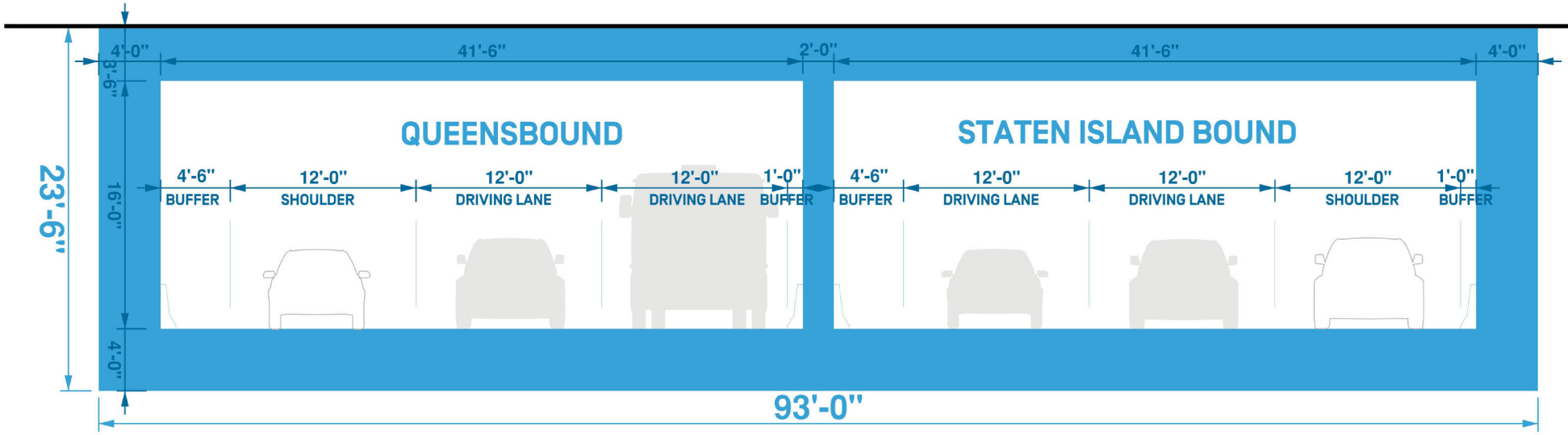
Note: Above cut-and-cover configuration deemed infeasible due to conflicts with existing buildings, private property, and below-grade challenges.

Roadway Section

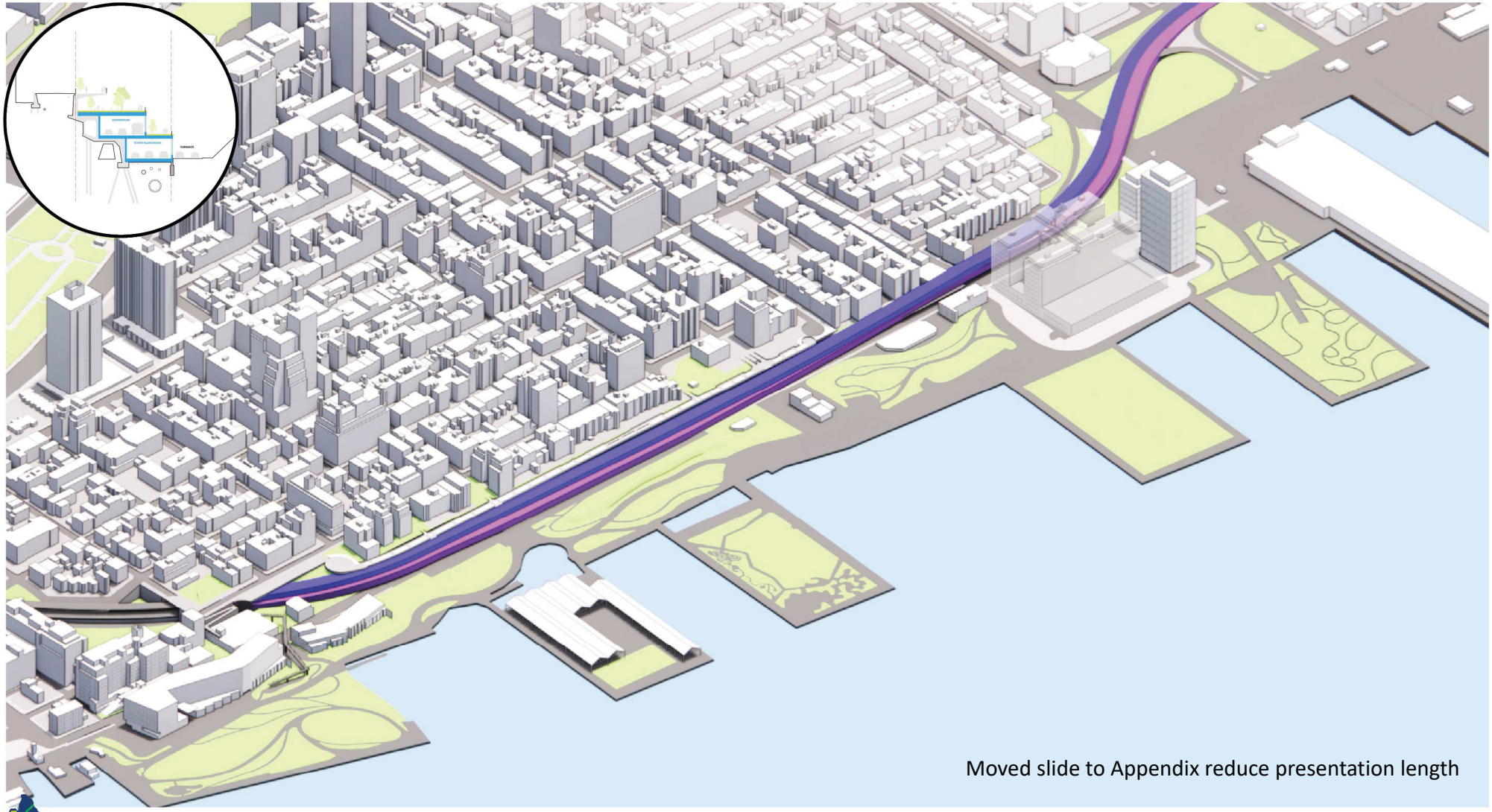
Below Street-Level Highway Geometry Assumptions

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. The roadway configuration and structural dimensions are inaccurate and do not represent actual analysis or design.



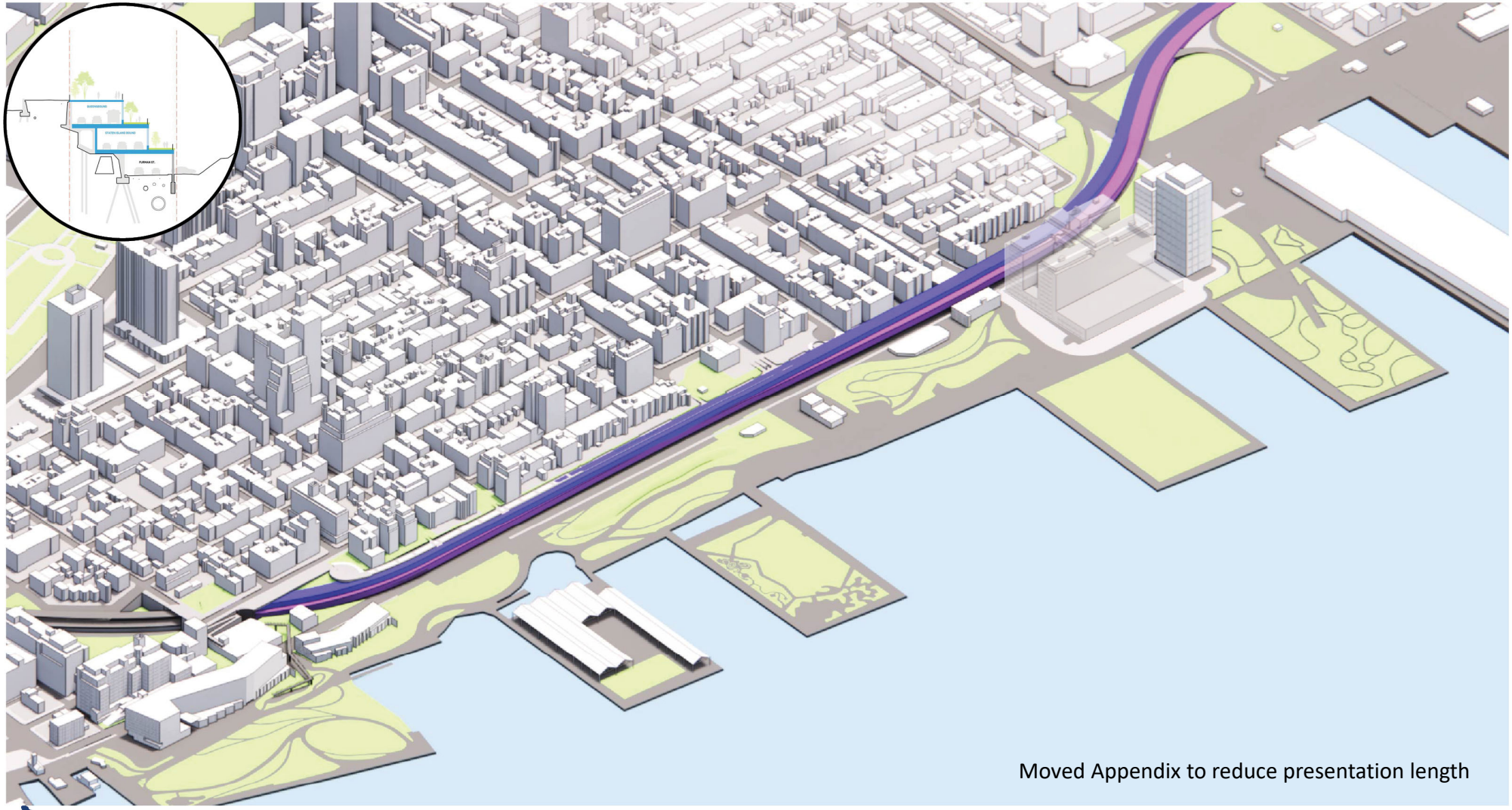
Triple Cantilever Roadway Studies

The Terraces | Partial Replacement



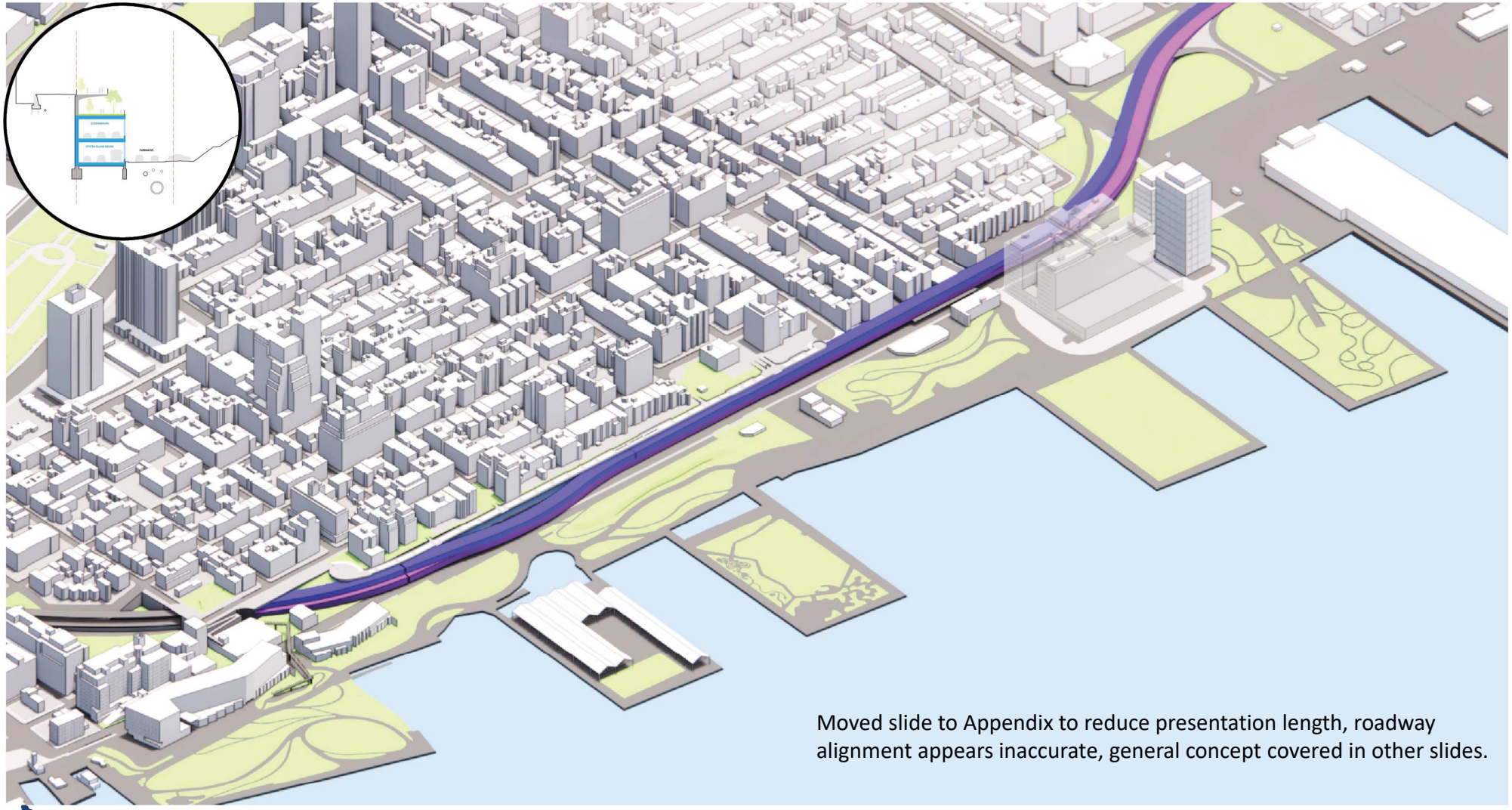
Moved slide to Appendix reduce presentation length

The Terraces | Partial Replacement



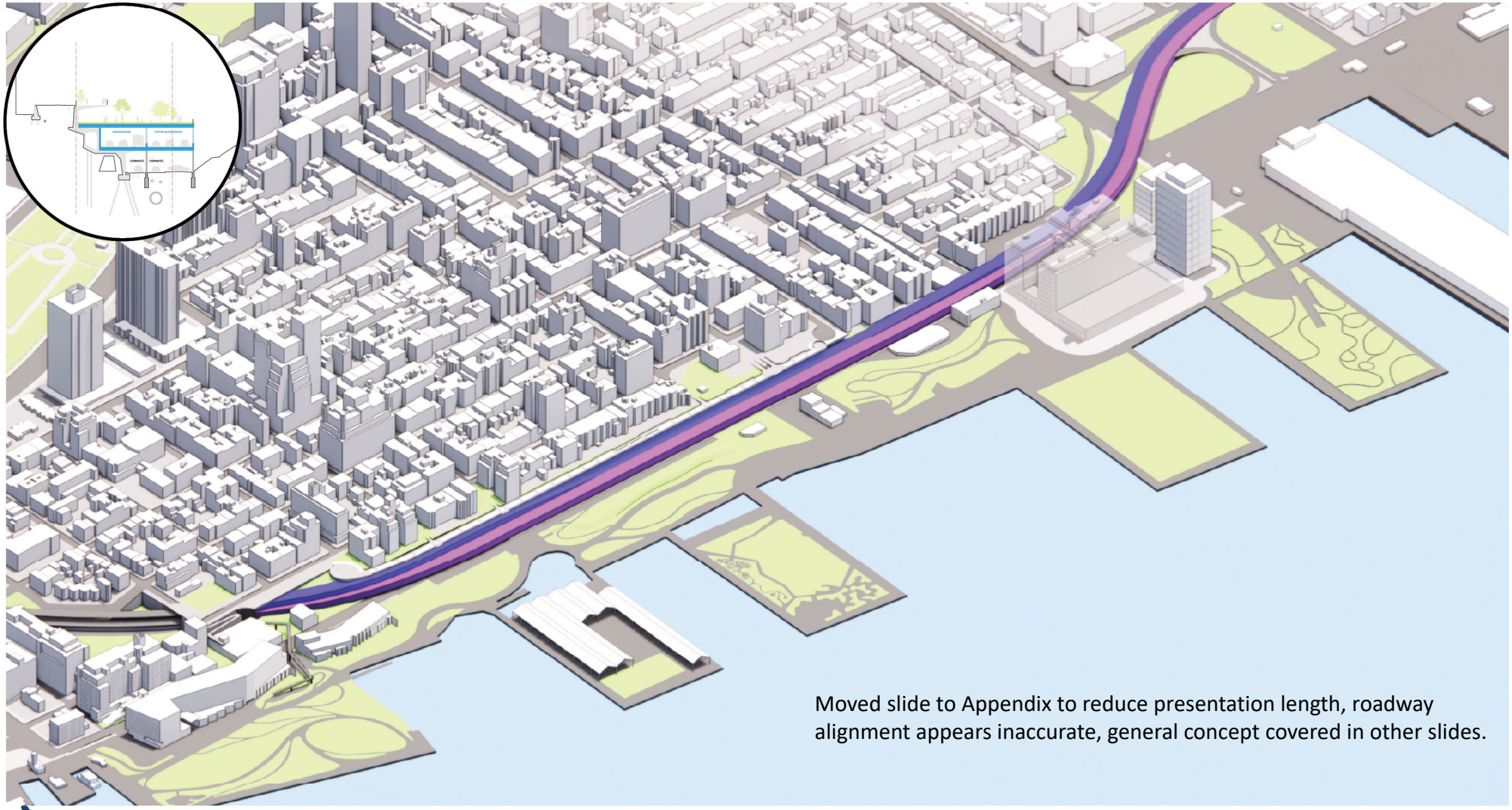
Moved Appendix to reduce presentation length

The Lookout | Full Replacement



Moved slide to Appendix to reduce presentation length, roadway alignment appears inaccurate, general concept covered in other slides.

