

BQE Atlantic to Sands



BQE Atlantic to Sands Project

May 17, 2018

Contract Number: HBKBQE



Polly Trottenberg, Commissioner




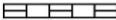
NYCDOT Project Team

Polly Trottenberg	Commissioner
Robert Collyer, P.E.	Deputy Commissioner/Chief Bridge Officer
Tanvi Pandya, P.E.	Senior Program Manager, BQE
Rebecca Zack	Assistant Commissioner for Intergovernmental/Community Affairs
Keith Bray	Brooklyn Borough Commissioner
Joannene Kidder	Executive Director of Community Affairs

Project Limits



 Primary Project Area

0 1,000 FEET


BQE Facts and Figures

Brooklyn's only interstate

Vital connector for both local and long-distance trips

- **Serves passengers and commerce**
 - Annual avg. daily traffic **over 153,000** (2016)
 - Trucks account for **9%** on average, up to **13%** during daytime
- **Provides local and regional access**
 - Over 60% of trucks destined for NYC; of that, over 30% serves Brooklyn



Crash rate exceeds, in places, up to **10 times** the statewide average

Roadway Deficiencies



Sources of Data: NYC Department of City Planning, NYS GIS, ESRI, NYS Orthos 2016

Atlantic Avenue Interchange

Atlantic Avenue Structure:

- New York State rehabilitated in 1998
- Rated in good condition in 2014

Substandard Ramps: Traffic study

- To determine ramp improvements
- Improve pedestrian connectivity
- Van Voorhees Park configuration



Community Concerns

- Roadway safety issues
- Truck diversion to residential streets
- Detour of traffic to local streets
- Frequent lane closures
- Roadway vibration
- Lack of pedestrian connectivity
- Façade failures



What Have We Done?

- Studied Origin-Destination Patterns
- Building Traffic Model
- Evaluated Belt Parkway as an Alternative Route
- Conducted Tunnel Feasibility Assessment
- In-depth Inspections of Bridges and Roadways



Current Conditions—Structure

Inspection Goals

- Identify issues needing immediate intervention
- Determine strength and useful life of BQE bridges

Inspection Methods

- 100% hands on
- Non-Destructive testing: Ground penetrating radar and linear polarization
- Concrete analysis of : Chloride content, compressive strength and freeze/thaw



What We Have Learned

- Must maintain connections to Brooklyn and Manhattan Bridges, and to local streets
- Low clearances are problems for trucks
- Rehabilitation needs to address:
 - Structural deficiencies
 - Operational and safety deficiencies
 - Pedestrian and bicycle connections
- Must be within community context
 - Improve pedestrian access



If significant repairs and replacements are not made by **2026**, **vehicle-weight limits are truck diversions** will be necessary.

Design-Build Approved

“We are grateful that the State has provided NYCDOT the ability to use Design Build for one of the largest and most complex bridge rehabilitation projects we have ever undertaken,” said Commissioner Trottenberg.



