



Grand Street Bridge over Newtown Creek

Boroughs of Brooklyn & Queens

Public Information Meetings

April 2025

Meeting Agenda

- Introductions
- Project Location & Existing Bridge
- Draft Project Purpose, Objectives, and Needs
- Bridge and Maintenance and Protection of Traffic (MPT)
Concepts Under Consideration
- Environmental Review Process Overview
- Public Engagement
- Anticipated Project Milestones and Schedule
- Q/A

Project Location and Existing Bridge

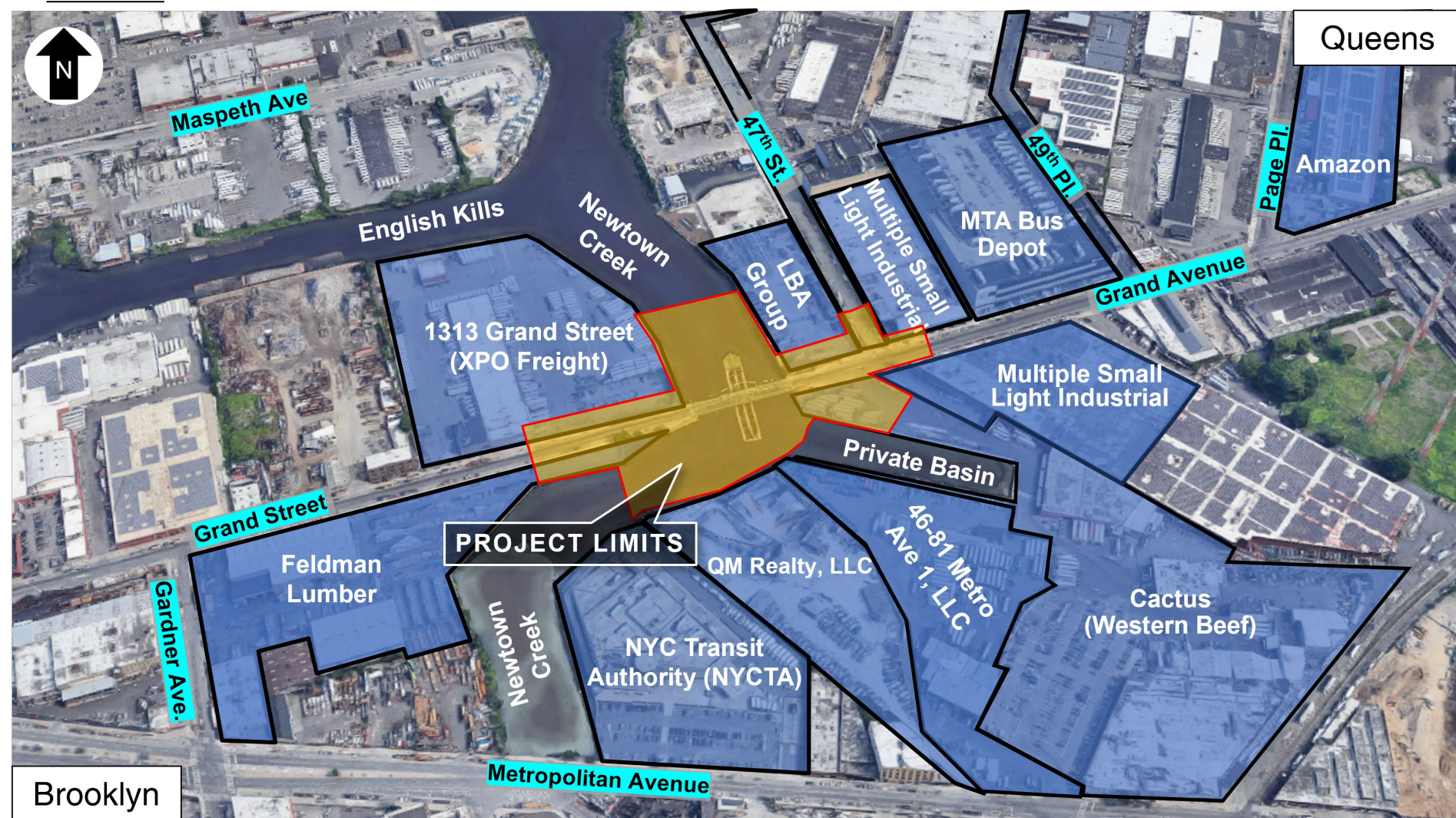


Project Location



Adjacent Properties

 Project Limits



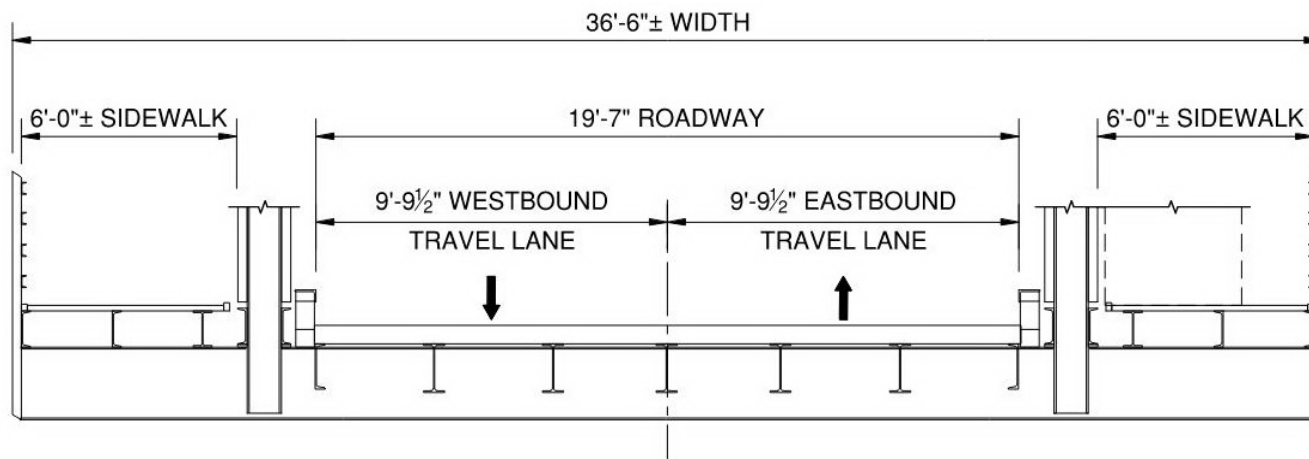
Existing Bridge

GENERAL BRIDGE CHARACTERISTICS

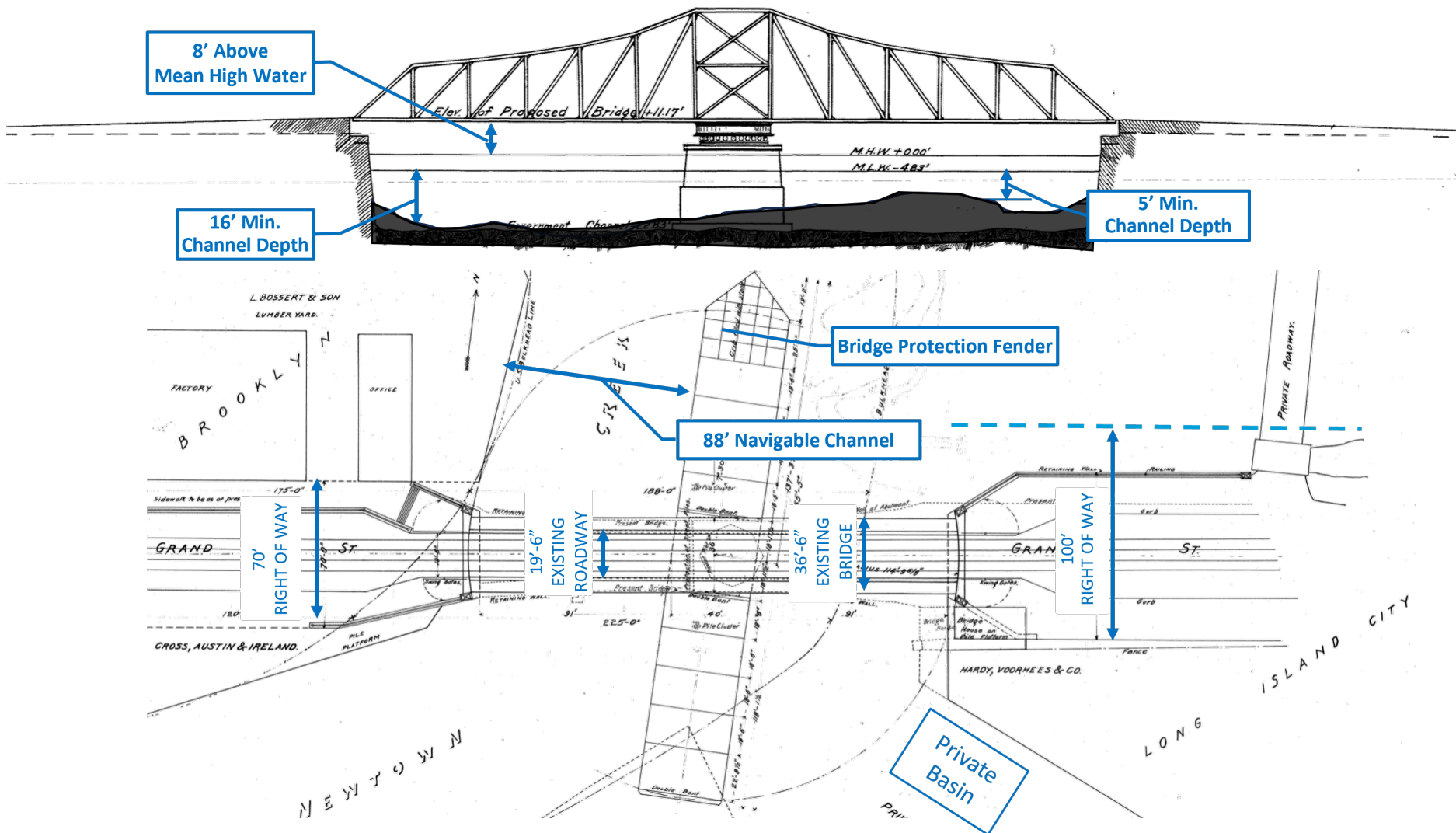
- Built in 1903 - third bridge at the site