The Stoop | Partial Replacement



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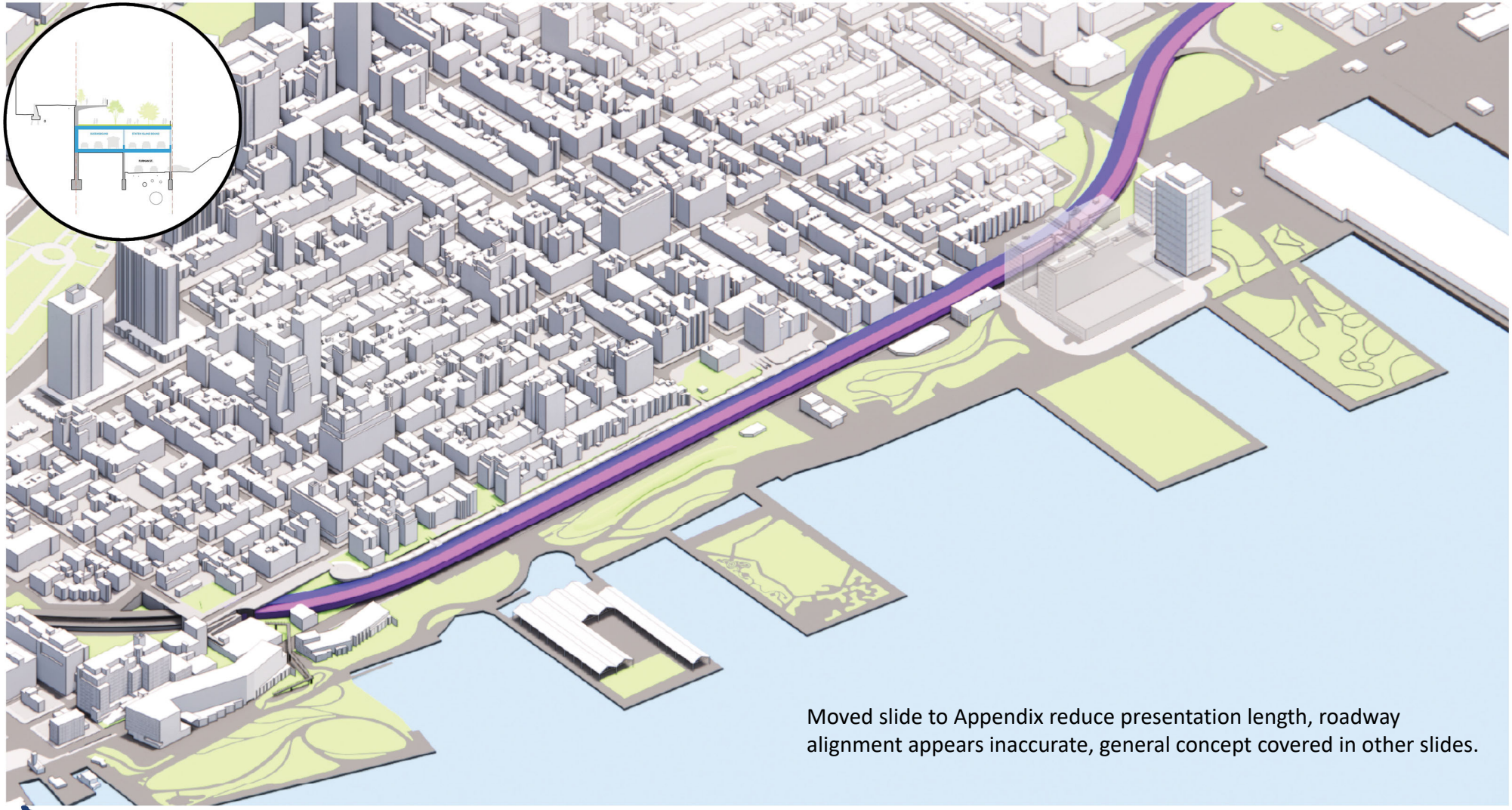
Single Level Above Grade Replacement



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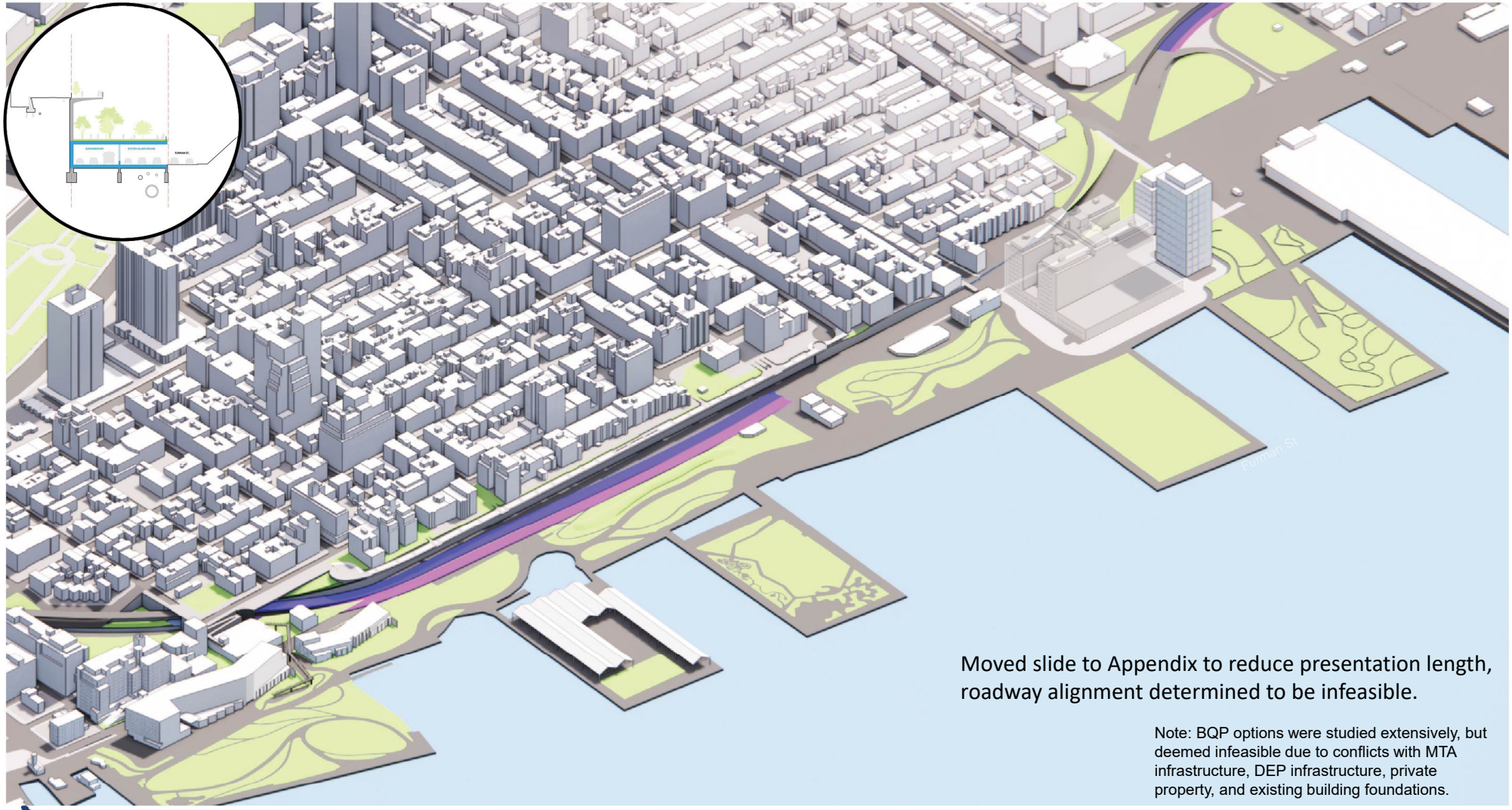
BQP | Full Replacement

Avoid

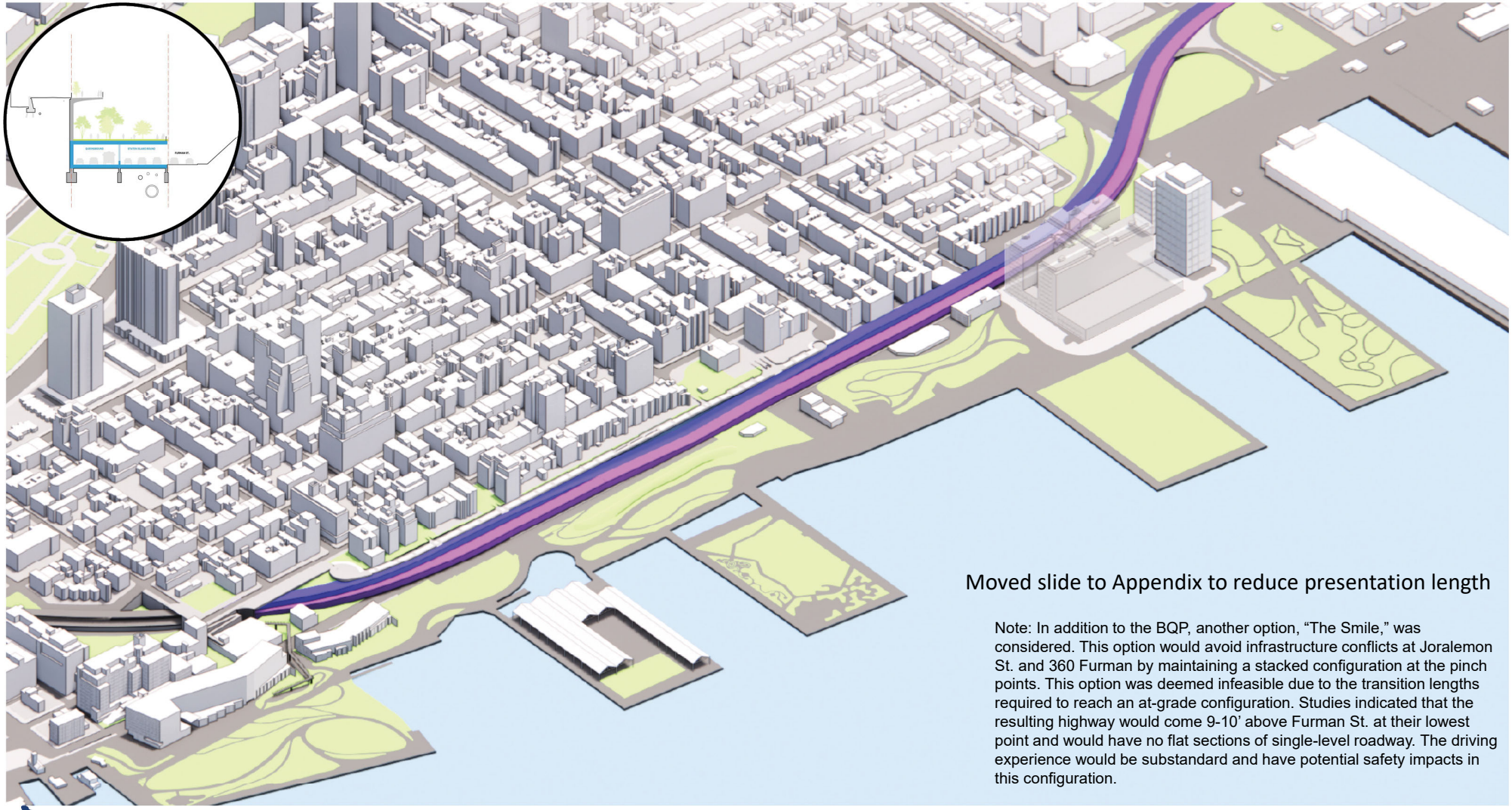


Moved slide to Appendix to reduce presentation length, roadway alignment determined to be infeasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

The Smile | Full Replacement

Avoid

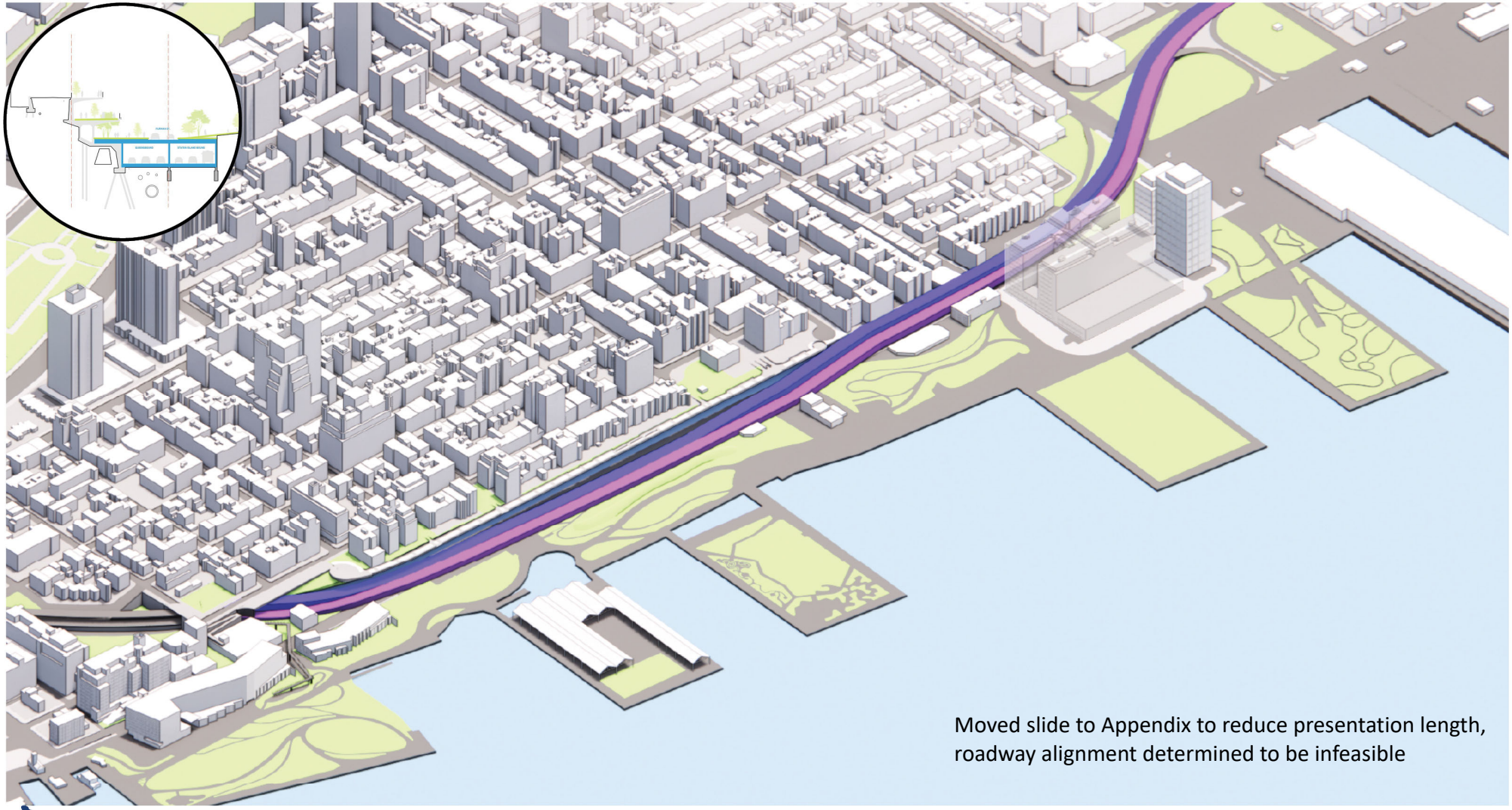


Moved slide to Appendix to reduce presentation length

Note: In addition to the BQP, another option, “The Smile,” was considered. This option would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. This option was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10’ above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.