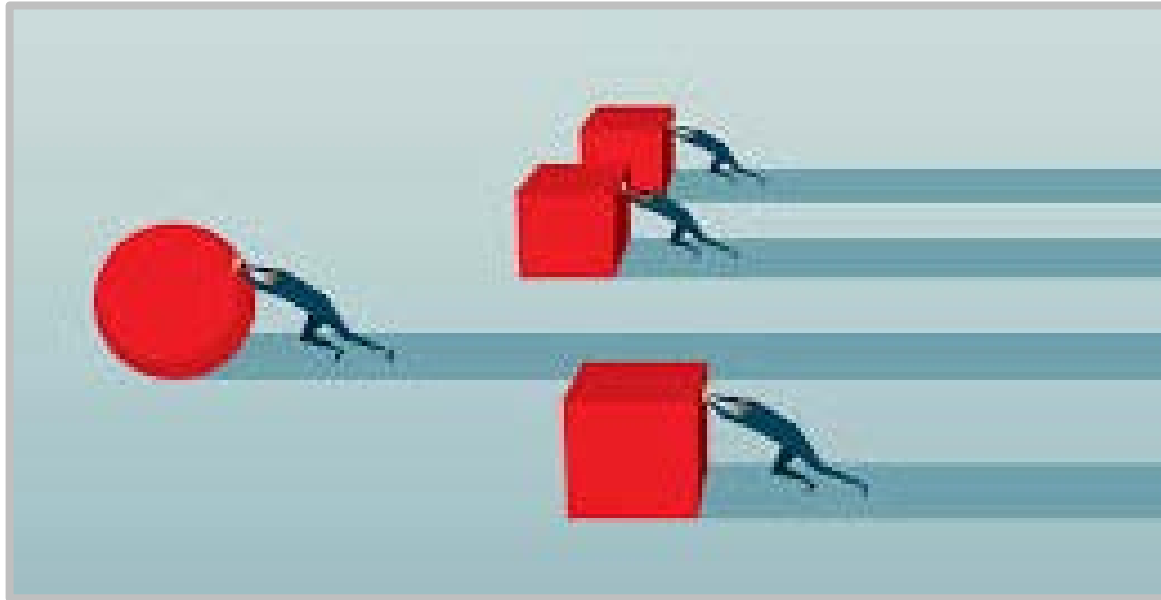
“Using Design-Build for the anticipated \$1.7 billion BQE project will save us time and taxpayer dollars. We are so grateful to the bill’s original sponsors – Assembly Members Benedetto, and Rodriguez, State Senators Golden and Lanza – and acknowledge the hard work of Senator Kavanagh, Assembly Member Simon, and former Senator Squadron.

We also thank our many community, civic, labor and industry partners... including the Brooklyn Heights Association, Council Speaker Johnson and other critical allies in the Council.”

The Design-Build Effect

Environmental Assessment must allow for:

- Flexibility
- Innovation
- Quality
- Preservation of project goals



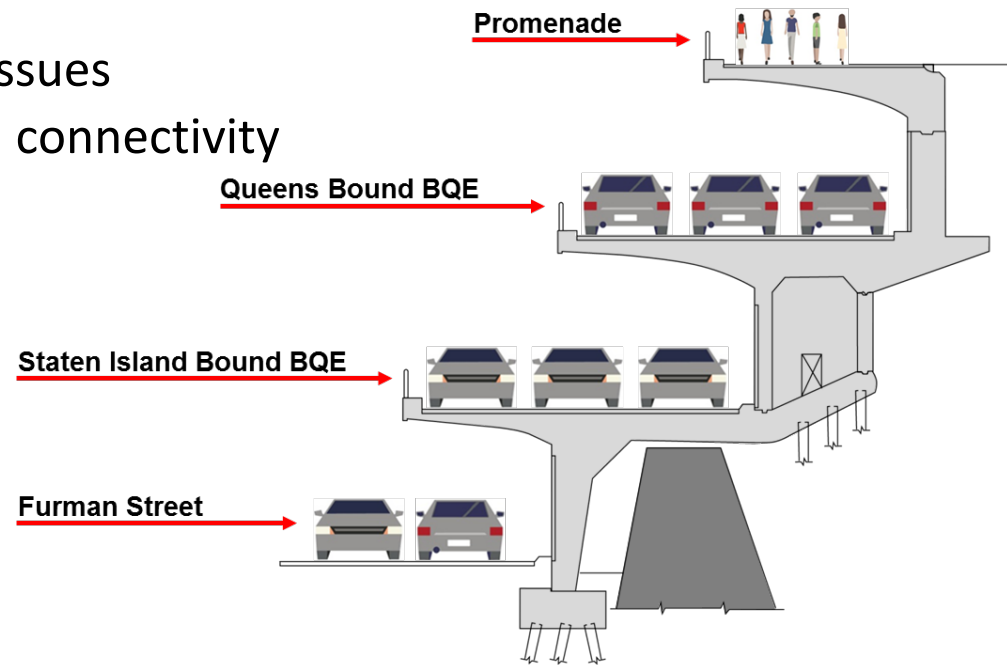
Review and approval occurs at Conceptual Design Vs Preliminary Design

BQE Atlantic to Sands Project

The Purpose of the Project is to:

- Bring the roadway up to current safety standards
- Address the structural conditions
- Fix flooding, drainage and lighting issues
- Improve traffic flow and pedestrian connectivity

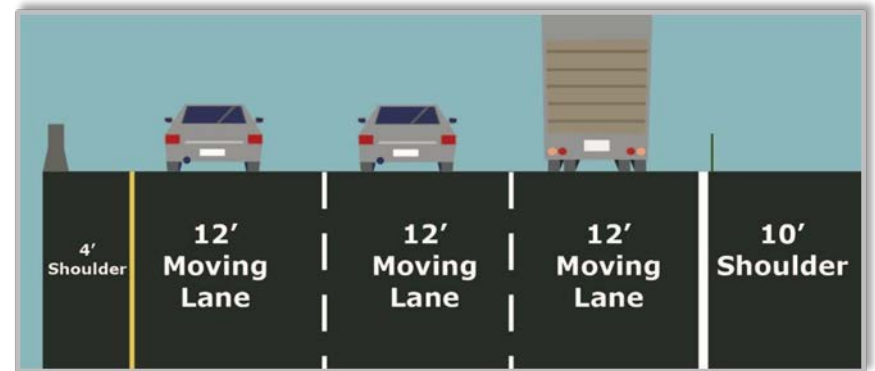
The Proposed Alternative is to replace the deteriorating structures within the existing footprint. The project will address non-standard features such as the lack of shoulders, widen the narrow lanes, and improve low clearances at bridges; address other safety issues and rebuild the Brooklyn Heights Promenade.



Triple Cantilever Cross Section

Project Objectives

- Improve roadway and structural conditions of the BQE from Sands Street to Atlantic Avenue Interchange
- Maintain or improve the connections to and from the BQE between Sands Street and Atlantic Avenue
- Improve traffic safety and roadway operations



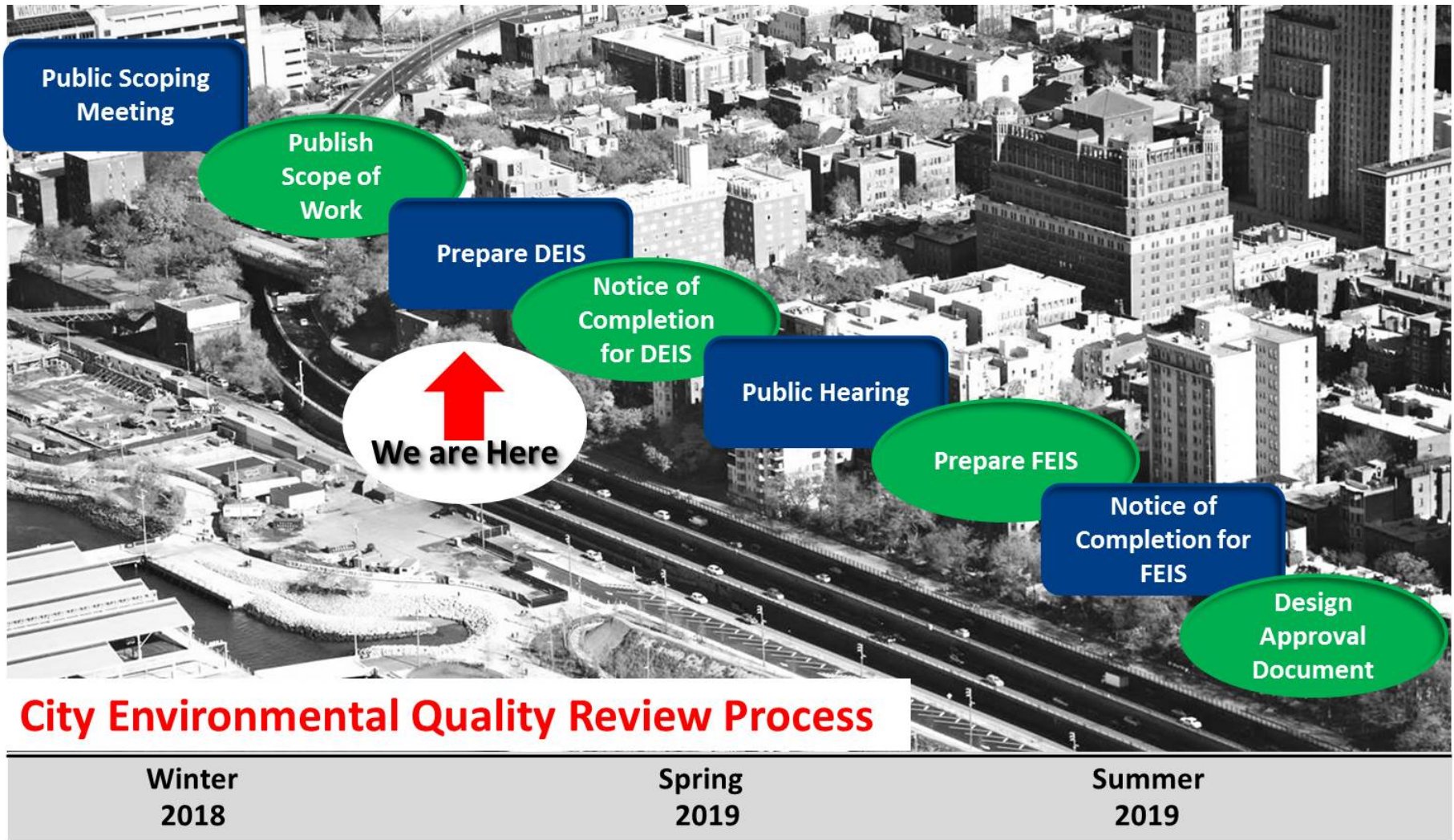
Standardized roadway cross section to meet NYSDOT and FHWA standards