- 227 ft long, through truss swing bridge
- Very narrow 9.8 ft lane widths
- 13'-4" posted vertical clearance
- No shoulders
- Inadequate bicycle/pedestrian facilities
- Deteriorated foundations and structural members
- Vulnerable to storm surge hazards
- Average Daily Traffic = 11,400 (WB: 66.6% EB: 33.4%)



Existing Bridge Configuration



Existing Bridge Configuration



Draft Project Purpose, Objectives, & Needs

2

Draft Purpose, Objectives, and Needs

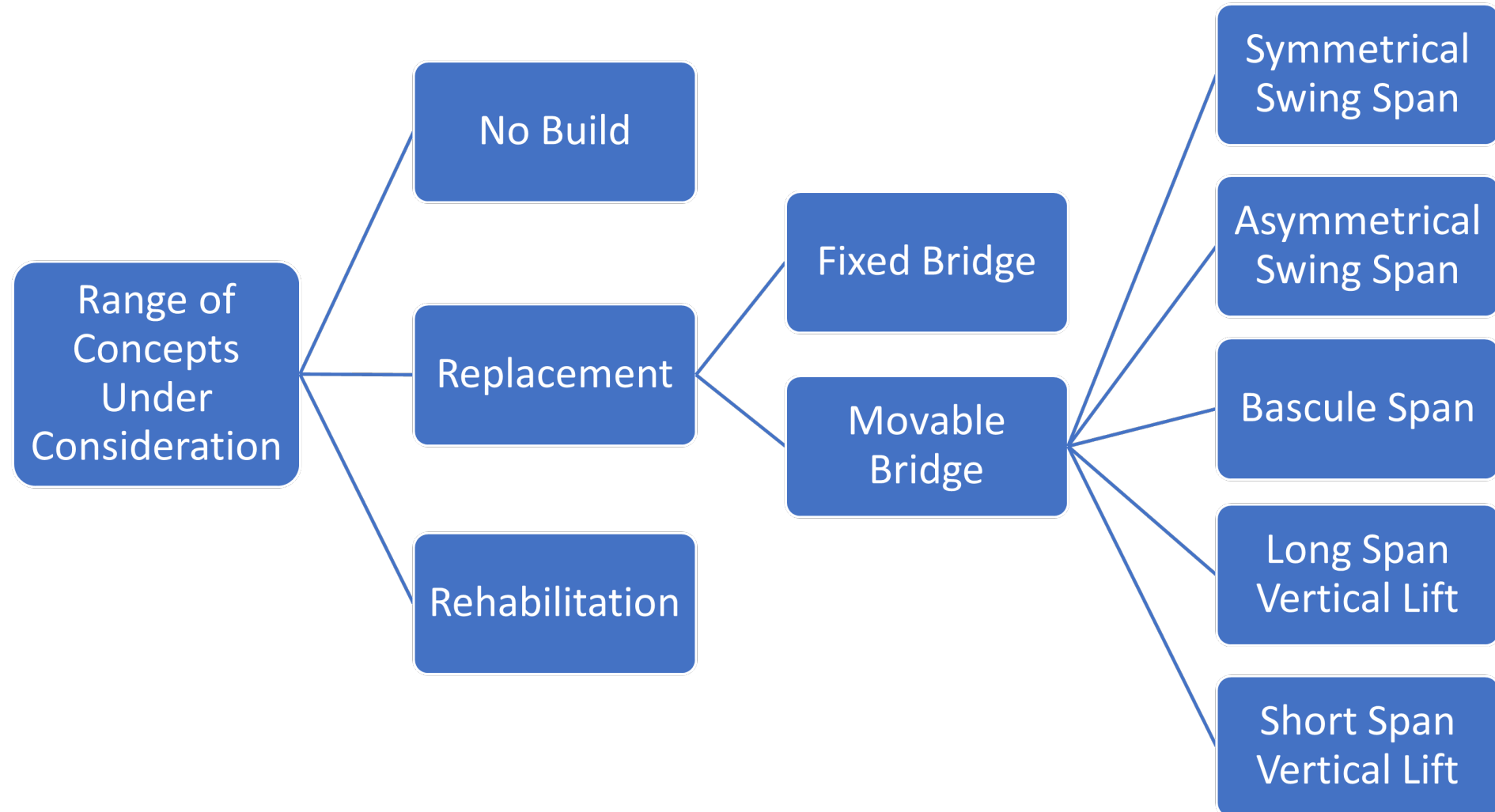
- Address:
 - Structural deficiencies
 - Geometric deficiencies
 - Inadequate vehicular operations
 - Lack of adequate pedestrian and bicycle accommodations
 - Lack of resiliency of the bridge
- Maintain long term navigability along Newtown Creek