Single Level At Grade Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length, roadway alignment determined to be infeasible

Preliminary Risk Register Matrix (November 2022)

Risk Register

(PRELIMINARY)

BQE: DESIGN GUIDELINES									
ISSUE DESCRIPTION			EVALUATION PARAMTERS						
ID	CATEGORY	DESCRIPTION	BUDGET	PROJECT LIMITS	GRANT TIMELINE	STRUCTURAL CONDITION TIMELINE	EIS TIMELINE	LITIGATION RISK	Direction to Consultants
	TA Facilities	Shifting TA Facilites	HIGH	MODERATE	HIGH	HIGH	HIGH	HIGH	Avoid conflicts, at Clark St work around existing fan plant, review
4	DEP INTERCEPTOR	Shift inceptor	LOW	MODERATE	LOW	LOW	MODERATE	MODERATE	Review potential only if DEP has work planned for this interceptor
5	IMPACT ON PUBLIC PROPERTY	Connections to the park could impact ROW.	LOW	MODERATE	MODERATE	LOW	MODERATE	HIGH	Consider for open space/connections
6	IMPACT ON PRIVATE PROPERTY	Changes to elevations or access provide to greater flexibility in design concepts	LOW	LOW	HIGH	HIGH	HIGH	HIGH	Avoid
7	BROOKLYN BRIDGE	Explore opportunities to improve at grade connections	LOW	LOW	LOW	LOW	LOW	LOW	Explore
8	MANHATTAN BRIDGE	Manhattan Bridge to BQE direct connection	LOW	LOW	MODERATE	LOW	MODERATE	MODERATE	Explore
9	BROOKLYN BRIDGE PARK	Direct connection from Promenade to BBP	LOW	LOW	MODERATE	MODERATE	MODERATE	MODERATE	Explore
10	ATLANTIC AVE. INTERCHANGE (as planned)	Update interchange to address saftey and operational changes	LOW	LOW	LOW	LOW	LOW	LOW	Explore
	ATLANTIC AVE. INTERCHANGE (if changed)	Option that changes roadway elevations significantly	MODERATE	HIGH	HIGH	MODERATE	HIGH	MODERATE	Avoid
11	2 Lane configuration	Structural width based on 2 lane configurations	LOW	HIGH	HIGH	MODERATE	HIGH	HIGH	Develop based on 3 lanes, 50' per anticipated FHWA regs, could be less at pinch points
12	Replacing or Maintaining Retaining Wall	Replacing wall allows more flexibility	LOW	LOW	LOW	LOW	LOW	HIGH	Explore
13	Covered Roadway Considerations	300' of less over covered sections	LOW	LOW	LOW	LOW	LOW	LOW	Explore and determine > 300' length of coverage without tunnel triggers
14	Covered Roadway Considerations	Longer covered sections that would cause tunnel type conditions	HIGH	MODERATE	MODERATE	MODERATE	HIGH	MODERATE	Avoid
15	Promenade Configuration & Maintaining the View Shed	View shed is defined in current zoning. Promenade modification	LOW	LOW	LOW	LOW	LOW	HIGH	Explore

Avoid MTA Conflicts

Explore DEP Conflict

Open Space connections to BBP (but not roadway)

No elevation change at Atlantic

3 Lanes (not 2) at 40-50'

Limit covers to 800'

Consider beyond scenic view corridor

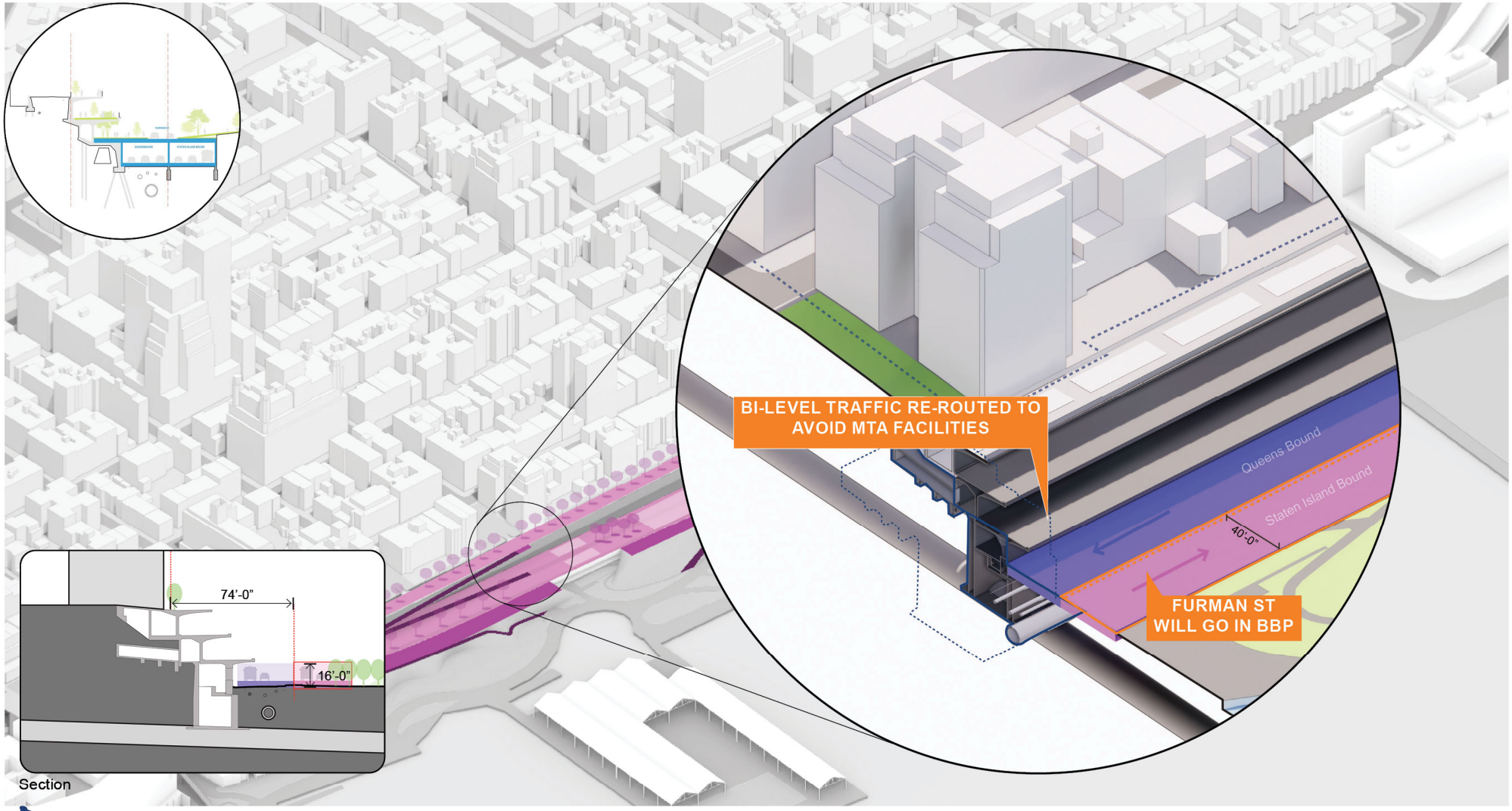
Note: During the design process, in October and November 2022, NYC DOT evaluated an overall “risk register” to determine which types of conflicts and considerations might have significant implications that would negatively impact the overall timeline of the project. Risks were determined as High, Medium, or Low. This process resulted in a set of general design guidelines provided to the design and engineering team.

Guidelines provided a framework for design and engineering. Nonetheless, roadway configurations that went beyond the risk register recommendations were studied extensively and explored by NYC DOT throughout the design process and will be appropriately reviewed during environmental approval process.

Constraints Study
Zoom-in

BQP| Full Replacement

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations have no basis in analysis or design.



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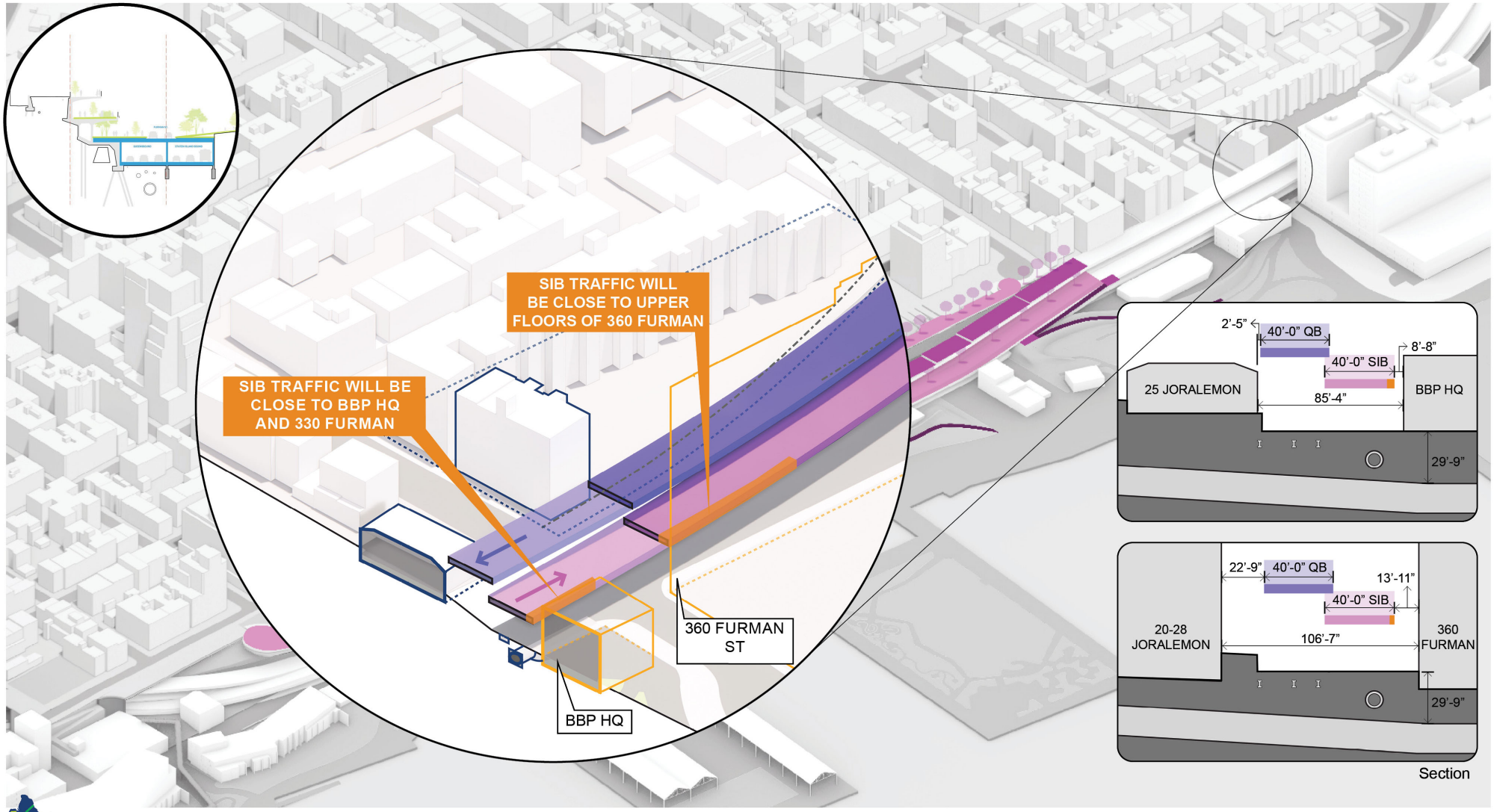
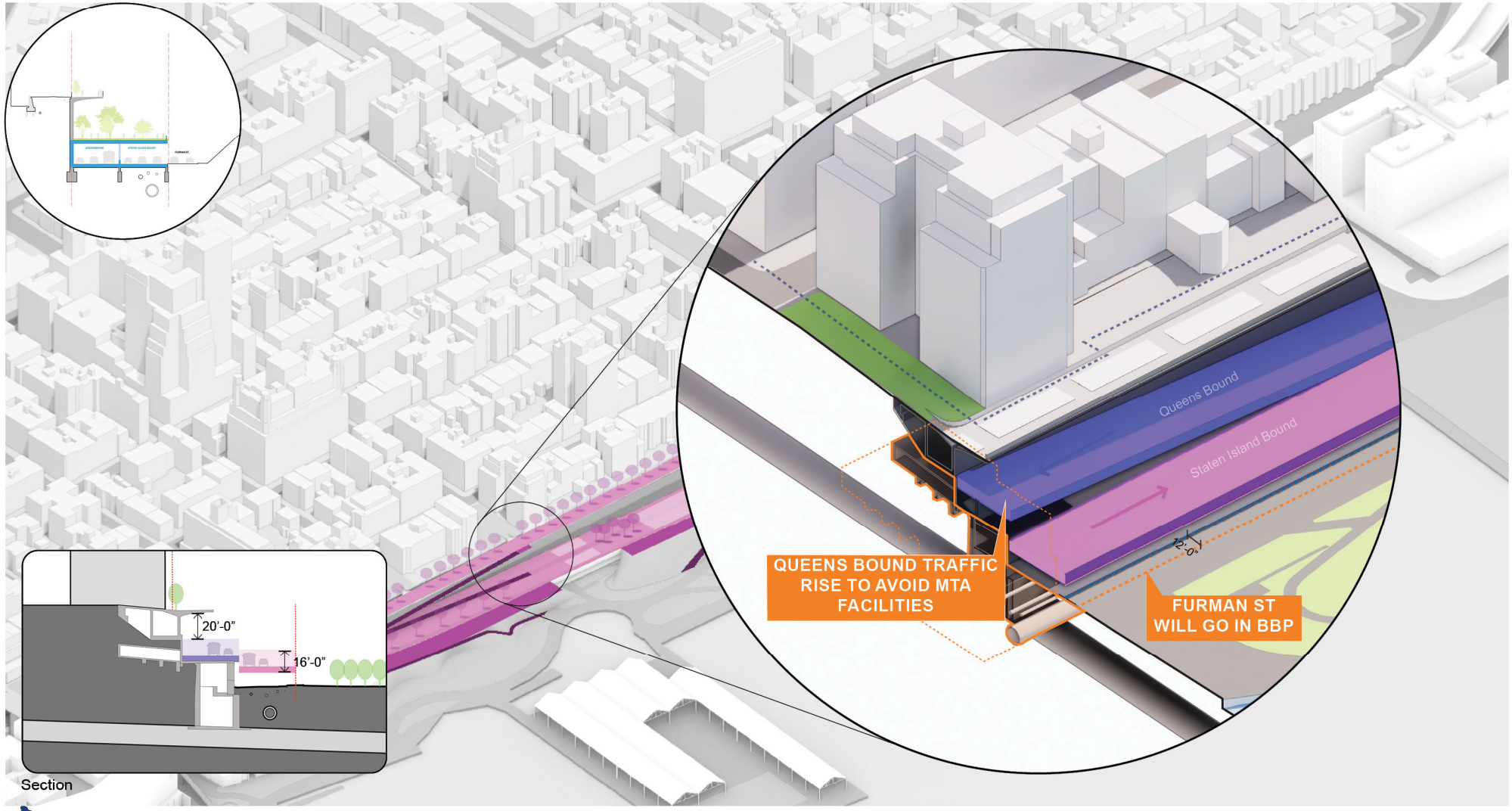


The Smile | Full Replacement

Moved slide to Appendix to reduce presentation length.
Roadway geometry in this configuration not feasible.



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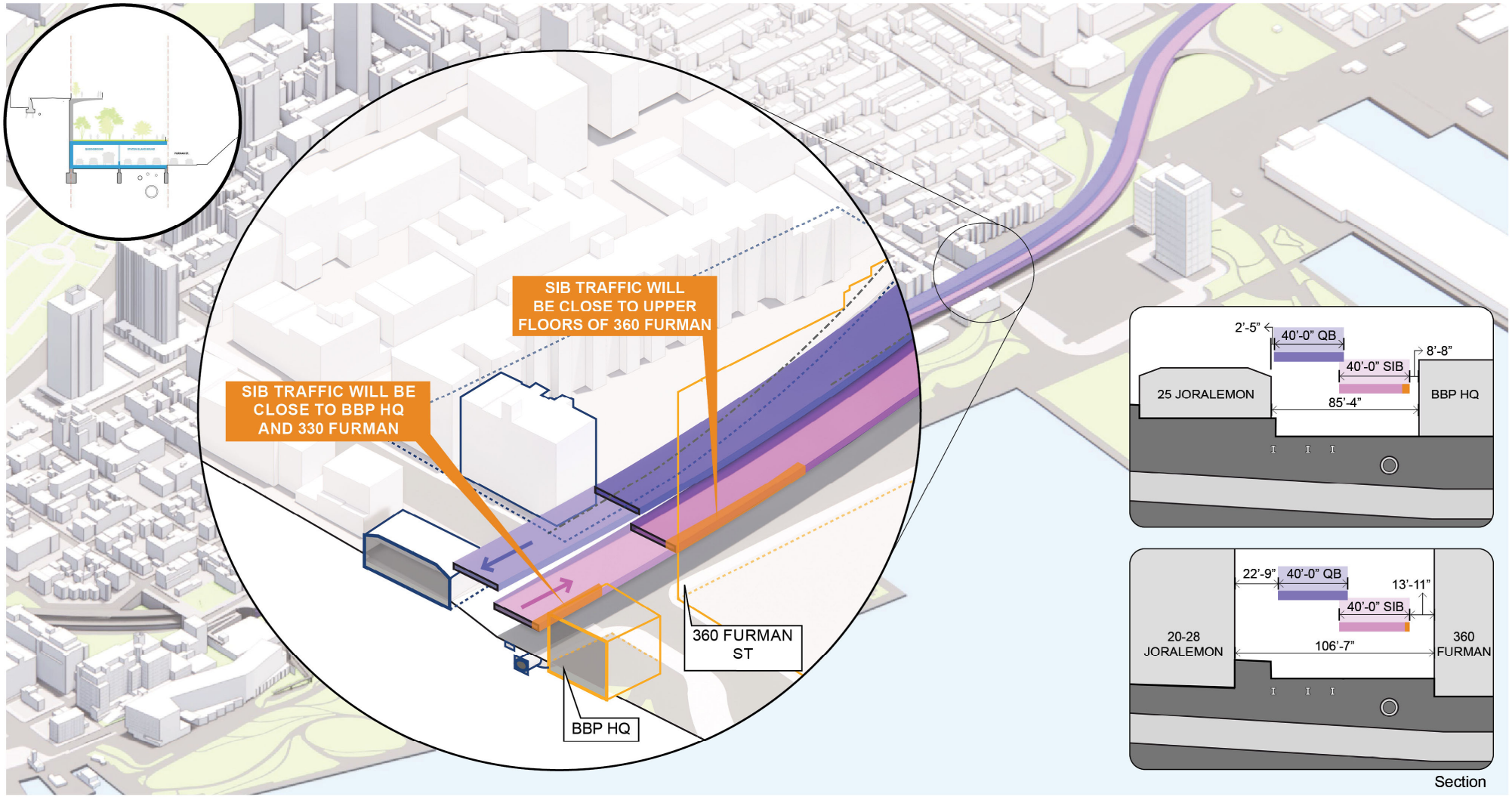