Traffic

During construction, NYCDOT will maintain the current number of lanes in each direction during peak travel hours, and minimize detour routes through the local streets, except for occasional overnight closures.

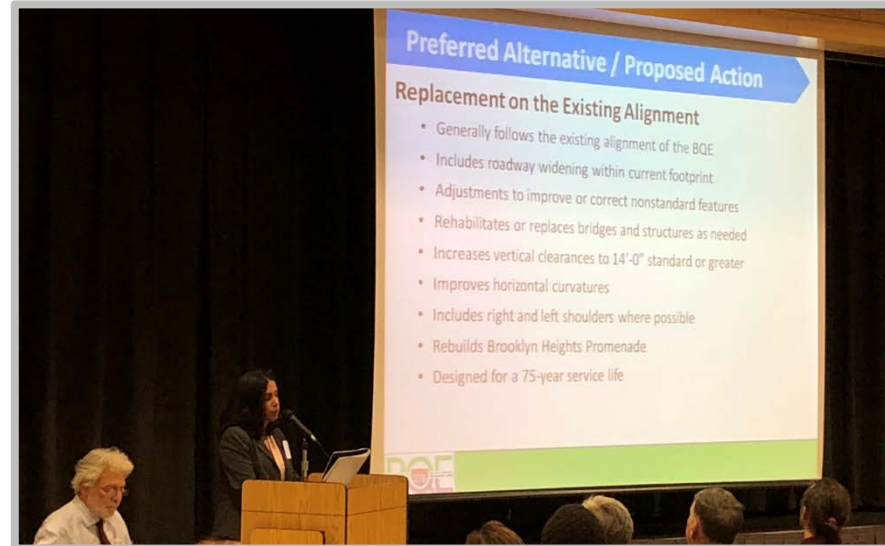


Project Process and Schedule



Public Engagement Activities

- Hold public meetings
- Hold workshops
- Provide accommodation at meetings for community members with special needs
- Engage the Environmental Justice community



How to Stay Involved

Sign up for the Notification list

- Through the website: www.BQE-i278.com
- By sending an email to: info@BQE-i278.com
- Call us with questions and comments at: [332-999-4520](tel:332-999-4520)

Come and participate

- Public Engagement Meetings
- Workshops
- Public Hearings

Visit the website for all documents and project information:

www.BQE-i278.com

Thank You!



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