Bridge and Maintenance & Protection of Traffic (MPT) Concepts

3

Range of Concepts Under Consideration



Screening Criteria: Structure Type

STEP 1

Bridge Concepts Meet Project Purpose & Objectives

STEP 2

Evaluation based on Technical Considerations

STEP 3

Evaluation of MPT Concepts Meeting Additional Project Goals

STEP 4

Evaluation of MPT Concepts Based on Technical Considerations

Step 1: Screening Project Purpose & Objectives

Project Purpose

- Address the structural deficiencies, geometric deficiencies, resiliency needs, and operational reliability of the Grand Street Bridge over Newtown Creek for multi-modal transportation uses, including cars, buses, trucks, pedestrians, bicycles, and marine vessels.

Project Objectives

- Address the identified structural deficiencies of the crossing
- Address the geometric deficiencies to improve traffic flow and to facilitate traffic operations of the crossing
- Improve bicycle/pedestrian facilities at the Grand Street Bridge
- Maintain long term navigability along Newtown Creek
- Improve the resiliency of the bridge

No Build Concept

- The No Build Concept assumes no improvements.
- Any future improvements would be those planned by others and/or implemented as part of routine maintenance
- Is included in the environmental analyses under NEPA as a baseline condition from which to evaluate the potential impacts of reasonable concepts under consideration

Rehabilitation Concept

Bridge Crossing*

Bridge width: 36 ft with a 9.8 ft lane, no shoulder, no bike lane, 2-6 ft sidewalk in each direction

Span length: 227 ft swing span type movable bridge with pivot at midspan

Vertical Clearance under Bridge

Closed position: 8 ft (matches existing)

Open position: Unlimited

Navigable Channel (Bridge Horizontal Clearance)

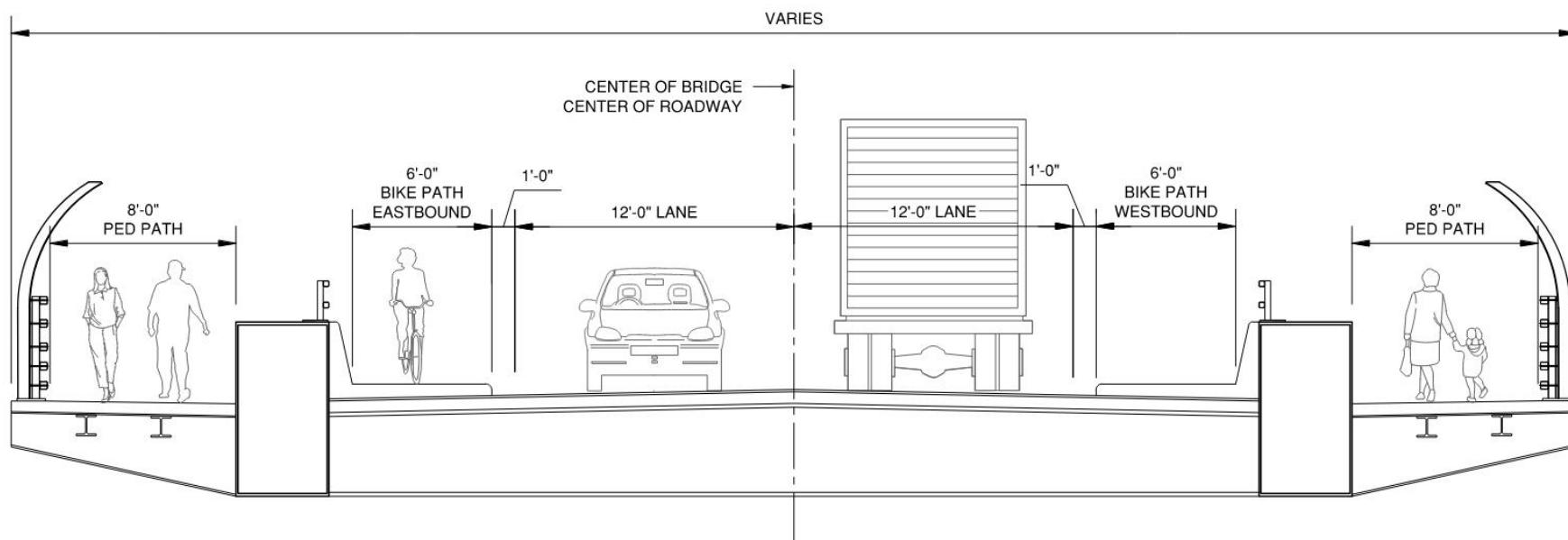
Width: 88 ft maximum (would decrease if the mid channel pier or Brooklyn abutment widens)

Resiliency*

Operating Machinery: Below roadway and susceptible to flooding

*Under this concept, major components and features of the existing Grand Street Bridge would need to be replaced or modified to the extent that rehabilitation of the bridge would be considered unreasonable.