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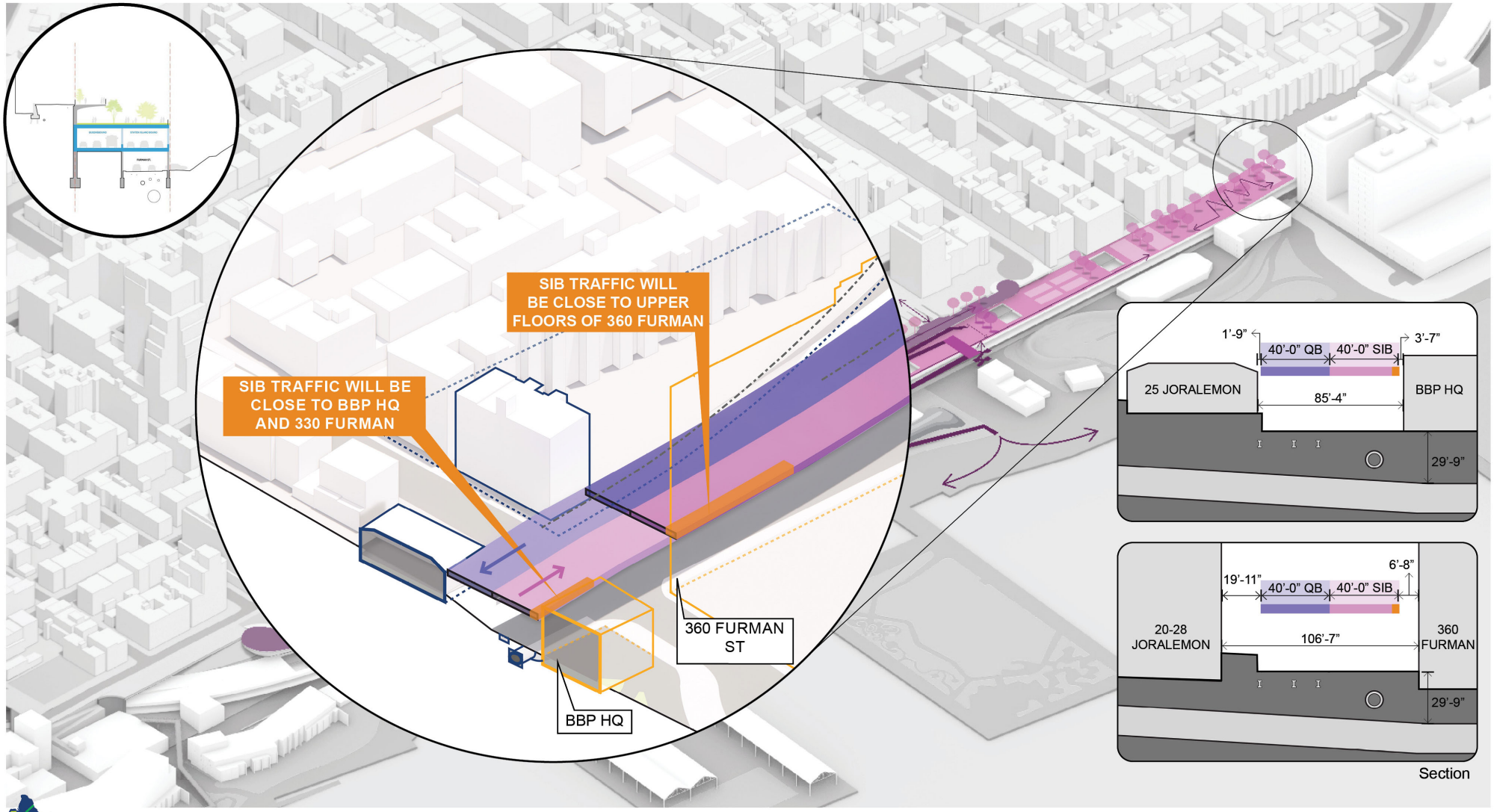
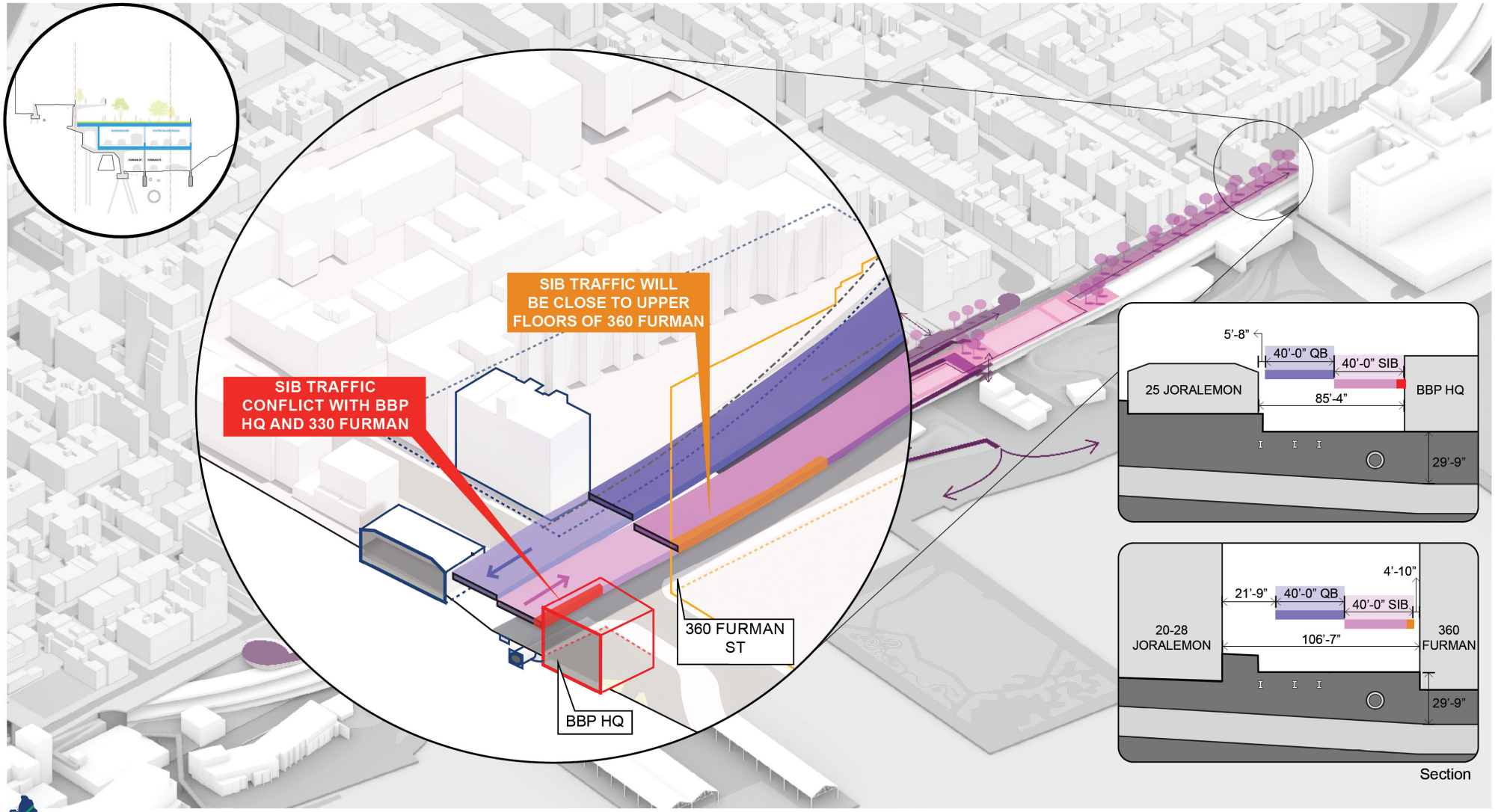


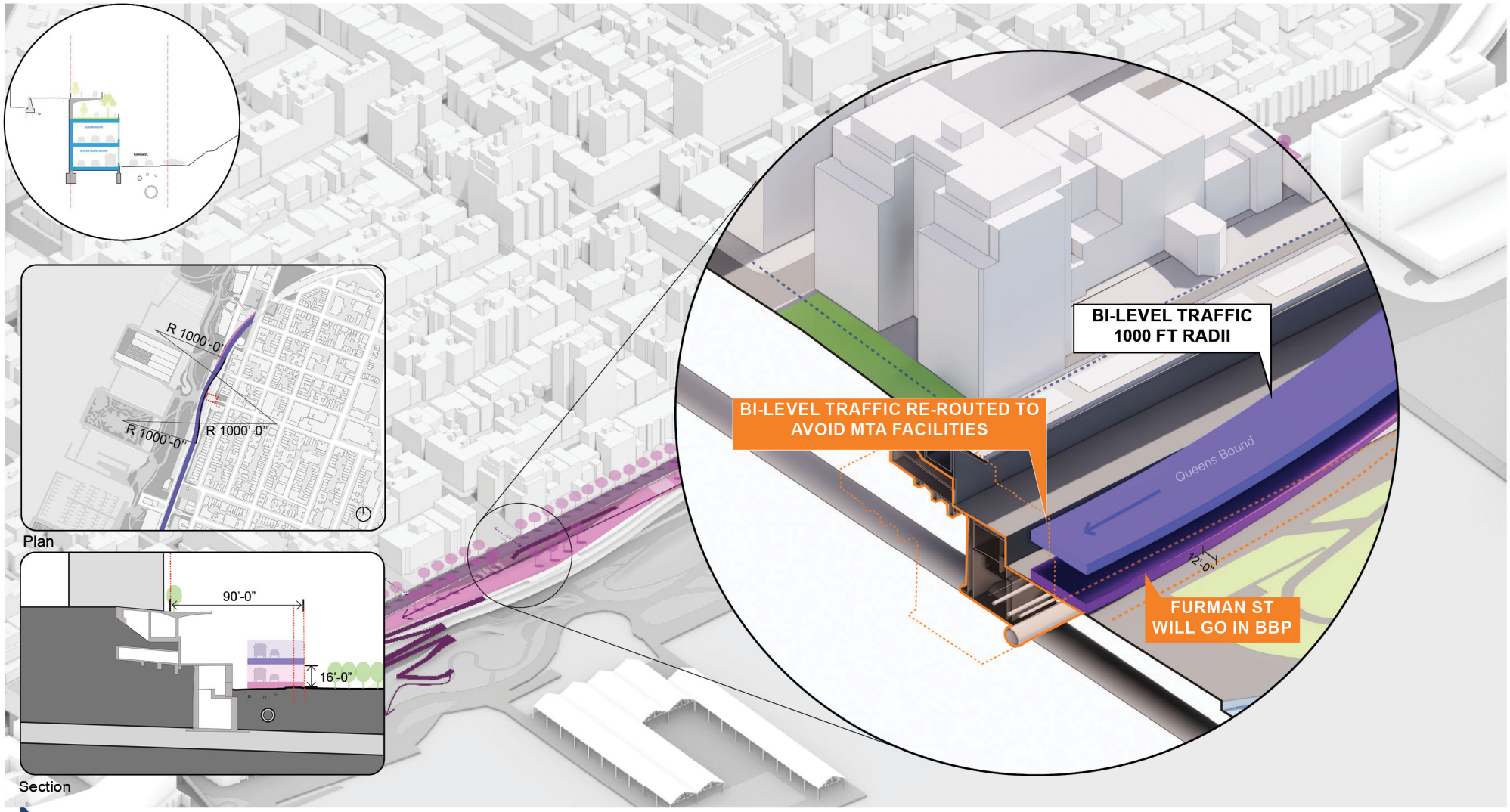
The Stoop | Partial Replacement

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible in this section.



The Lookout | Full Replacement

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



Interim Condition

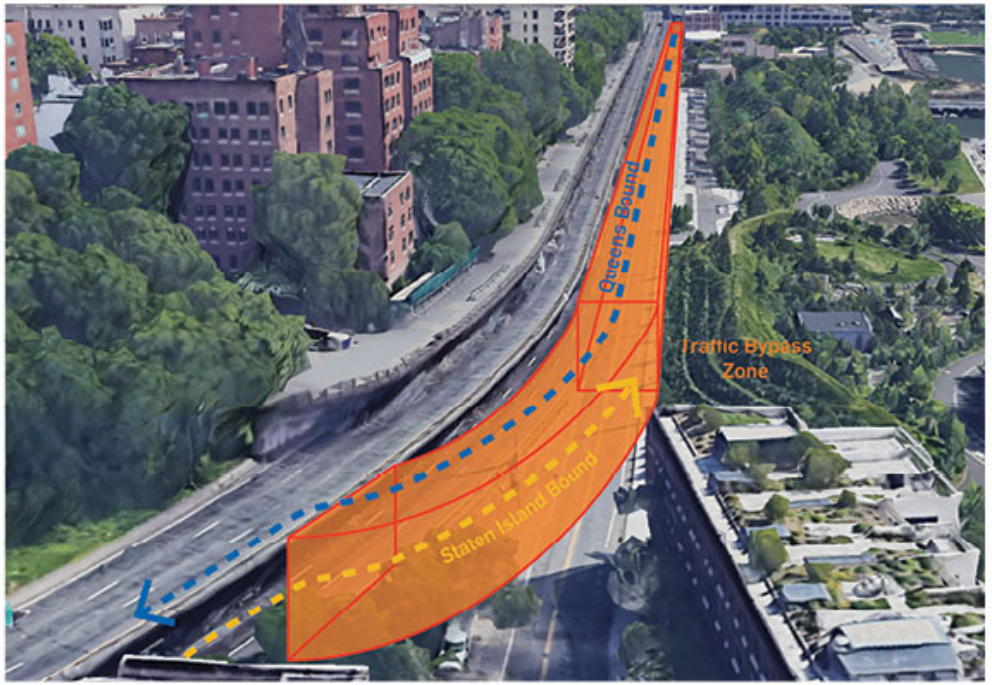
Construction Process
Bypass or Diversion

Note: Construction phasing and staging alternatives were not studied during the concept development in preparation for NYC DOT's December 2022 workshop. Construction phasing and staging, including potential trade-offs related to bypass structures or diversions, will be evaluated in greater depth and shared with the public in future workshops. Graphic below based on older studies, not directly relevant to current discussion.

Option 1: Continuous Traffic Diversions

This option requires ongoing overnight closures and several weekend shutdowns. Wherever a temporary bypass is not used, overnight and weekend diversions will increase. Different areas of the triple cantilever can use different options.