Replacement Concepts: Proposed Cross Section



New & Wider Bridge Features

Step 1 Draft Screening Project Purpose & Objectives

Legend:

X Does Not Meet Purpose / Objective

✓ Meets Purpose / Objective

Concept		Project Purposes / Objectives					Meets Project Purposes / Objectives
		Address the identified structural deficiencies	Address the identified geometric deficiencies of the crossing	Improve bicycle/pedestrian facilities on the Bridge	Maintain long-term navigability along Newtown Creek	Improve the resiliency of the Bridge	
-	No Build*						
-	Rehabilitation	X	X	X	✓	X	X
Fixed	Fixed Bridge (1)	✓	✓	✓	X	✓	X
Movable	Symmetrical Swing (2)	✓	✓	✓	X	X	X
	Bobtail Swing (3)	✓	✓	✓	X	X	X
	Bascule (4)	✓	✓	✓	✓	X	X
	Long Span Vertical Lift (5/5A)	✓	✓	✓	✓	✓	✓
	Short Span Vertical Lift (6)	✓	✓	✓	✓	✓	✓

*The No Build Concept (which would occur in the future without the Project; also referred to as the No Action condition) assumes no future improvements in the Study Area other than those planned by others and/or implemented as part of routine maintenance. The No Build Concept, which does not meet the project objectives, is included in the environmental analyses under NEPA as a baseline condition from which to evaluate the potential impacts of reasonable concepts under consideration

Step 2 Draft Screening Criteria

Technical Considerations

Technical Considerations

- **Foundation Constructability**
- **Operational Reliability and Ease of Movable Span Maintenance**
- **Traffic Control at Bridge Approaches**
- **Right-of-way Requirements**
- **Dredging Needs Impacts**

Step 2 Draft Screening Technical Considerations

Technical Considerations	Concepts		
	Concept 5 Long Span Vertical Lift (235'±) (Pier behind Bulkhead Line)	Concept 5A Long Span Vertical Lift (165'±) (Pier in front of Bulkhead Line)	Concept 6 Short Span Vertical Lift (120' ±)
Foundation Constructability	X	✓	✓
Operational Reliability & Ease of Movable Span Maintenance	X	X	✓
Traffic Control at Bridge Approaches	X	X	✓
Right of Way Requirements	X	X	✓
Dredging Needs Impacts	X	X	✓

Legend:

✓ Presents Favorable Result Relative to Technical Considerations

X Presents Less-Favorable or Non-Favorable Result Relative to Technical Considerations

Step 3 Draft Screening Criteria

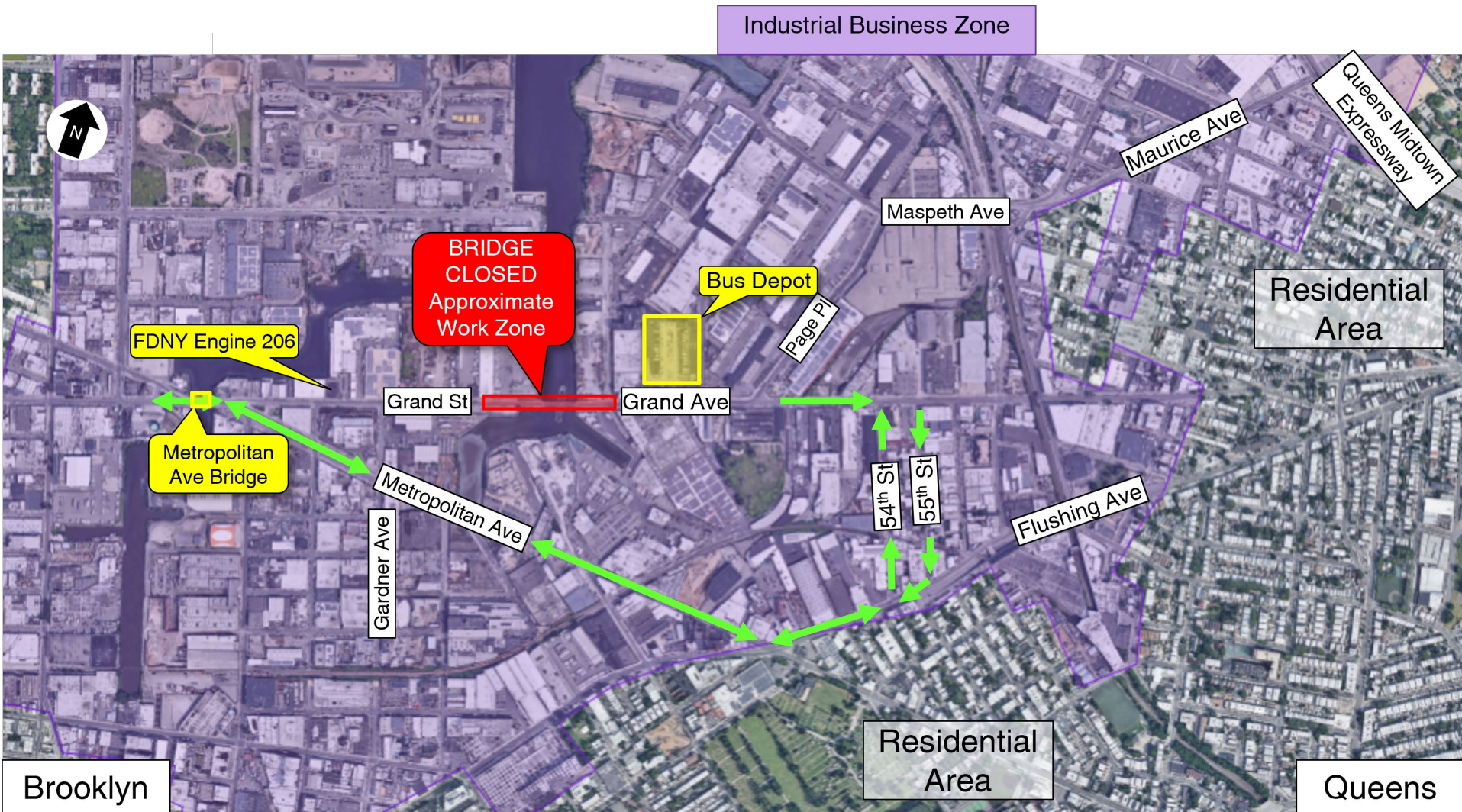
Additional Project Goal

Maintenance and Protection of Traffic (MPT)