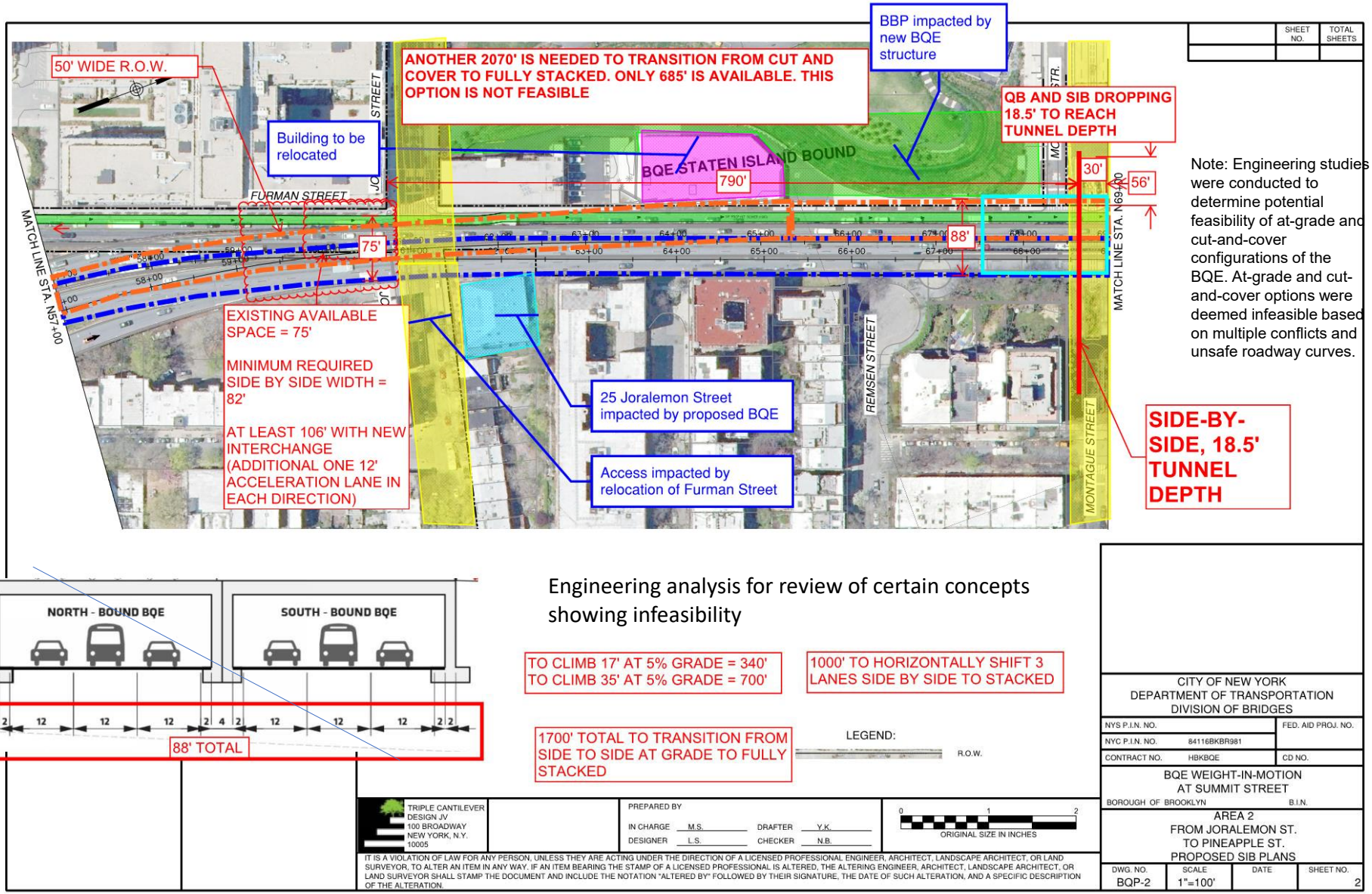
Option 2: Bypass



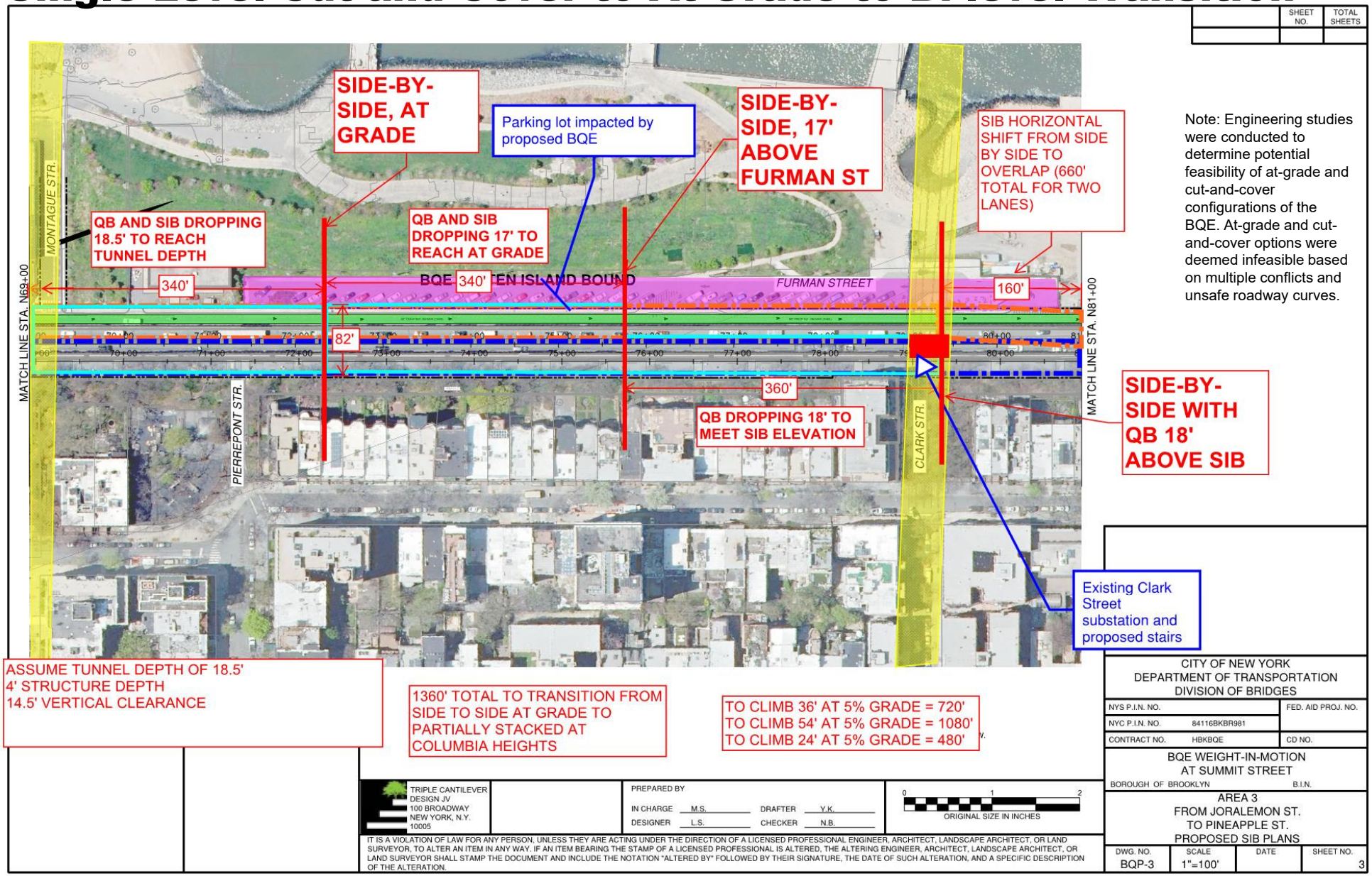
This option requires building a temporary structure that reroutes traffic off the BQE to allow the BQE to be under construction. Any bypass would take around one year to build and be in service for two to three years, with less time for shorter segments.

Engineering Analysis

Single Level Cut and Cover to At-Grade to Bi-level Transition

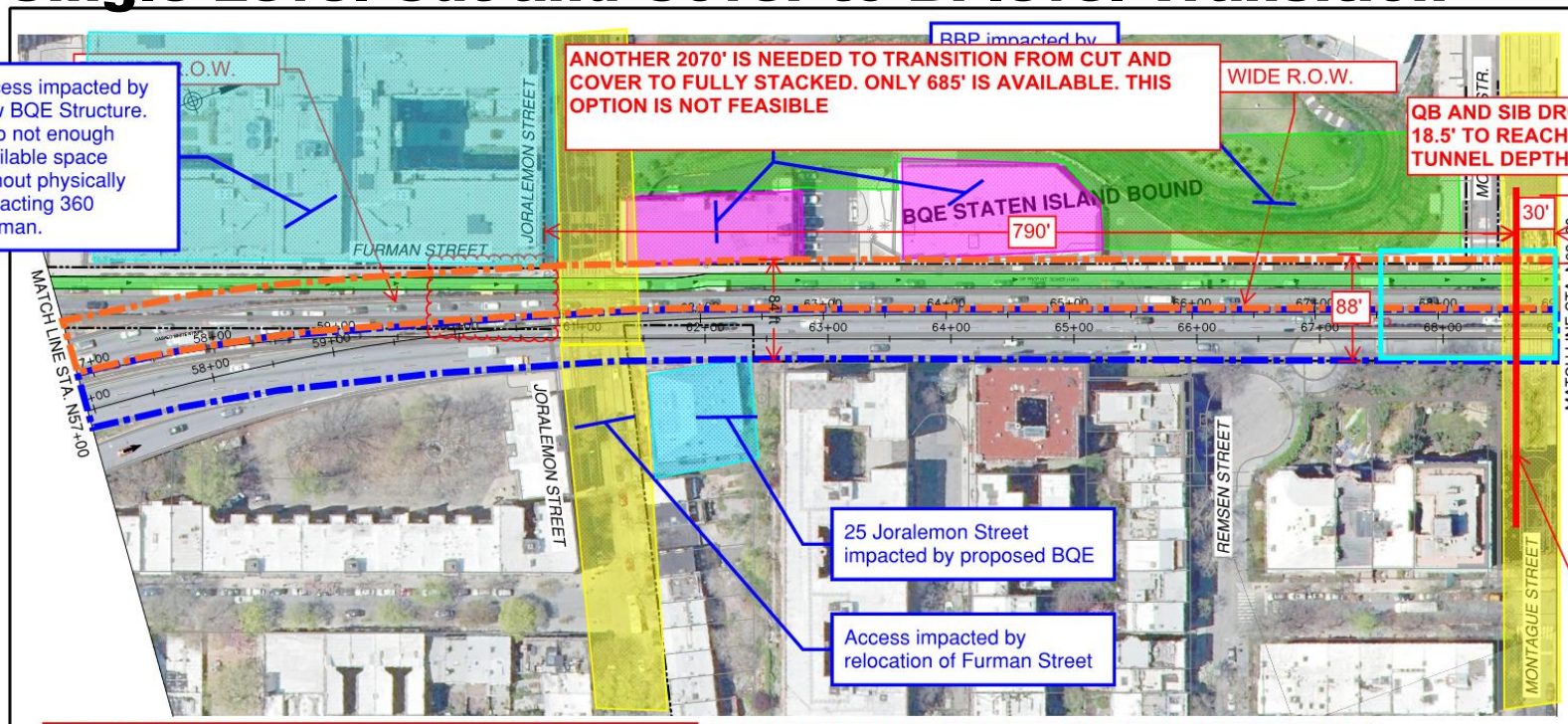


Single Level Cut and Cover to At-Grade to Bi-level Transition



Note: Engineering studies were conducted to determine potential feasibility of at-grade and cut-and-cover configurations of the BQE. At-grade and cut-and-cover options were deemed infeasible based on multiple conflicts and unsafe roadway curves.

Single Level Cut and Cover to Bi-level Transition



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ASSUME 84' TUNNEL WIDTH (THREE 12' LANES IN EACH DIRECTION, WITH 4' MEDIAN WALL WIDTH AND 4' OUTER WALL WIDTHS)
(2*12*3) + (4*3) = 84'

ASSUME ROADWAY IS 18.5' BELOW GROUND (4' TOP SLAB WIDTH AND 14.5' VERTICAL CLAEARANCE)

ASSUME TUNNEL DEPTH OF 18.5'
4' STRUCTURE DEPTH
14.5' VERTICAL CLEARANCE

SIB ROADWAY MUST CLIMB AROUND 36' TO REACH EXISTING ELEVATION AT COLUMBIA HEIGHTS (18.5' TUNNEL DEPTH AND AND ANOTHER ~17' FOR EXISTING WALL HEIGHT)
QB MUST CLIMB ANOTHER 18' TO CLEAR SIB ROADWAY (14.5' VERTICAL CLEARANCE AND 3.5' STRUCTURE DEPTH)
SO QB MUST CLIMB A TOTAL OF 54'

TO CLIMB 36' AT 5% GRADE = 720'
TO CLIMB 54' AT 5% GRADE = 1080'

LEGEND:
R.O.W.

SHEET NO.	TOTAL SHEETS

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

NYS P.I.N. NO.	FED. AID PROJ. NO.
NYC P.I.N. NO. 84116BKBR981	
CONTRACT NO. HBKBQE	CD NO.

BQE WEIGHT-IN-MOTION AT SUMMIT STREET
BOROUGH OF BROOKLYN B.I.N.

AREA 2
FROM JORALEMON ST.
TO PINEAPPLE ST.
PROPOSED SIB PLANS

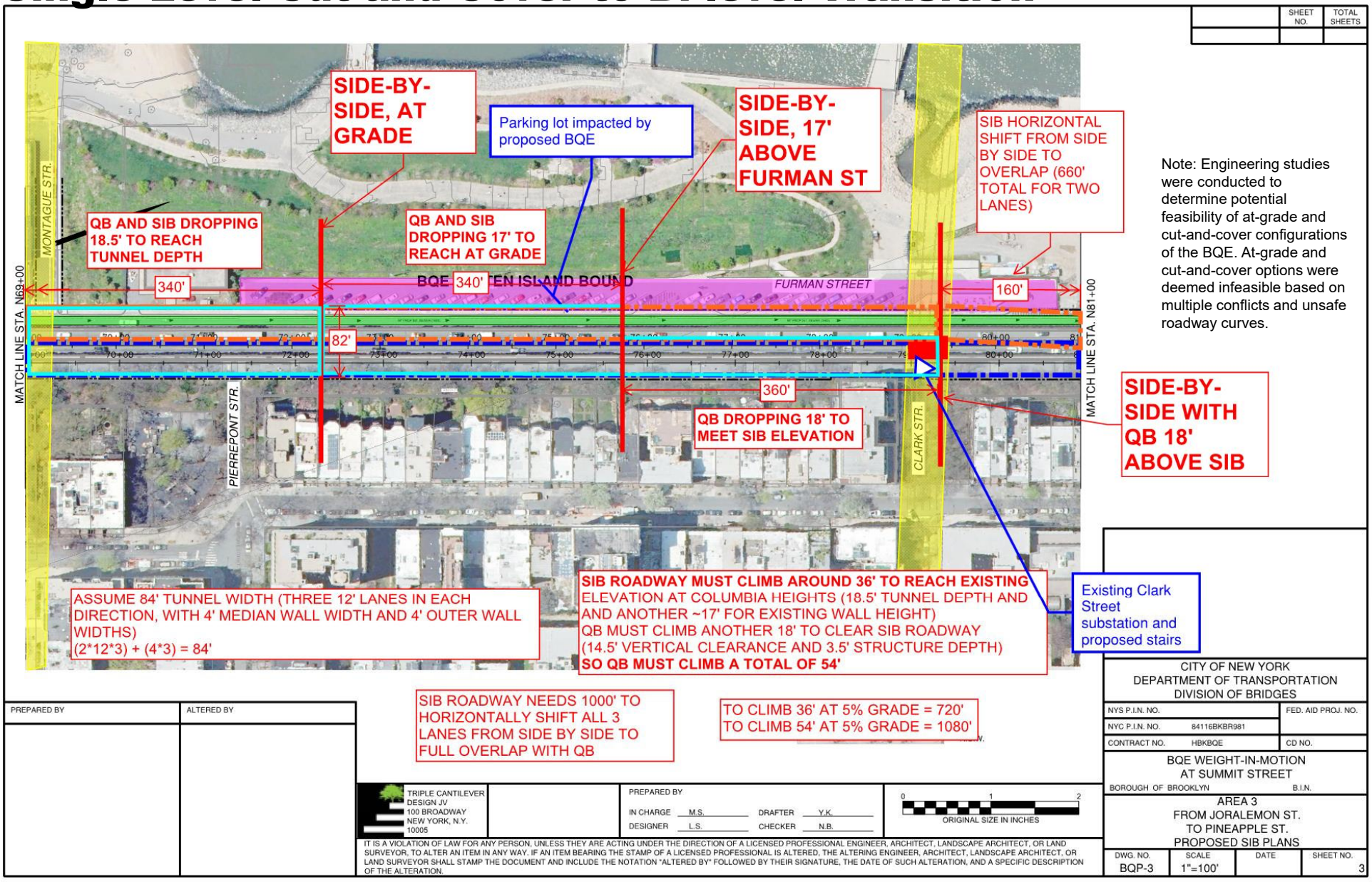
DWG. NO.	SCALE	DATE	SHEET NO.
BQP-2	1"=100'		2

TRIPLE CANTILEVER DESIGN JV
100 BROADWAY
NEW YORK, N.Y. 10005

PREPARED BY
IN CHARGE M.S. DRAFTER Y.K.
DESIGNER L.S. CHECKER N.B.

0 1 2
ORIGINAL SIZE IN INCHES

Single Level Cut and Cover to Bi-level Transition



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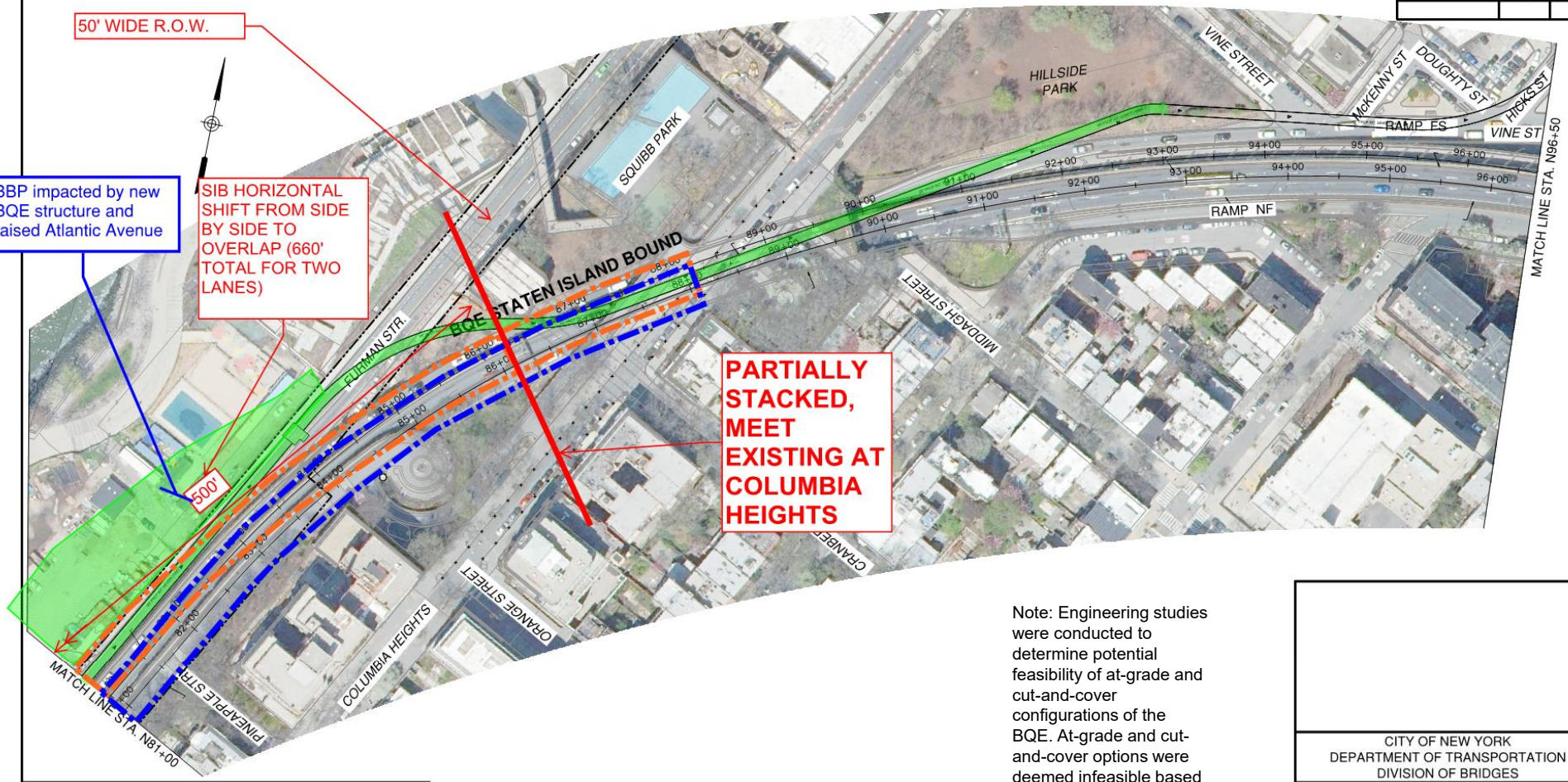
Single Level Cut and Cover to Bi-level Transition



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SHEET NO.	TOTAL SHEETS

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

NYS P.I.N. NO.	FED. AID PROJ. NO.
NYC P.I.N. NO. 84116BKBR981	
CONTRACT NO. HBKBQE	CD NO.