Additional Project Goal

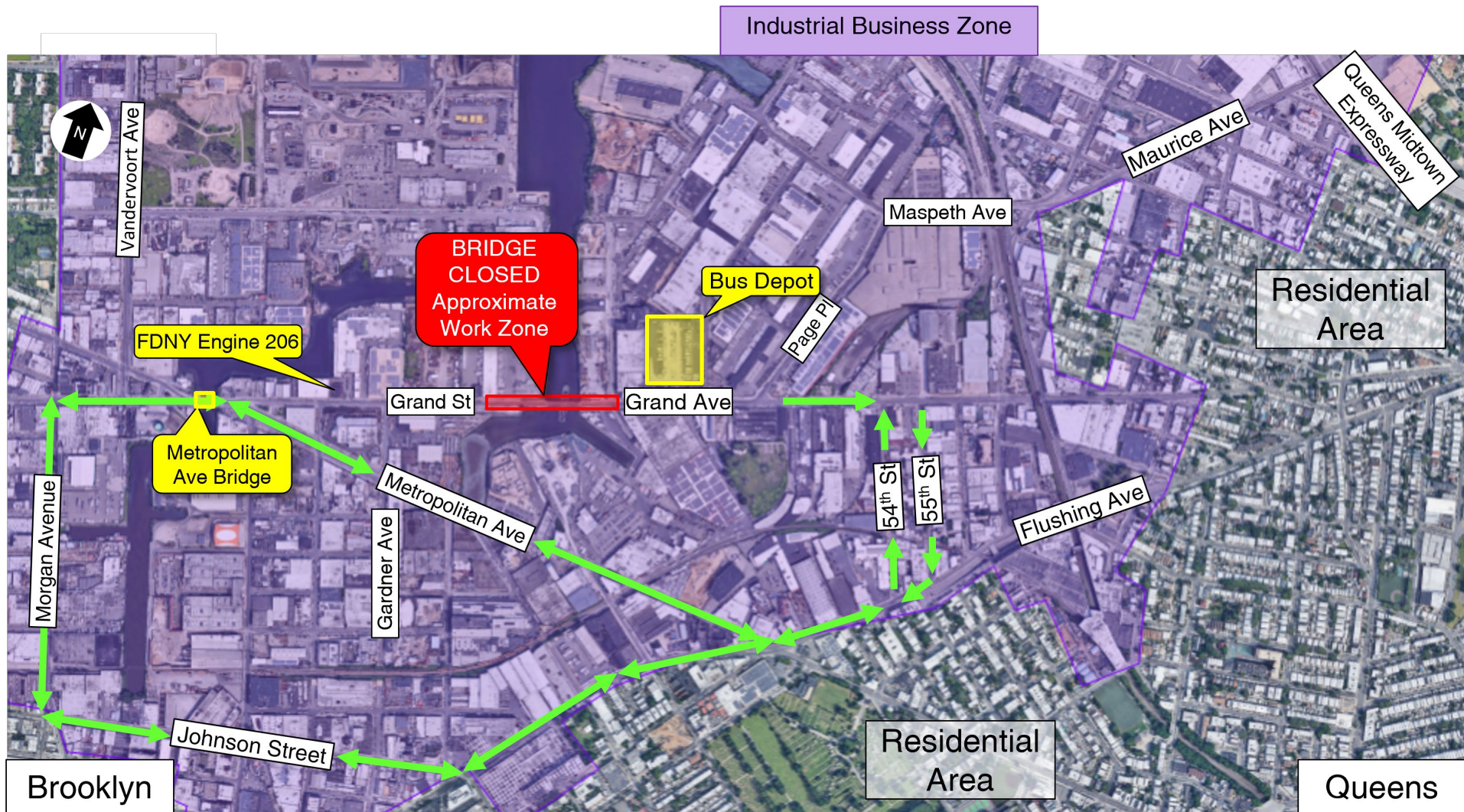
- NYCDOT will seek to maintain traffic during construction of the Project, while maintaining adequate local access to businesses and minimizing detour travel time and disruption.

MPT Concept A – Detour to Local Streets



Detour Via Flushing Avenue to Metropolitan Avenue

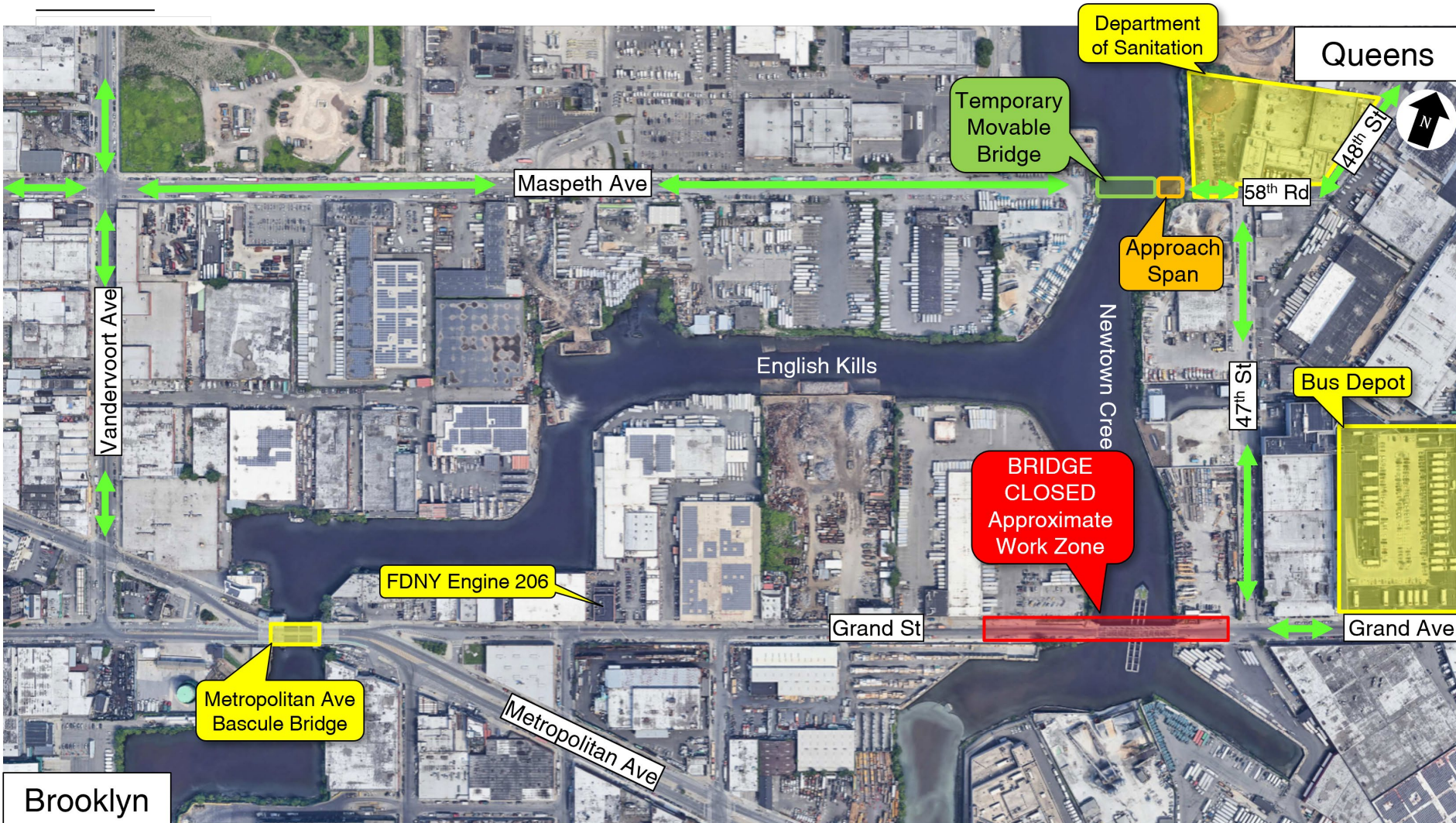
MPT Concept A – Detour to Local Streets (Alternate)



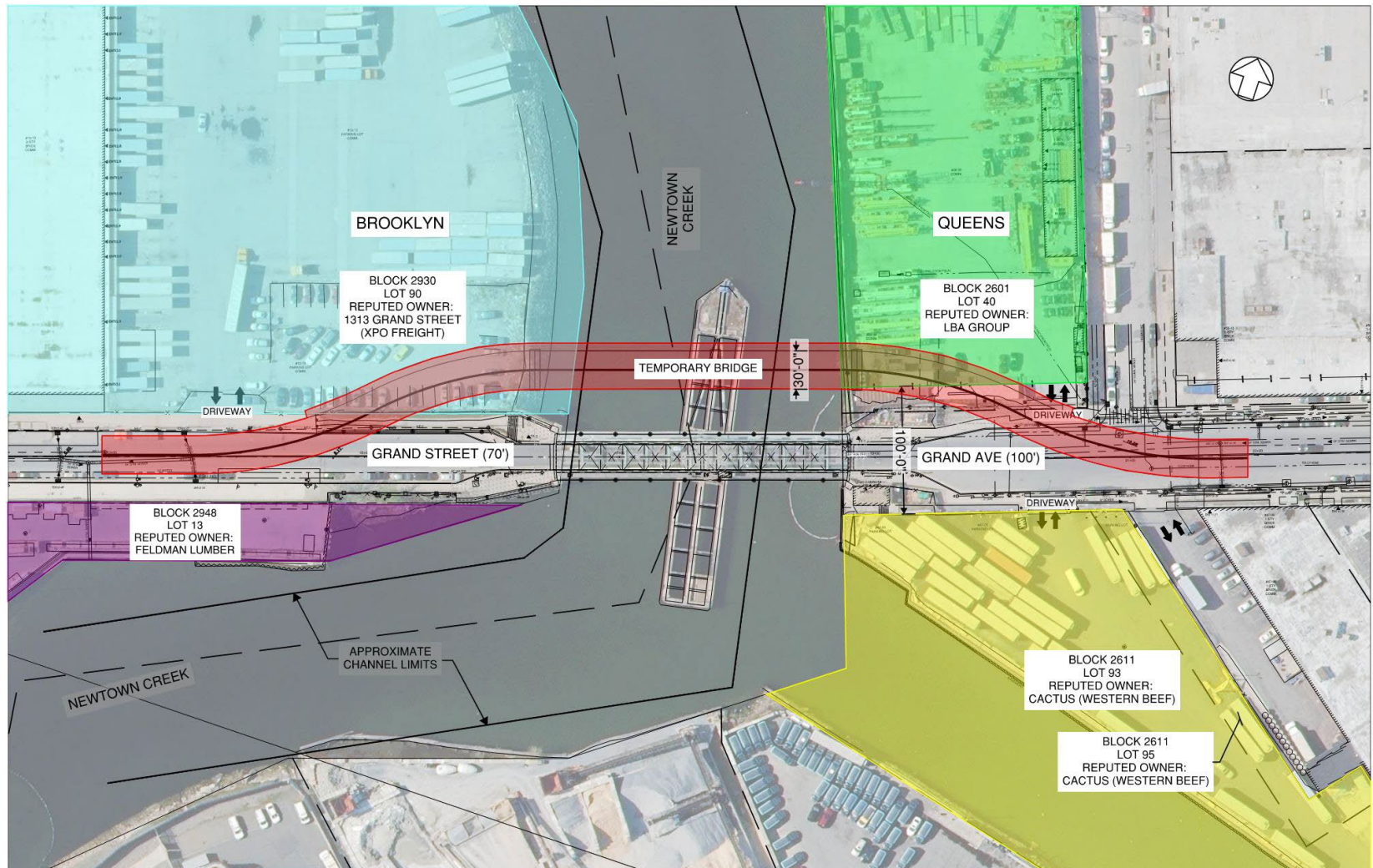
Detour Via Flushing Avenue to Metropolitan Avenue & Johnson Street to Morgan Avenue