BQE WEIGHT-IN-MOTION
AT SUMMIT STREET
BOROUGH OF BROOKLYN B.I.N.

AREA 4
FROM PINEAPPLE ST.
TO OLD FULTON ST.
PROPOSED SIB PLANS

DWG. NO.	SCALE	DATE	SHEET NO.
BQP-4	1"=100'		4

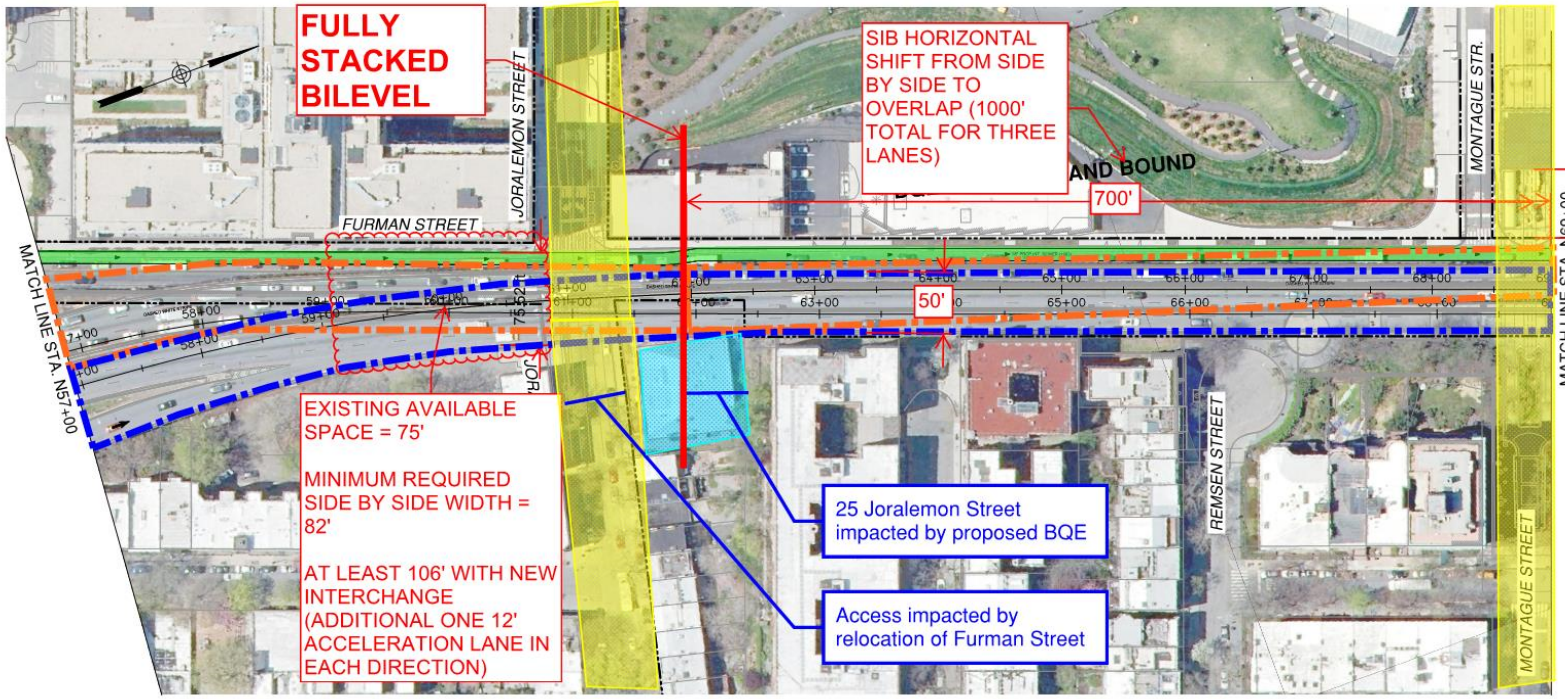
PREPARED BY	ALTERED BY

TRIPLE CANTILEVER DESIGN JV
100 BROADWAY
NEW YORK, N.Y. 10005

PREPARED BY
IN CHARGE M.S. DRAFTER Y.K.
DESIGNER L.S. CHECKER N.B.

0 1 2
ORIGINAL SIZE IN INCHES

Single Level Viaduct to Stacked



Note: Additional engineering studies were conducted to determine potential feasibility of a single-level above grade structure (The Stoop).

ASSUME 80' SIDE BY SIDE WIDTH (THREE 12' LANES IN EACH DIRECTION, WITH 4' MEDIAN WALL WIDTH AND 2' OUTER WALL WIDTHS)
(2*12*3) + (4) + (2*2) = 80'

SHEET NO.	TOTAL SHEETS

PREPARED BY	ALTERED BY

LEGEND: R.O.W.

TRIPLE CANTILEVER DESIGN JV
100 BROADWAY
NEW YORK, N.Y.
10005

PREPARED BY
IN CHARGE M.S. DRAFTER Y.K.
DESIGNER L.S. CHECKER N.B.

0 1 2
ORIGINAL SIZE IN INCHES

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

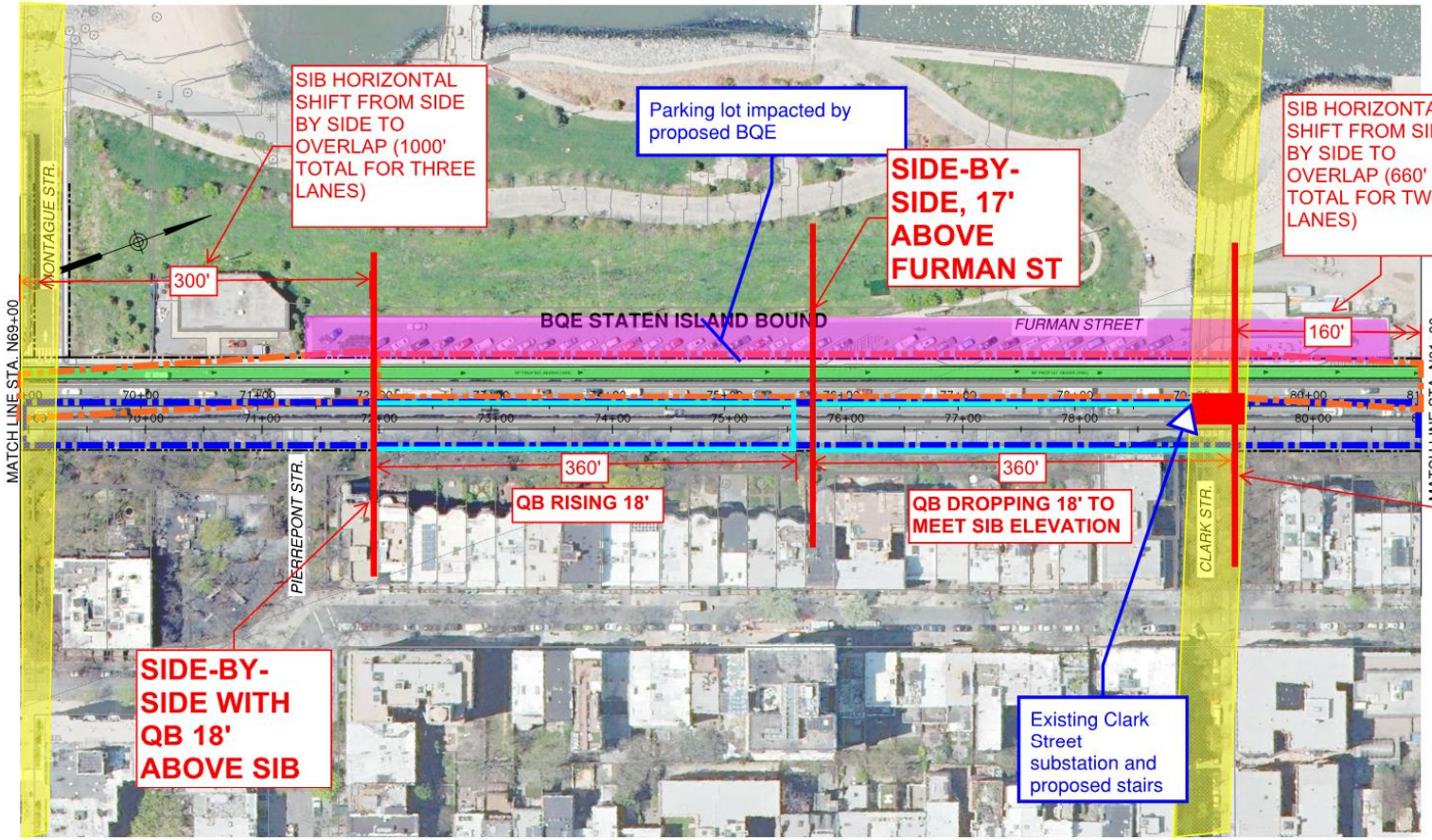
NYS P.I.N. NO.	FED. AID PROJ. NO.
NYC P.I.N. NO. 84116BKBR981	
CONTRACT NO. HBKBQE	CD NO.

BQE WEIGHT-IN-MOTION
AT SUMMIT STREET
BOROUGH OF BROOKLYN B.I.N.

AREA 2
FROM JORALEMON ST.
TO PINEAPPLE ST.
PROPOSED SIB PLANS

DWG. NO.	SCALE	DATE	SHEET NO.
BQP-2	1"=100'		2

Single Level Viaduct to Stacked



Note: Engineering studies were conducted to determine potential feasibility of a single-level above grade structure (The Stoop). These studies determined that a roughly 300' portion of single-level roadway would be entirely flat at the location of the BBP Parking Lot.

SHEET NO.	TOTAL SHEETS

PREPARED BY	ALTERED BY

LEGEND: R.O.W.

TRIPLE CANTILEVER DESIGN JV
100 BROADWAY
NEW YORK, N.Y. 10005

PREPARED BY
IN CHARGE M.S. DRAFTER Y.K.
DESIGNER L.S. CHECKER N.B.

0 1 2
ORIGINAL SIZE IN INCHES

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

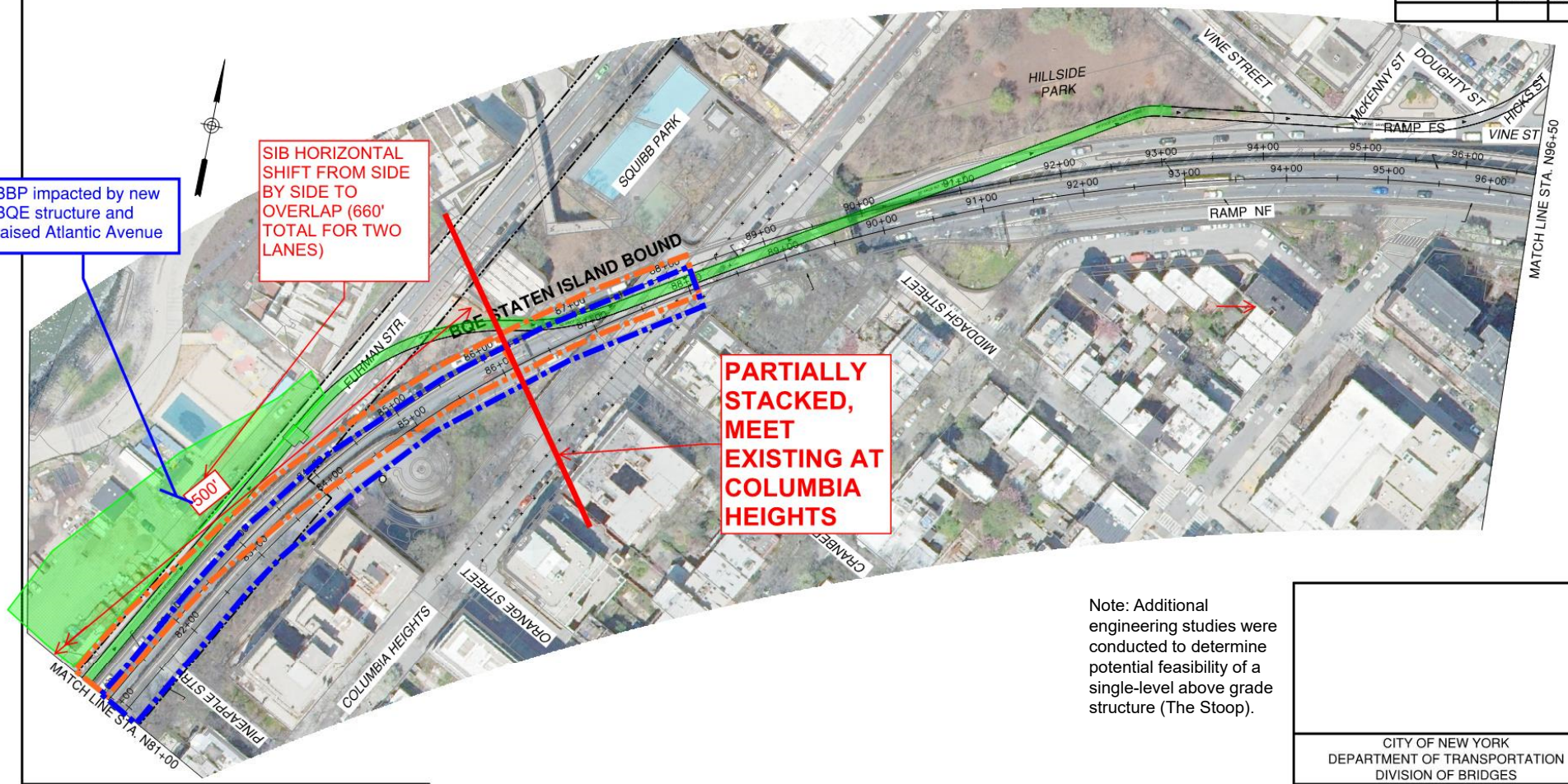
NYS P.I.N. NO.	FED. AID PROJ. NO.
NYC P.I.N. NO. 84116BKBR981	
CONTRACT NO. HBKBQE	CD NO.

BQE WEIGHT-IN-MOTION
AT SUMMIT STREET
BOROUGH OF BROOKLYN B.I.N.

AREA 3
FROM JORALEMON ST.
TO PINEAPPLE ST.
PROPOSED SIB PLANS

DWG. NO.	SCALE	DATE	SHEET NO.
BQP-3	1"=100'		3

Single Level Viaduct to Stacked



Note: Additional engineering studies were conducted to determine potential feasibility of a single-level above grade structure (The Stoop).

SHEET NO.	TOTAL SHEETS

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES

NYS P.I.N. NO.	FED. AID PROJ. NO.
NYC P.I.N. NO. 84116BKBR981	
CONTRACT NO. HBKBQE	CD NO.

BQE WEIGHT-IN-MOTION
AT SUMMIT STREET
BOROUGH OF BROOKLYN B.I.N.

AREA 4
FROM PINEAPPLE ST.
TO OLD FULTON ST.
PROPOSED SIB PLANS

DWG. NO.	SCALE	DATE	SHEET NO.
BQP-4	1"=100'		4

PREPARED BY	ALTERED BY

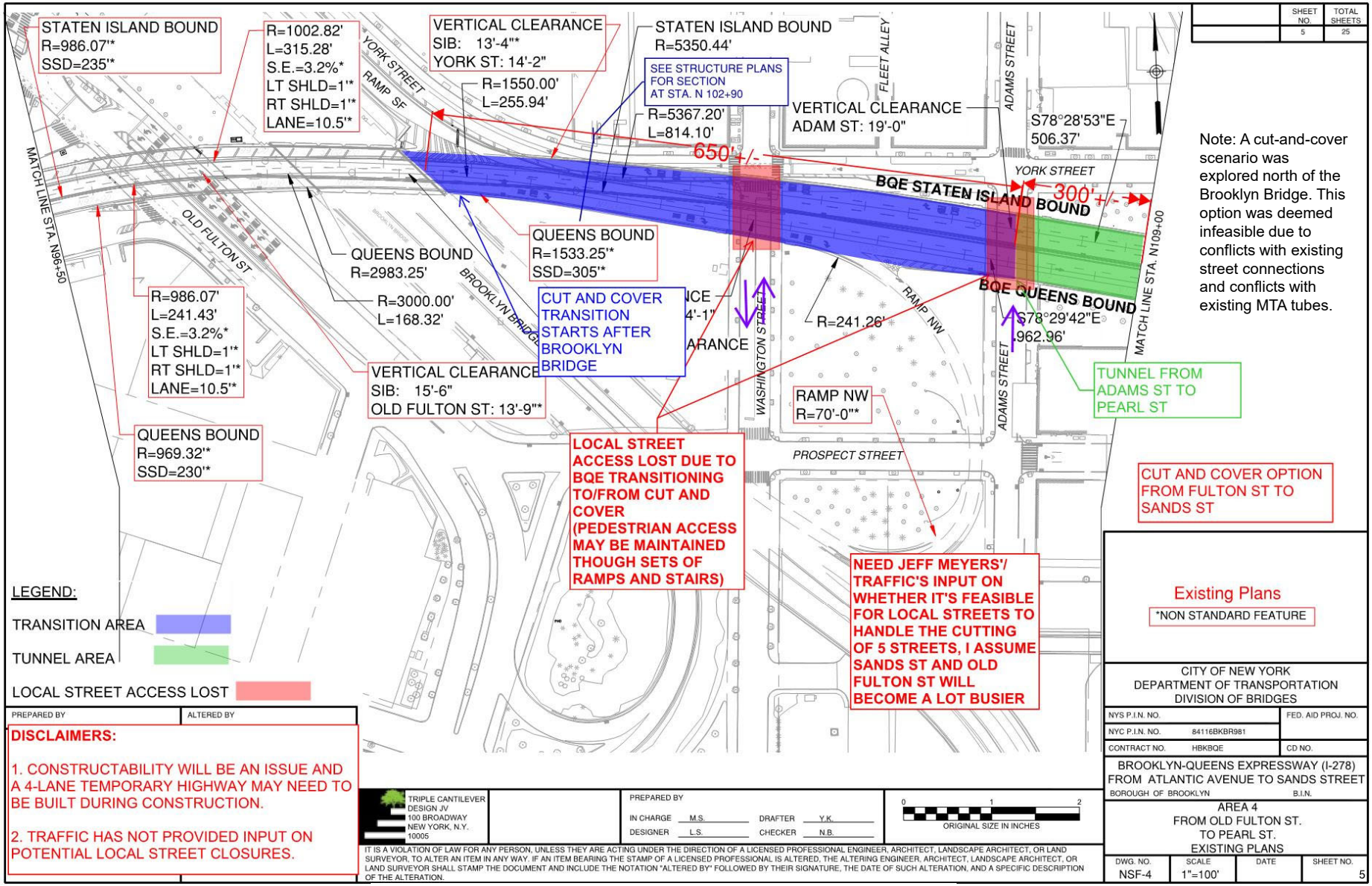
TRIPLE CANTILEVER DESIGN JV
100 BROADWAY
NEW YORK, N.Y. 10005

PREPARED BY
IN CHARGE M.S. DRAFTER Y.K.
DESIGNER L.S. CHECKER N.B.

0 1 2
ORIGINAL SIZE IN INCHES

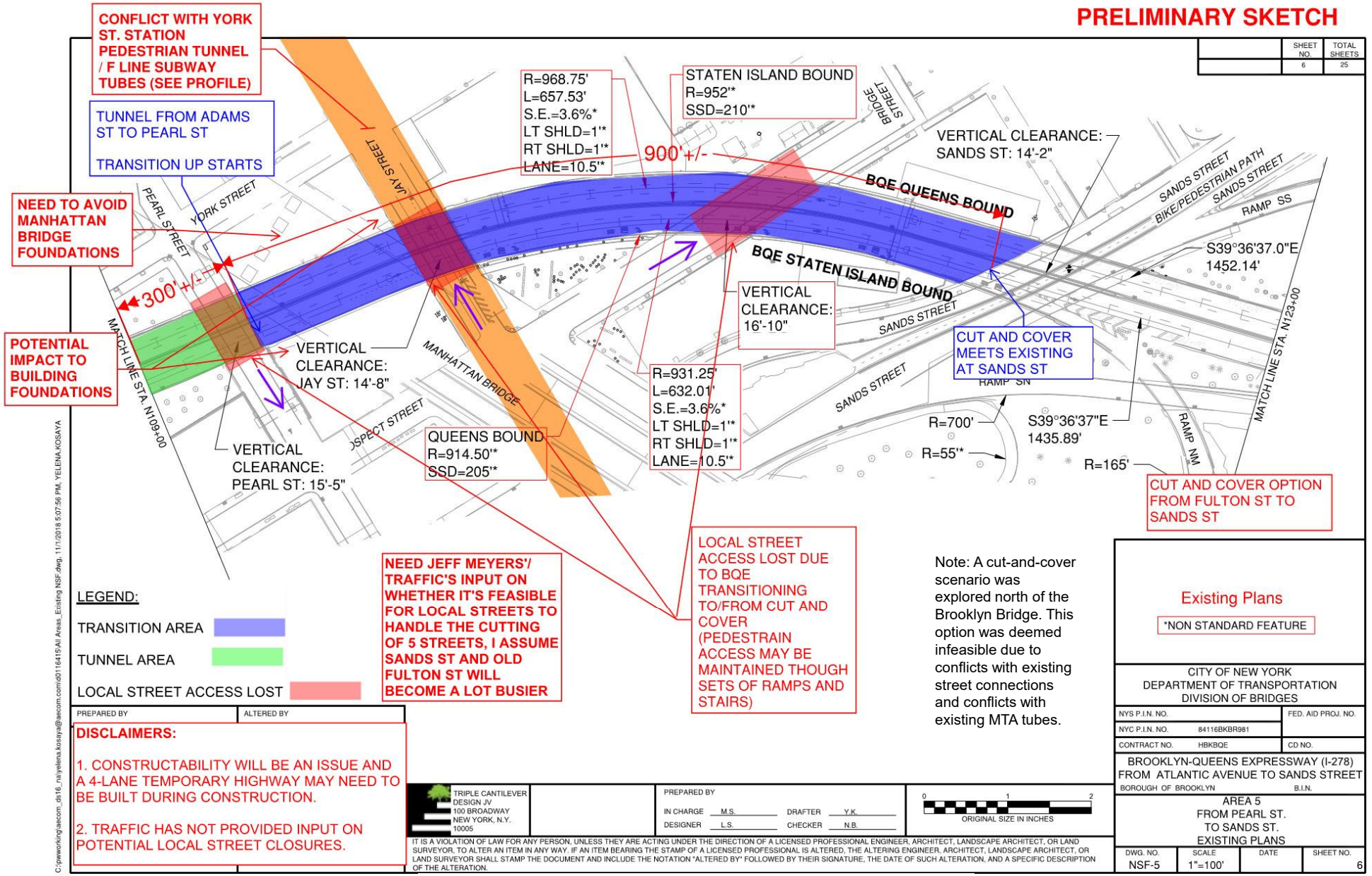
Dumbo Cut and Cover From Fulton to Sand St

PRELIMINARY SKETCH

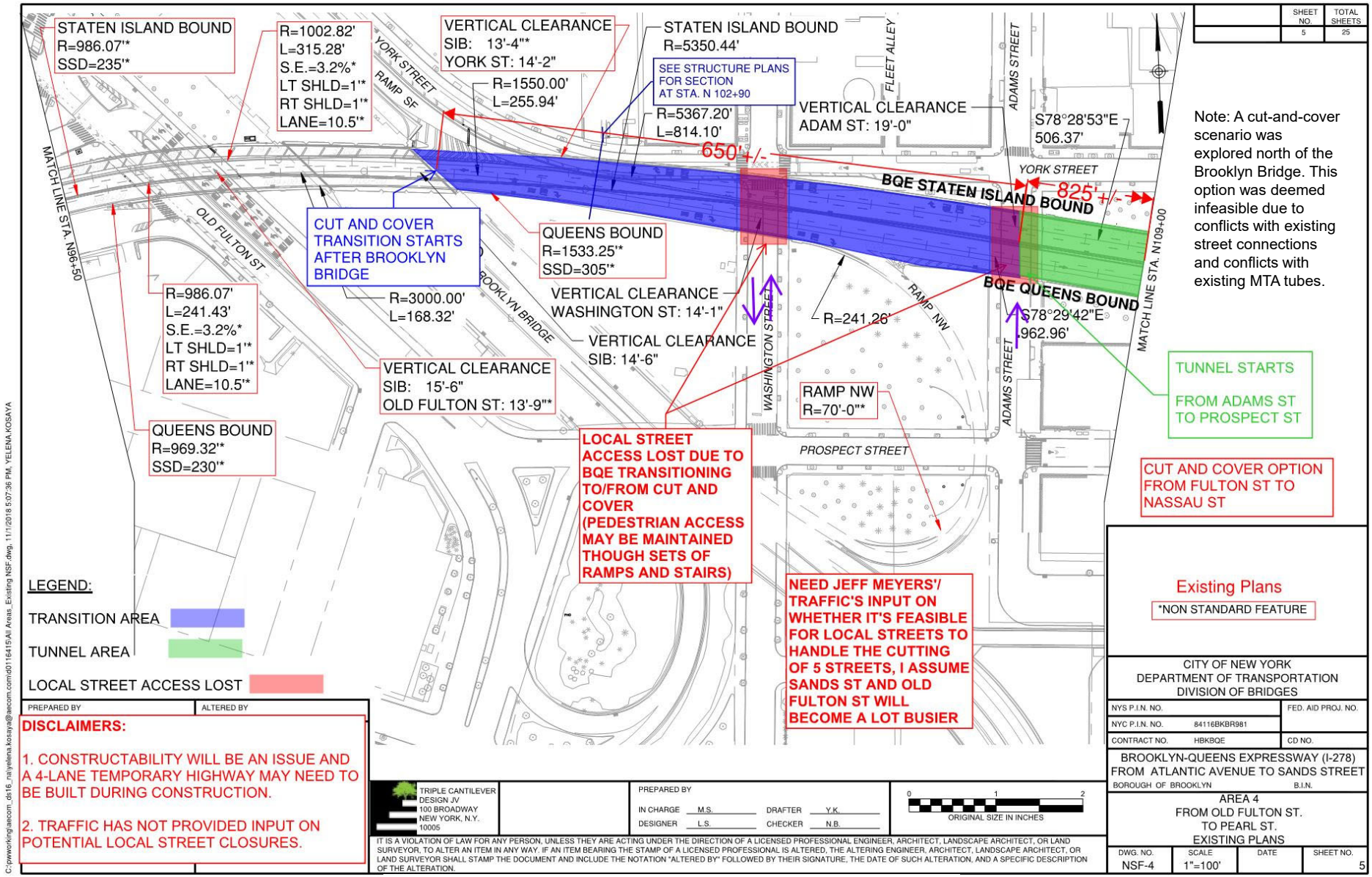


Note: A cut-and-cover scenario was explored north of the Brooklyn Bridge. This option was deemed infeasible due to conflicts with existing street connections and conflicts with existing MTA tubes.

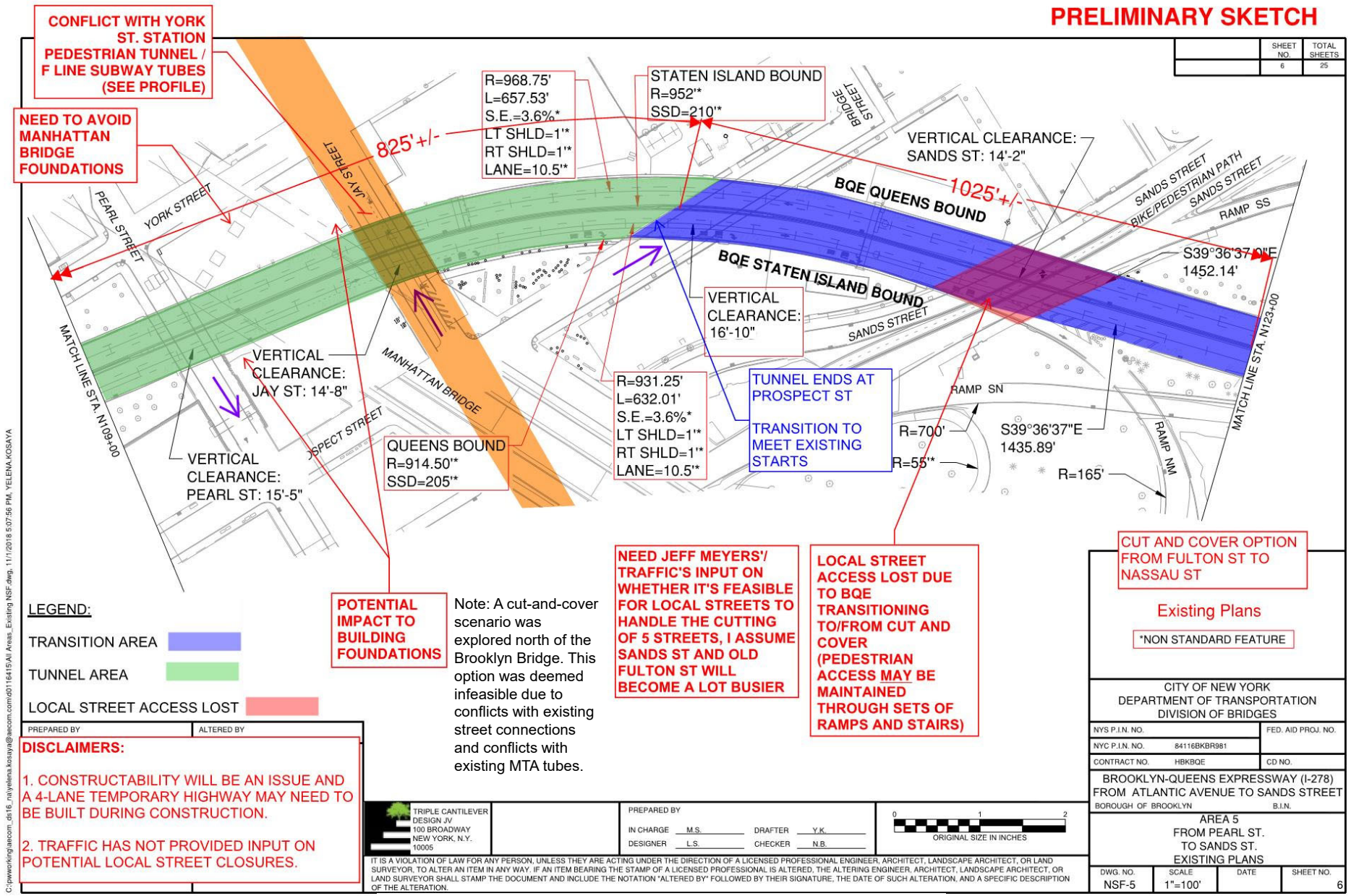
Dumbo Cut and Cover From Fulton to Sand St



Dumbo Cut and Cover From Fulton to Nassau St

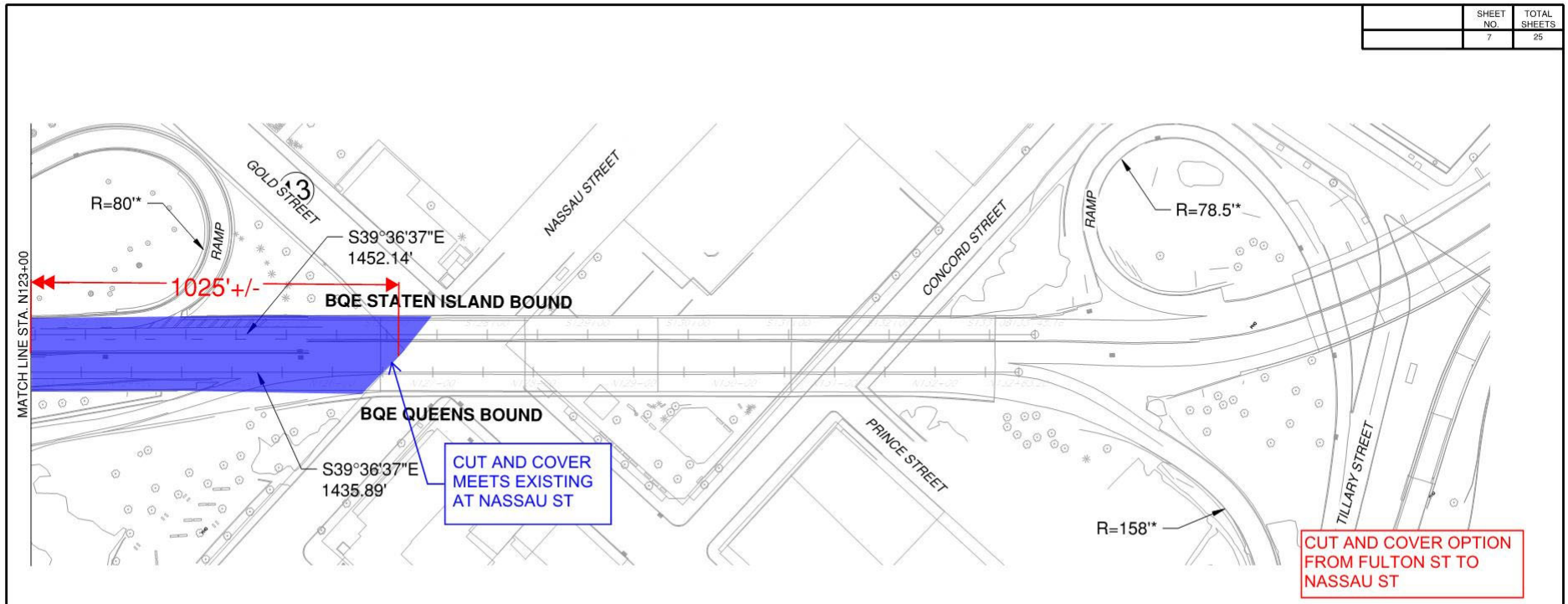


Dumbo Cut and Cover From Fulton to Nassau St



Dumbo Cut and Cover From Fulton to Nassau St

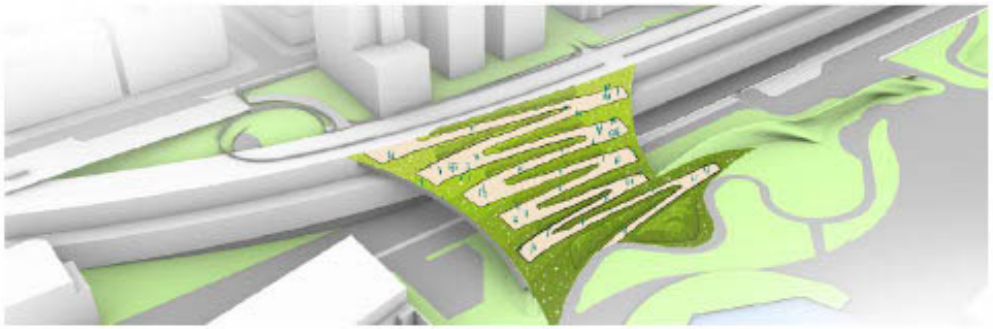
PRELIMINARY SKETCH



Landscape Bridge Studies

Land Bridge Options

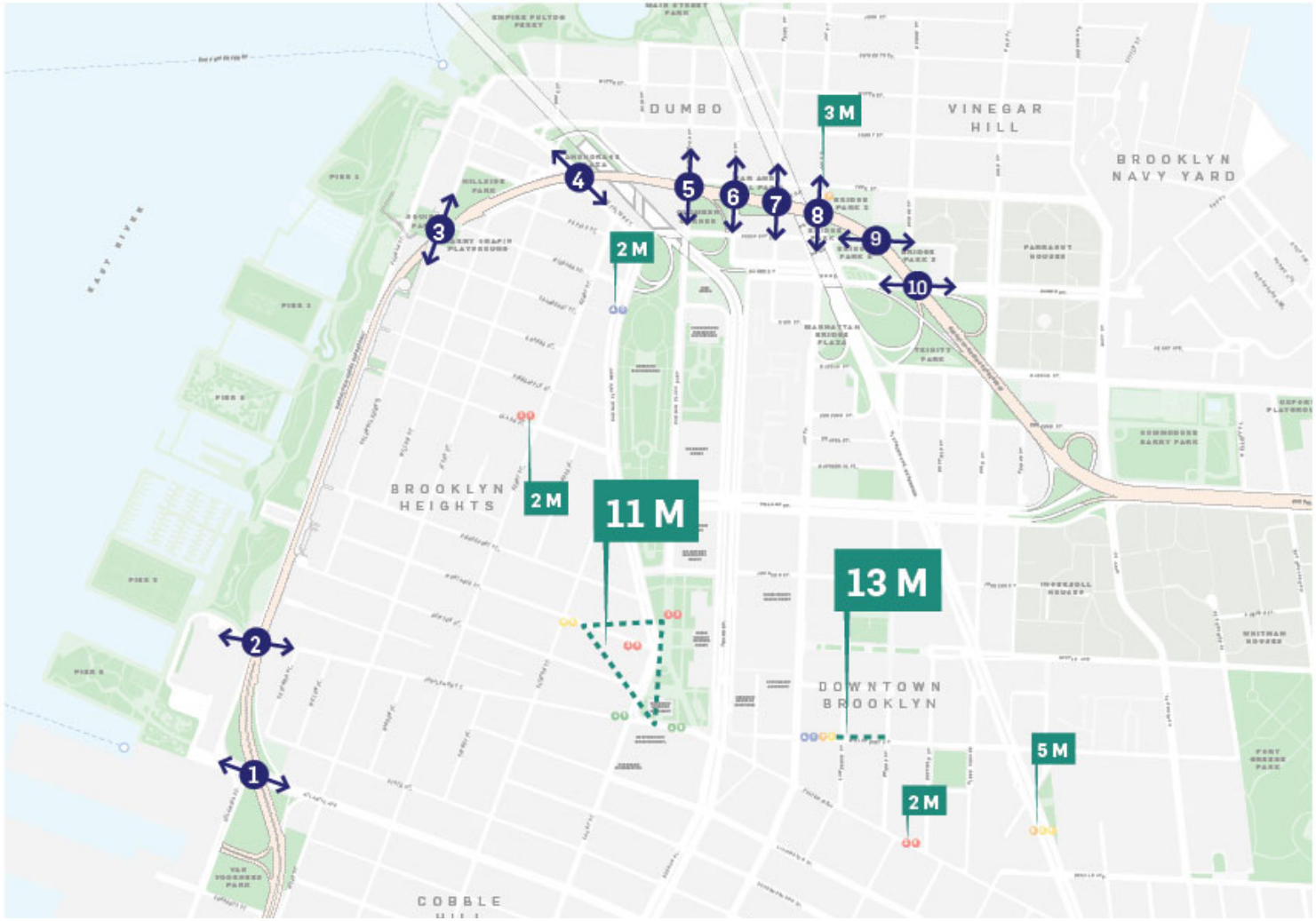
Note: Additional “Landscape Bridge” concept studies explored opportunities for more vertical open space transition directly from the Promenade to the berms in Brooklyn Bridge Park. Further studies of these options are being explored.



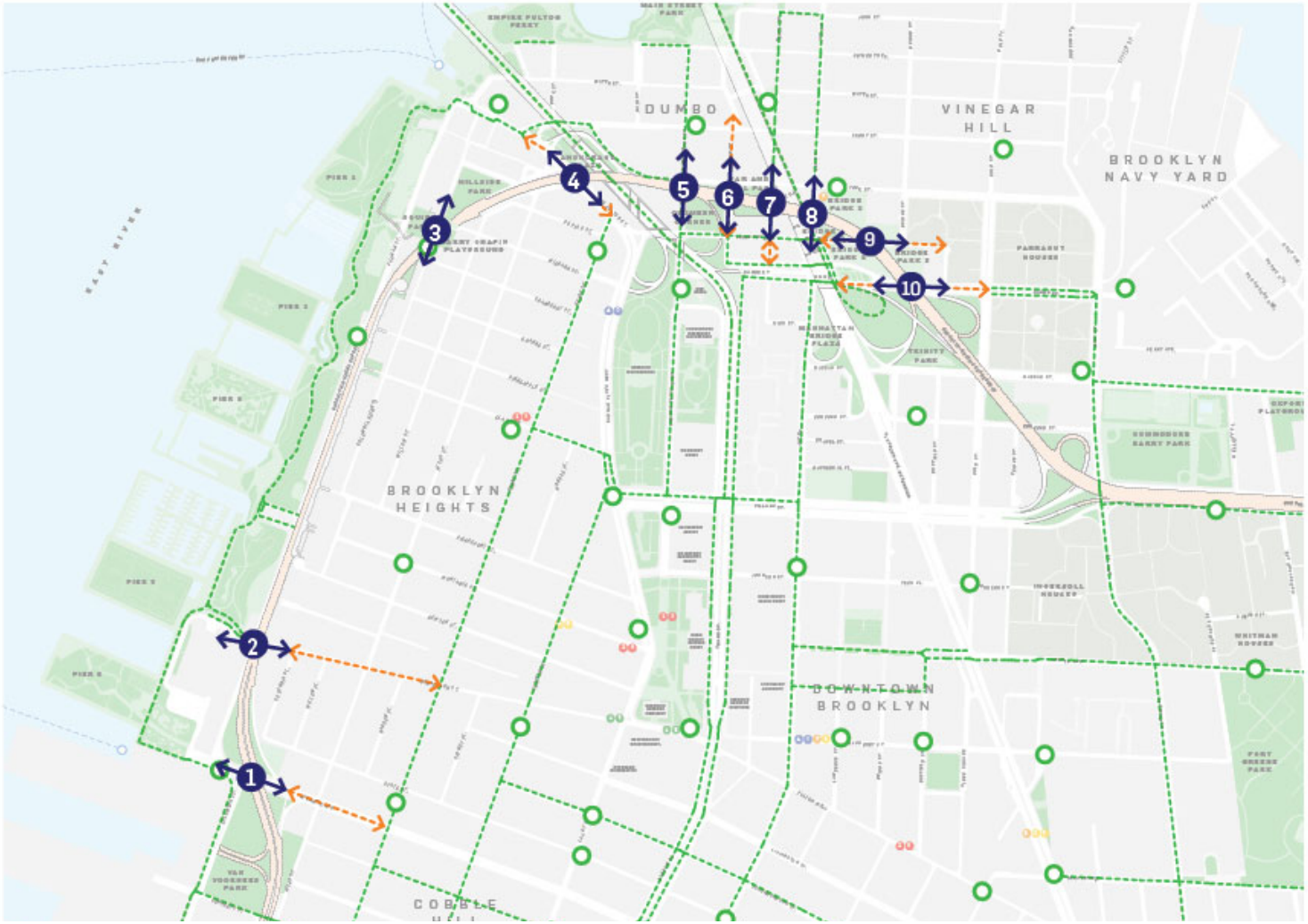
Transportation Network

Transit Ridership Per Station

Unverified data, to be discussed in the future



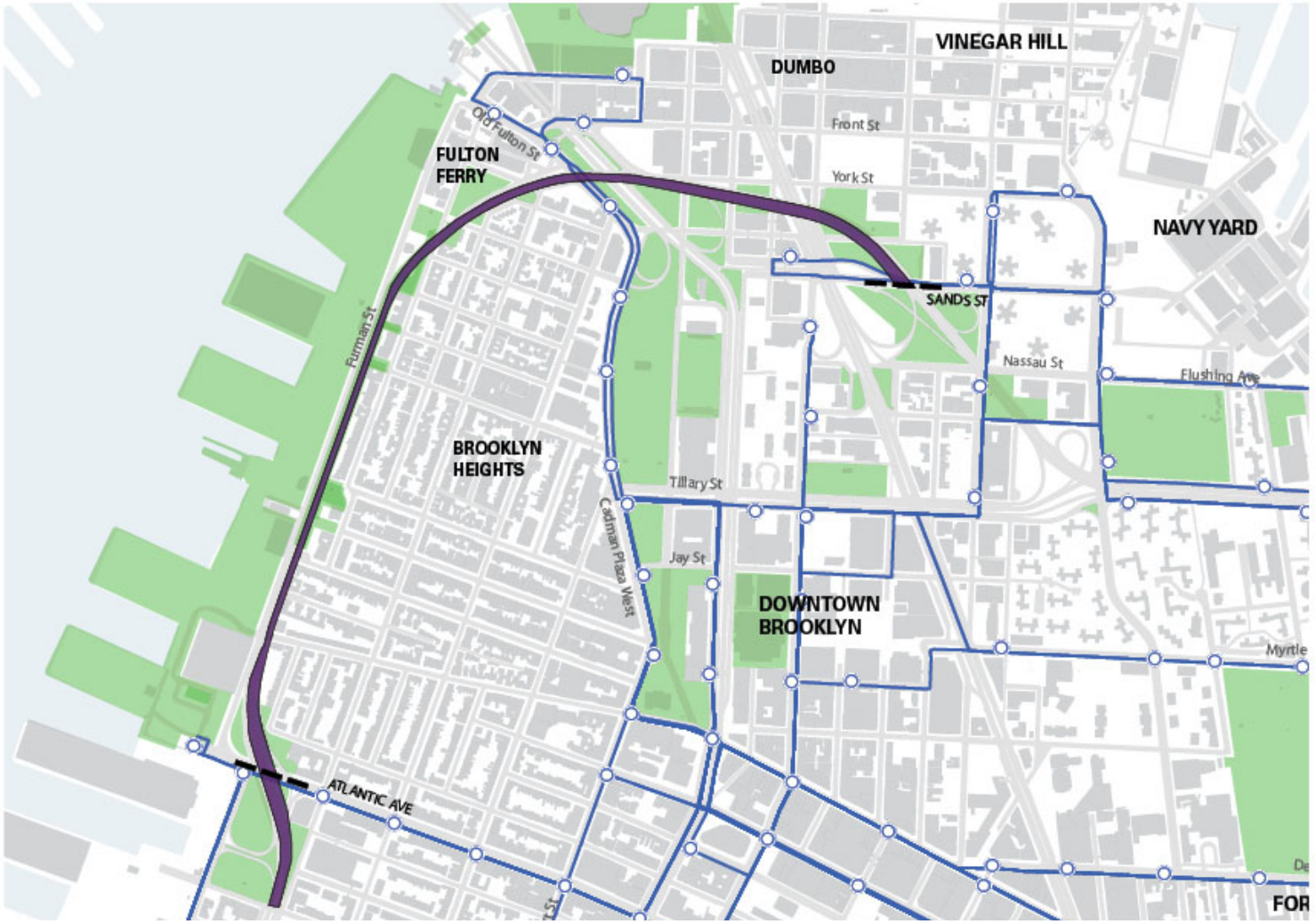
Bicycle Connections



Legend

- Existing BQE
- Existing Bike Lane
- Missed Bike Connections
- Citibike Station
- Existing Pedestrian Connections

Bus Routes


VINEGAR HILL
DUMBO
Front St
Old Fulton St
FULTON FERRY
York St
NAVY YARD
SANDS ST
Furman St
Nassau St
Flushing Ave
BROOKLYN HEIGHTS
Tillary St
Cadman Plaza West
Jay St
DOWNTOWN BROOKLYN
Myrtle
ATLANTIC AVE

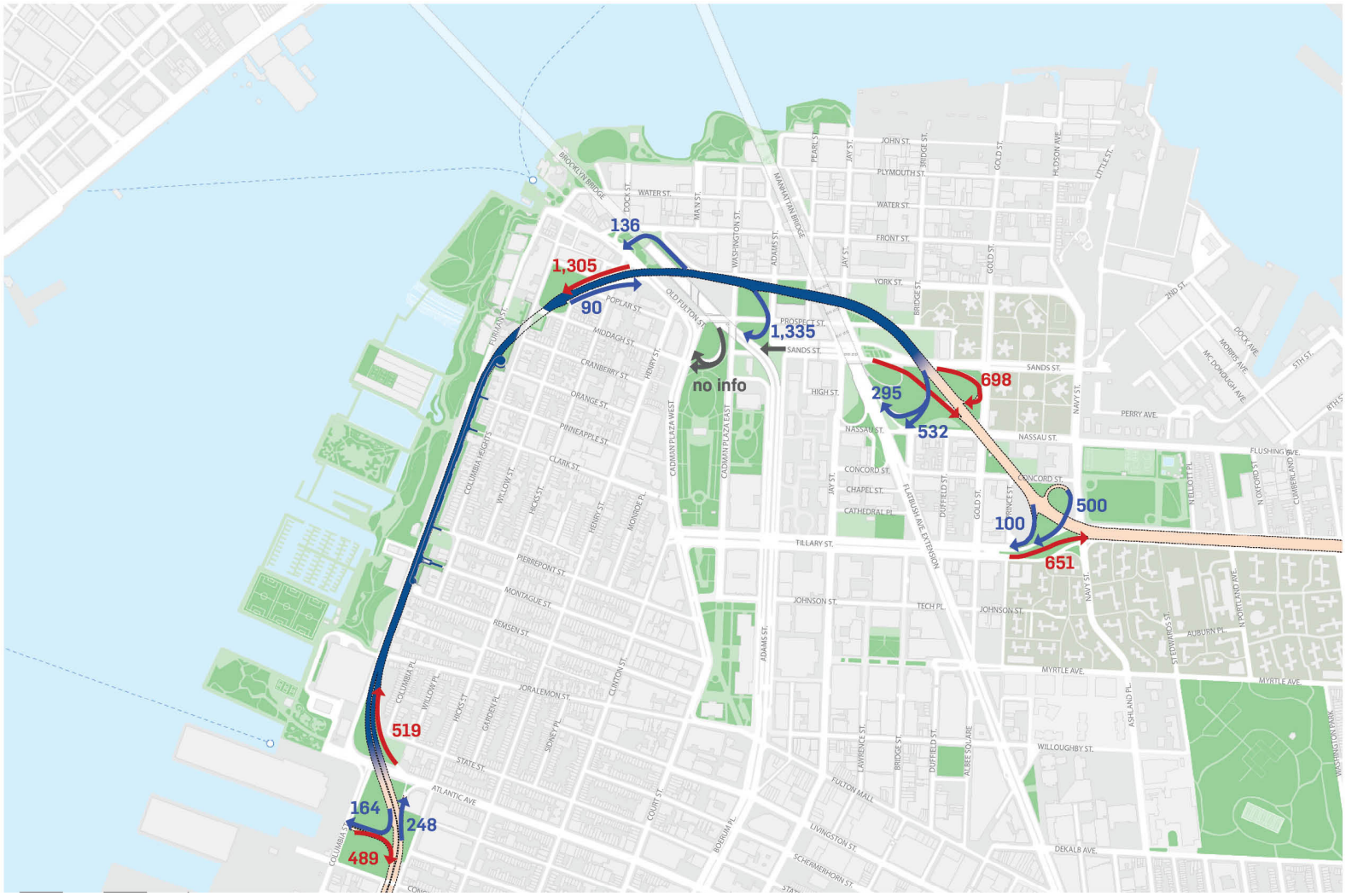
BQE Network Level Traffic Volumes

Note: Traffic volumes reflect per hour vehicles for select on and off ramps from the BQE.

The Brooklyn Bridge off ramp at Cadman Plaza has approximately [DOT TO PROVIDE] vehicles exiting onto Cadman Plaza per hour.

DOT TO CONFIRM

Stale data to be discussed in the future with updated information



NEW YORK CITY DOT

Mayor Eric Adams
Deputy Mayor Meera Joshi
Commissioner Ydanis Rodriguez

For Discussion Purposes Only – Subject to Change and Refinement

WXY | SCAPE | BIG | TRIPLE CANTILEVER DESIGN JV