MPT Concept B

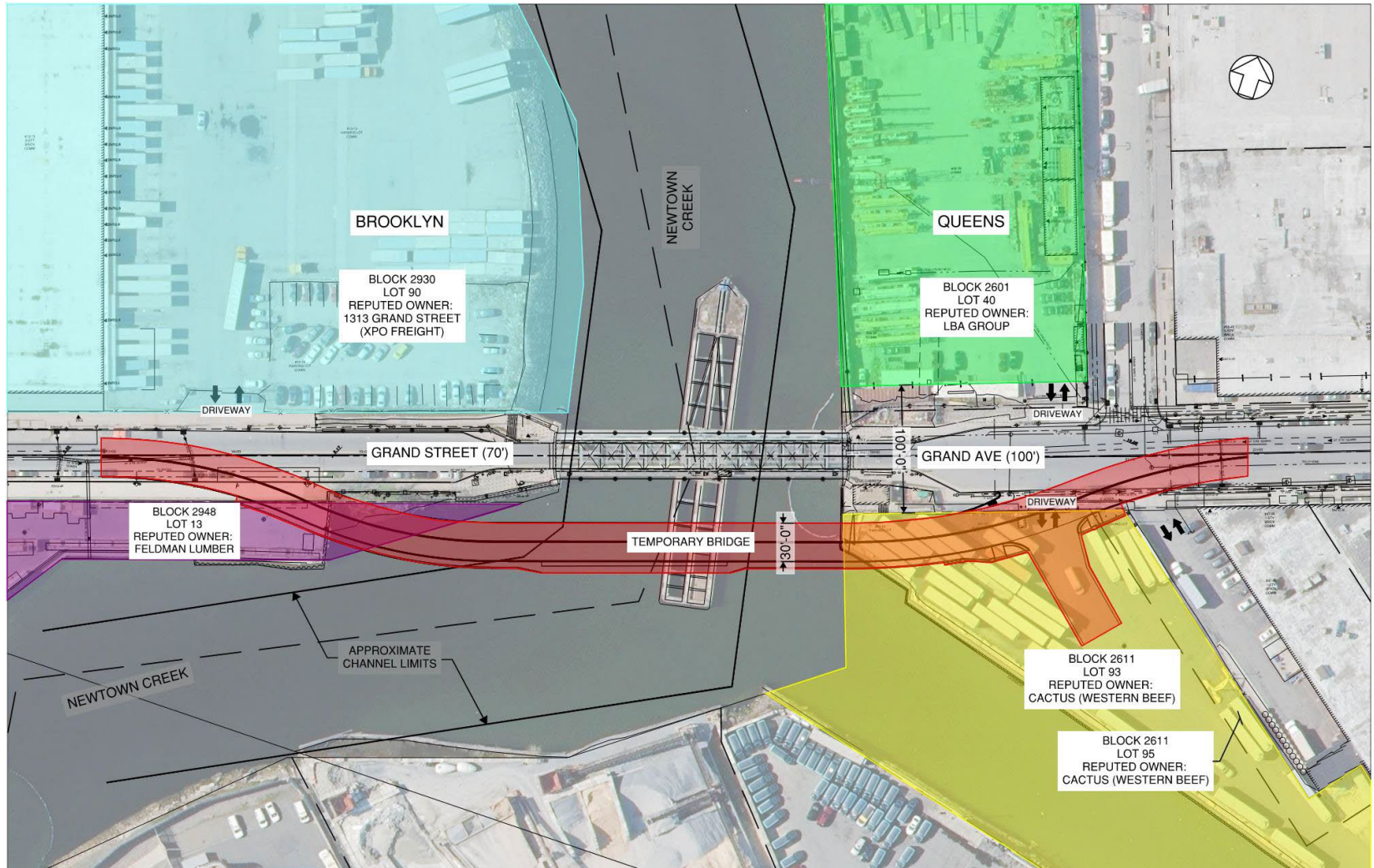
Temporary Movable Bridge at Maspeth Ave



MPT Concept C – Temporary Bridge to the North



MPT Concept D – Temporary Bridge to the South



Step 3 Draft Screening Project Goal

Project Goal	MPT Concepts			
	Concept A: Detour to Local Streets	Concept B: Temporary Movable Bridge at Maspeth Avenue	Concept C: Temporary Bridge to the North	Concept D: Temporary Bridge to the South
MPT concept maintains adequate local access to business and minimizes detour travel time disruption during construction	X	X	✓	✓

Legend:

X MPT Concept Would Not Meet Project Goals

✓ MPT Concept Would Meet Project Goals

Step 4 Draft Screening

Additional Technical Considerations

Additional Technical Considerations

- **Number of Private Properties Affected**
- **Magnitude of Private Property Impacts**
- **Temporary Shadowing of the Waterway**
- **Impact on Storm Sewer Construction**
- **Contractor Site Access and Associated Constructability Concerns**

Step 4 Draft Screening

Additional Technical Considerations

Additional Technical Considerations		
	MPT Concept C: Temporary Bridge to the North	MPT Concept D: Temporary Bridge to the South
Number of Private Properties Affected	●	●
Private Property Impacts	X	X
Temporary Shadowing of the Waterway	✓	X
NYCDEP Storm Sewer Construction	X	✓
Contractor Site Access and Associated Constructability Concerns	X	✓

Legend:

- ✓ Presents Favorable Result Relative to Technical Considerations
- X Presents Non-Favorable Result Relative to Technical Considerations
- Presents Neutral Outcome Relative to Technical Considerations

Environmental Review Process Overview

4

Lead Agencies / Grand Street Bridge Project Team

National Environmental Policy Act (NEPA)

Federal Lead Agency: Federal Highway Administration (FHWA)

Regional Local Project Liaison: New York State Department of Transportation (NYSDOT)

Project Sponsor: New York City Department of Transportation (NYCDOT)

State Environmental Quality Review (SEQR)

Joint Lead Agency: New York State Department of Transportation (NYSDOT)

City Environmental Quality Review (CEQR)

Joint Lead Agency: New York City Department of Transportation (NYCDOT)

Consultants

Prime Consultant: H&H

Environmental Consultant: AKRF

Outreach Consultant: FHI Studio (now IMEG)

ULURP: PHA, an AKRF division

What is NEPA?

National Environmental Policy Act (NEPA)

- NEPA is a federal law that provides for a decision-making process to consider the effects of federally funded and/or permitted projects on the natural and built environment
- Provides for broad participation in decision-making by the public and agencies with funding or permitting authority
- Under NEPA, lead agencies consider public input about potential feasible project alternatives and the potential effects of a project on the social, economic, and environmental conditions



What is a NEPA EA?

NEPA Classification for the Grand Street Bridge

- The Grand Street Bridge project is classified as a NEPA Class III Action.
- This Action requires the preparation of an Environmental Assessment (EA) because the significance of potential environmental impacts has not yet been established.



SEQRA Basics

New York State Environmental Quality Review Act (SEQRA)

- Requires state, regional, and local government agencies to consider the environmental impacts of their actions.

SEQRA Classification for the Grand Street Bridge

- The Grand Street Bridge project is classified as a non-Type II Action under SEQRA
- A non-Type II Action under SEQRA requires EA preparation
- This EA is packaged with a NYSDOT Design Report (DR) to form a DR/EA

CEQR Basics

New York City Environmental Quality Review (CEQR)

- CEQR is an additional level of environmental review required for NYC projects. It is the city process and guidelines for implementing SEQRA, allowing for local agency approvals

CEQR Classification for the Grand Street Bridge

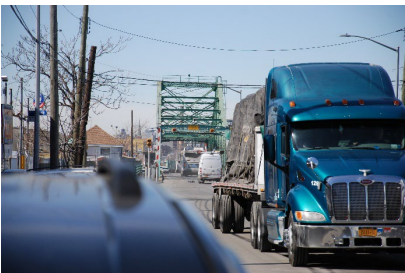
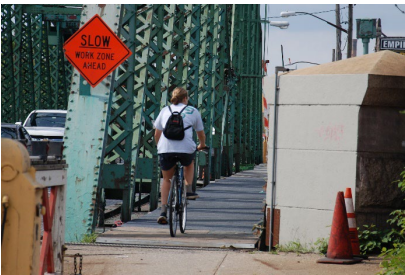
- CEQR Type I Action, with an Environmental Assessment Statement (EAS).

Possible DR/EA CEQR Findings

- No significant adverse impacts = end of CEQR review
- Unmitigable significant adverse impacts = project moves into an Environmental Impact Statement

Environmental Review for Grand Street Bridge

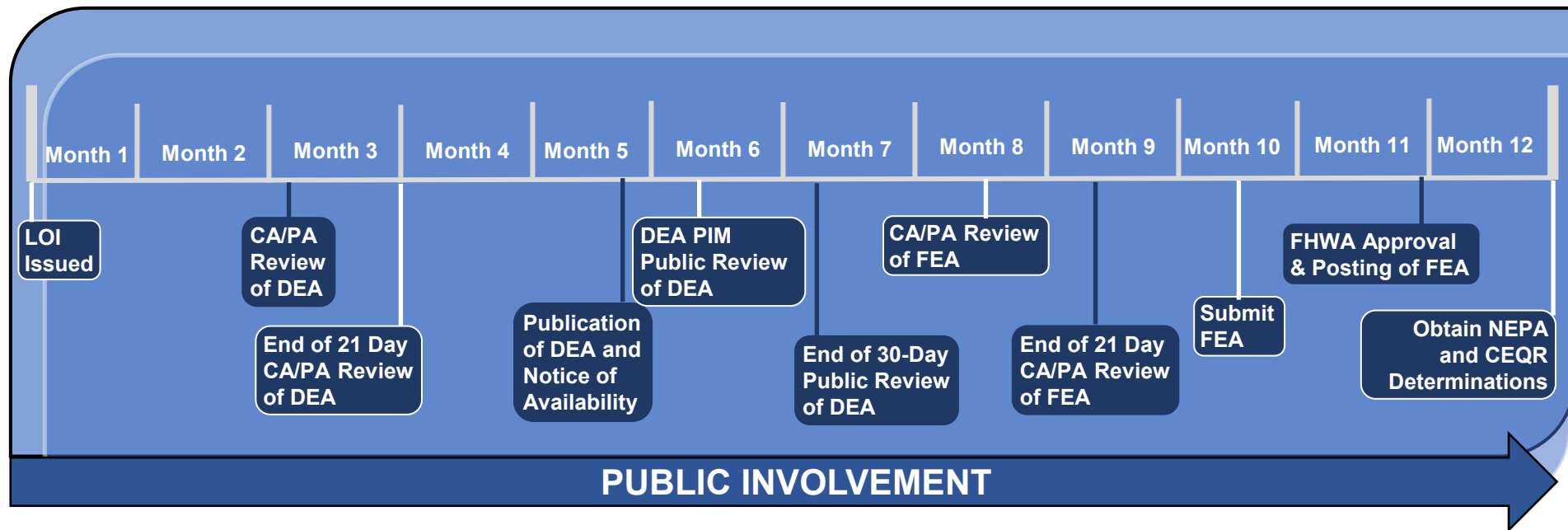
Social, Economic and Environmental Considerations



- Land use
- Traffic
- Noise
- Air quality
- Construction effects
- Hazardous waste and contaminated materials
- Visual resources
- Social considerations
- Cultural and historic resources
- Surface waters, navigable waters, and wetlands
- Coastal zone consistency
- Economic considerations, including property acquisition and potential effects to local and/or regional businesses

NEPA Environmental Assessment (EA) Timeline

In accordance with NEPA, a DR/EA is being developed for the Project. Information from the DR/EA will be utilized to complete a City Environmental Quality Review (CEQR) EAS to satisfy CEQR and the New York State Environmental Quality Review Act (SEQRA).



ACRONYMS:

Letter of Intent (LOI)
Cooperating Agency (CA)
Participating Agency (PA)

Draft Environmental Assessment (DEA)
Public Information Meeting (PIM)
Final Environmental Assessment (FEA)

ULURP Process



Uniform Land Use Review Procedure (ULURP)

- A multi-step process for changes to zoning, the City Map, and other land use approvals within New York City.
- Requires coordination with New York City Department of City Planning (NYCDCP), the City Planning Commission, Borough Presidents, Community Boards, NYC Council, Mayor's Office, etc.

ULURP for the Grand Street Bridge

- Proposed changes to surrounding land use or City Map under ULURP is also subject to the CEQR process and requires an environmental review
- An environmental review must be completed before NYCDCP certifies any ULURP action

Uniform Act of 1970

- Federal law enacted in 1970 by congress to ensure that property owners and tenants are treated fairly, equitably and receive relocation assistance if a federally funded project or program results in impact to individuals from their homes, businesses, or farms.
- Provides important protections and assistance for people affected by federally-funded projects government-wide.
- U.S. Department of Transportation (DOT) is the Federal Lead Agency to oversee implementation of the Uniform Act for the Grand Street Bridge Project, a role filled by FHWA's Office of Real Estate Services
- The Lead Agency is responsible for developing, issuing, and maintaining government-wide regulations, as well as providing assistance with implementing the Uniform Act's provisions.

Public Engagement

5

Public Engagement

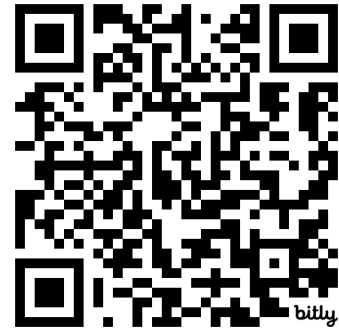
Outreach and Input

- Public Information Meetings
- Community Board Coordination
- Property Owner Coordination

- Email:

thenewgrandstreetbridge@gmail.com

- Website: nyc.gov/GrandStreetBridge



Grand Street Bridge Project 

Stakeholders of Brooklyn & Queens, New York



About the Grand Street Bridge

The Grand Street Bridge is a swing bridge over Newtown Creek, connecting Maspeth, Queens with Williamsburg, Brooklyn. The bridge spans both the North Brooklyn and Maspeth Industrial Business Zones, and is surrounded by lumber yards, warehouses, recycling industry scrap yards, crane companies, and NYC bus and sanitation agency department offices. The bridge structure carries a two-lane, two-way vehicular roadway eastbound and westbound, with sidewalks on either side.

The first two bridges over Newtown Creek were built in 1875 and 1890. The current bridge – the third bridge on the site – was opened in 1903. When it was first built, the bridge was a very busy maritime crossing. At the time, it was opened more than 5,000 times for various purposes.

The bridge has not opened more than ten times a day, and road traffic is now the main bridge use. Based on 2019 data, average daily traffic recorded about 13,500 vehicles per day, with 66.6 percent (%) of vehicles traveling westbound into Brooklyn, and 33.4 percent (%) of vehicles traveling eastbound into Queens.

After over one hundred and thirteen years, the Grand Street Bridge has reached the end of its service life and has numerous deficiencies. With its substandard roadway width, it is too narrow to accommodate current traffic, and it does not meet current structural and geometric design standard requirements. In addition, the mechanical and electrical systems on the swing span have been heavily damaged, along with a large portion of electrical conduit, wiring and the terminal boxes for the submarine cable.

The New York City DOT is currently working to address the needs of this bridge and project objectives.

Anticipated Project Milestones and Schedule

6

Next Steps

Consideration of comments from this Public Information Meeting

Initiate formal environmental review process conforming to NEPA, SEQRA, and CEQR requirements.

- Consultation with various federal, state, local agencies and federally recognized tribal nations.
- Ongoing design considerations and bridge type screening
- Notice of Availability of Draft Environmental Assessment with Public Review/Comment Period



Ongoing Coordination with Other Projects

- USEPA Superfund Remediation Project
- NYCDEP CSO Tunnel Project



Anticipated Overall Project Schedule

ENVIRONMENTAL REVIEW PROCESS

FORMAL ULURP PROCESS

IF PROPERTY ACQUISITIONS
(FOLLOW “UNIFORM ACT”)

FINAL DESIGN & PERMITTING

CONSTRUCTION BIDDING

CONSTRUCTION

2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033

ANTICIPATED PROJECT SCHEDULE

Thank you!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT