



# Grand Street Bridge over Newtown Creek

## Public Information Meeting Project Updates

May 19, 2026

# Meeting Agenda

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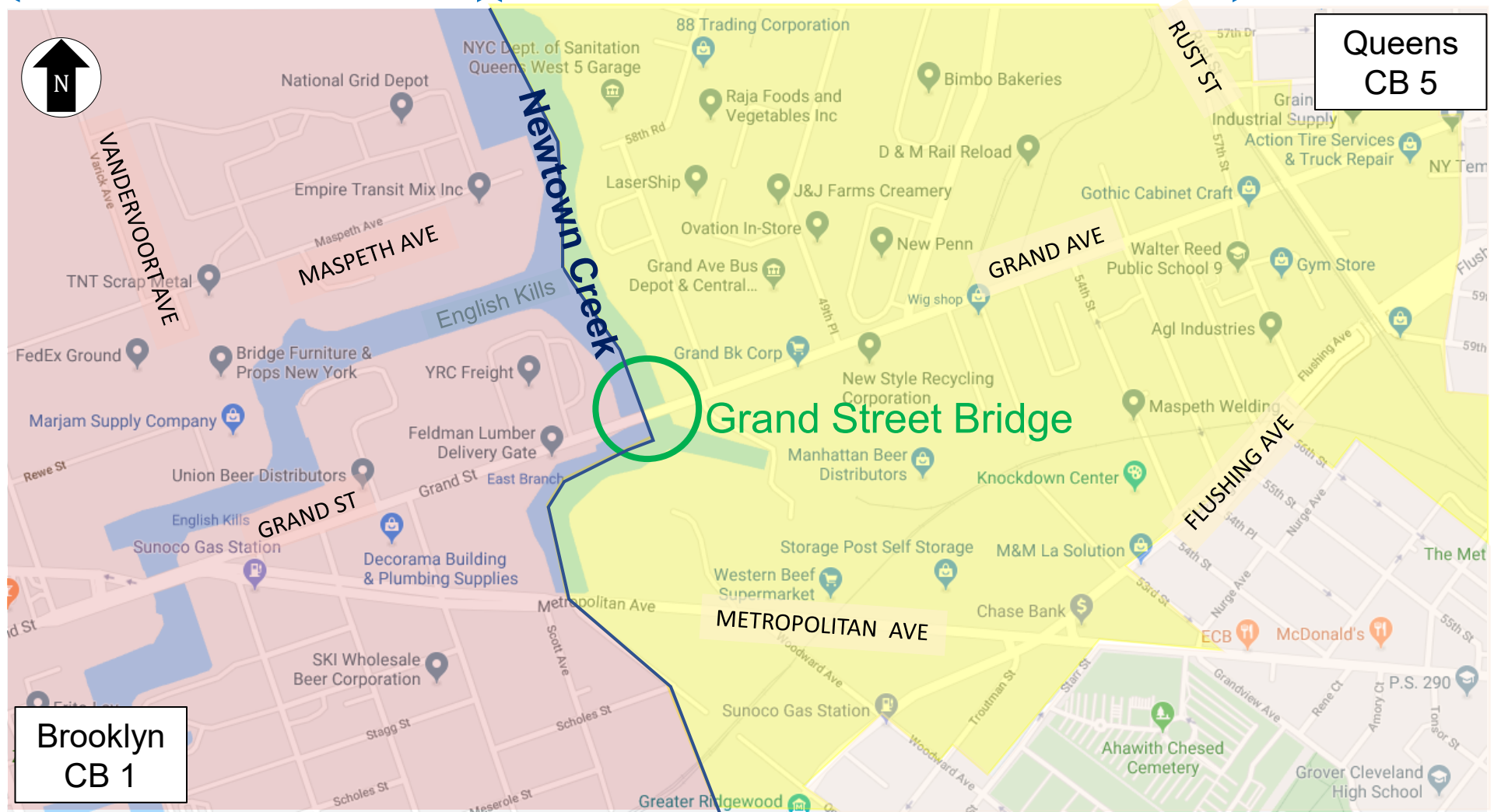
- Introductions
- Project Location & Existing Bridge Configuration
- Bridge Concepts Considered & Bridge Concept Being Advanced
- Maintenance and Protection of Traffic (MPT) Concepts Considered
- MPT Concept Being Advanced
- Environmental Process Updates
- ULURP & Uniform Act of 1970
- Anticipated Project Schedule
- Public Outreach and Input

# Project Location

North Brooklyn IBZ

Maspeth IBZ

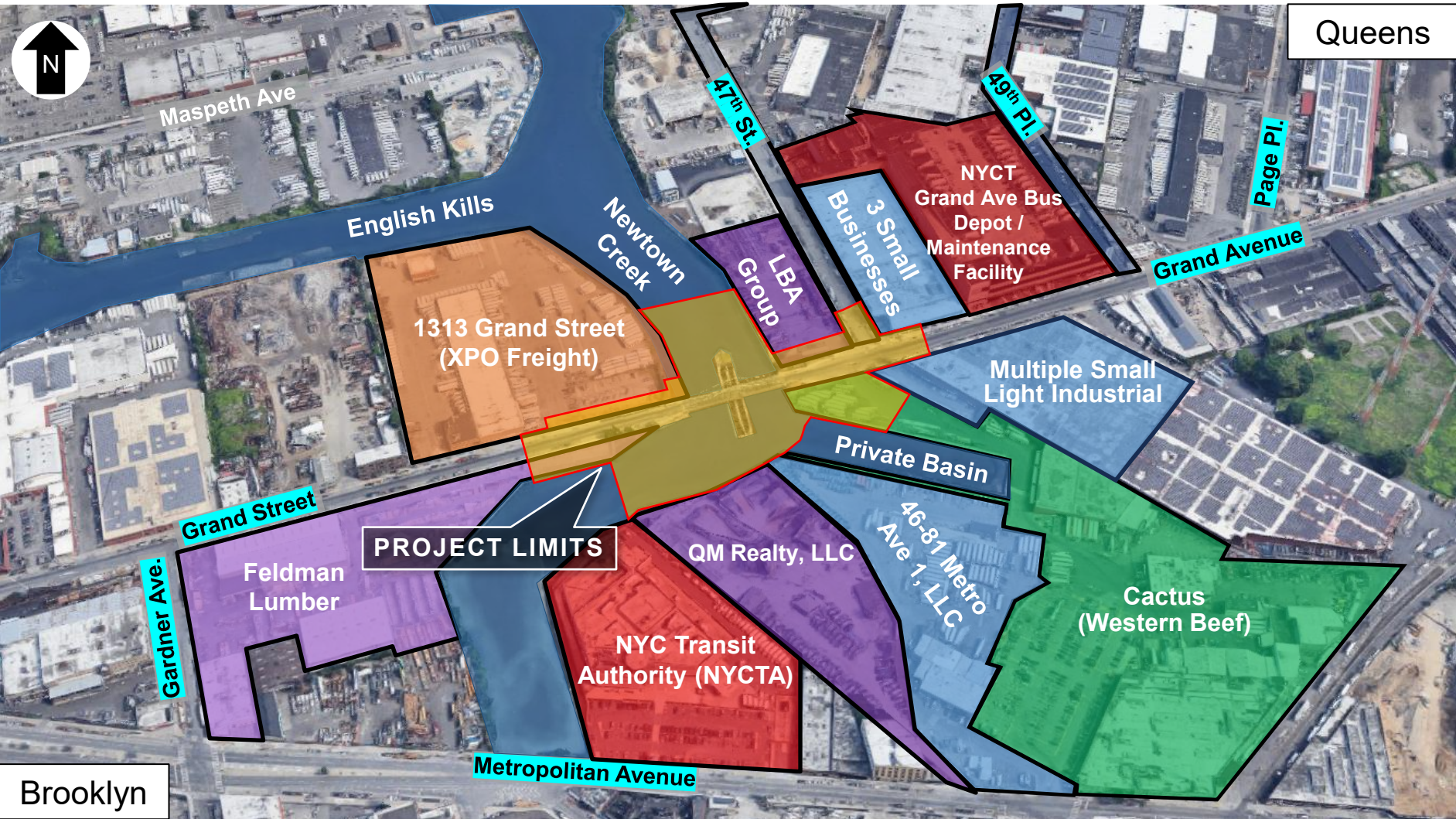
Queens  
CB 5



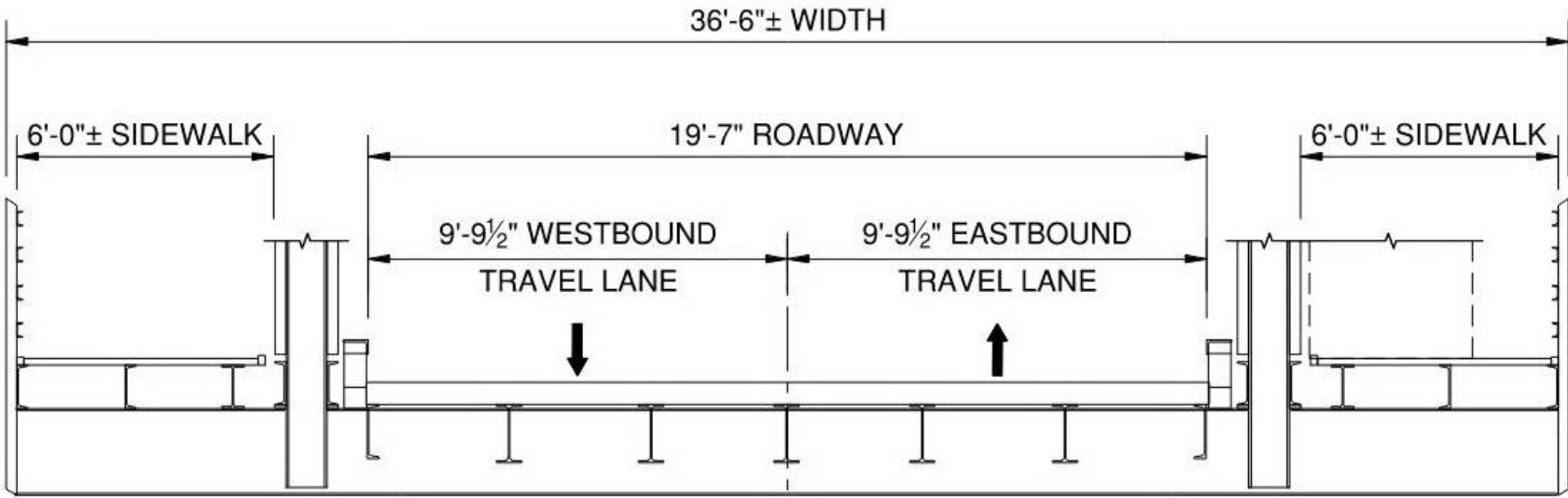
Brooklyn  
CB 1

# Adjacent Properties

 Project Limits



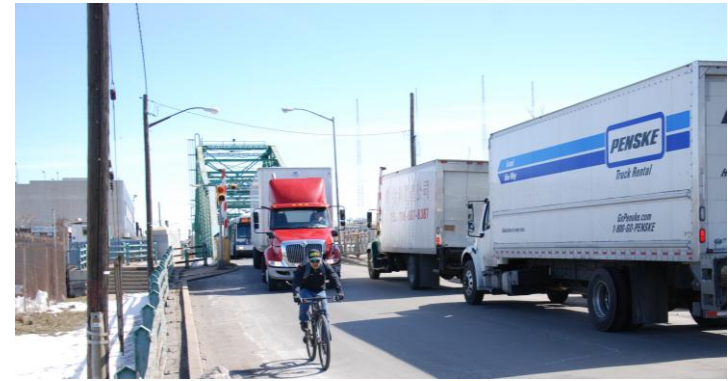
# Existing Bridge Configuration



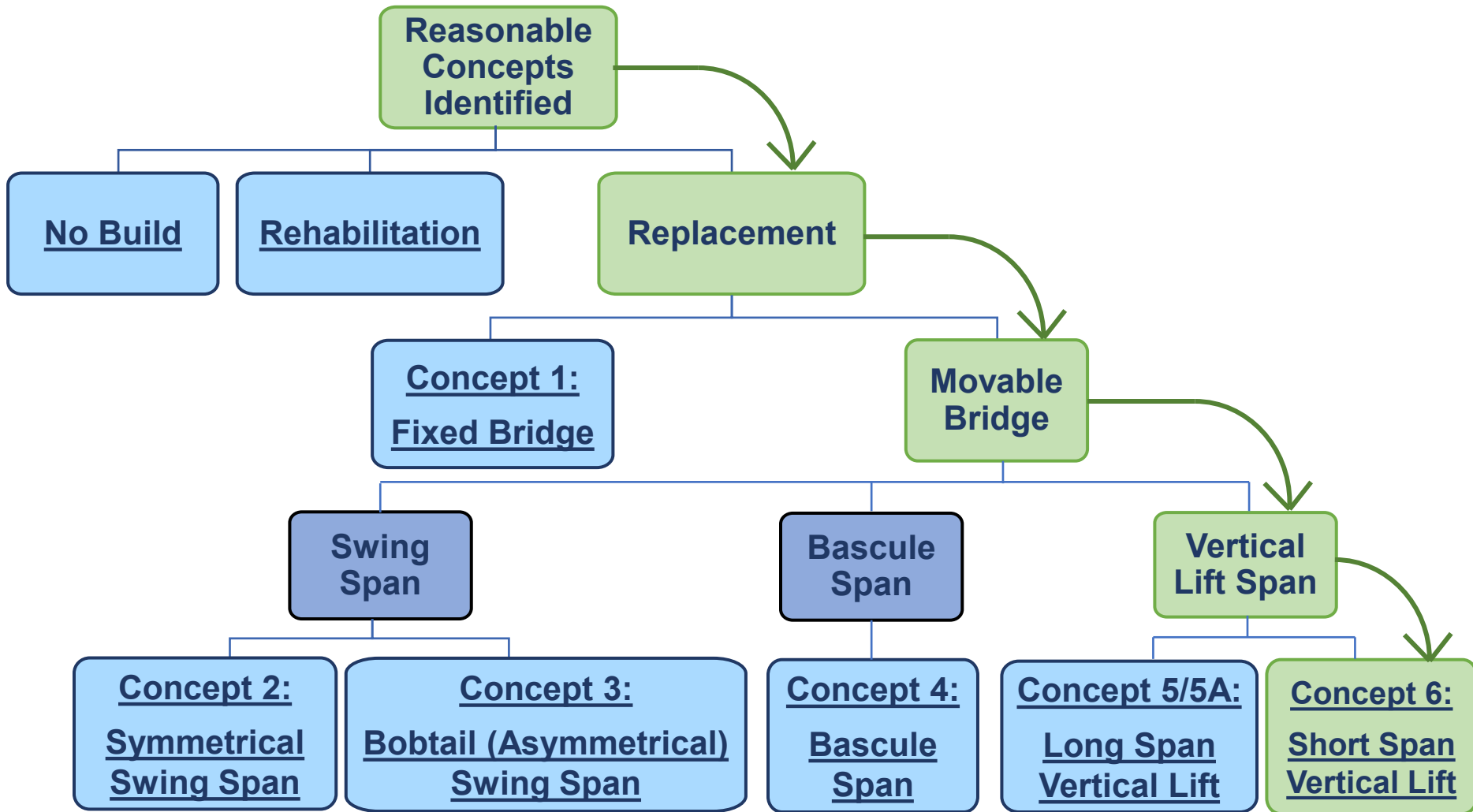
Typical Condition with Traffic on the Bridge

# 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 Concepts Considered



# Bridge Concept Being Advanced

## Short Span Vertical Lift Bridge

### Bridge Crossing

**Bridge width:** approximately 68 ft with a 12 ft lane, 1 ft shoulder, 6 ft bike lane, and 8 ft sidewalk in each direction

**Span length:** ~120 ft lift span, 23'-6" tower span, and ~60 ft fixed span

### Vertical Clearance under the Bridge

**Closed position:** 8 ft (matches existing)

**Open position:** 50 ft in accordance with USCG permit requirements

### Navigable Channel (Horizontal Clearance at Bridge)

**Width:** 90-foot horizontal clearance (existing is 88 feet)

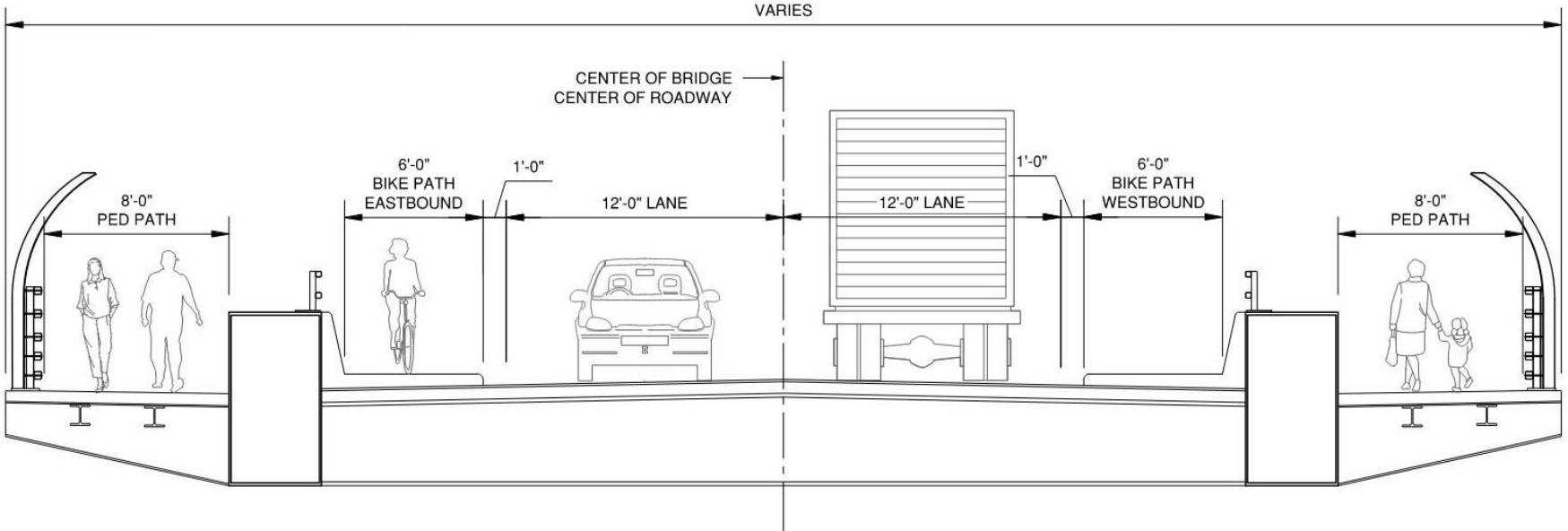
### Resiliency

#### Operating Machinery:

Located at the top of the towers and not susceptible to flooding



# Proposed Bridge Configuration



## New & Wider Bridge Features

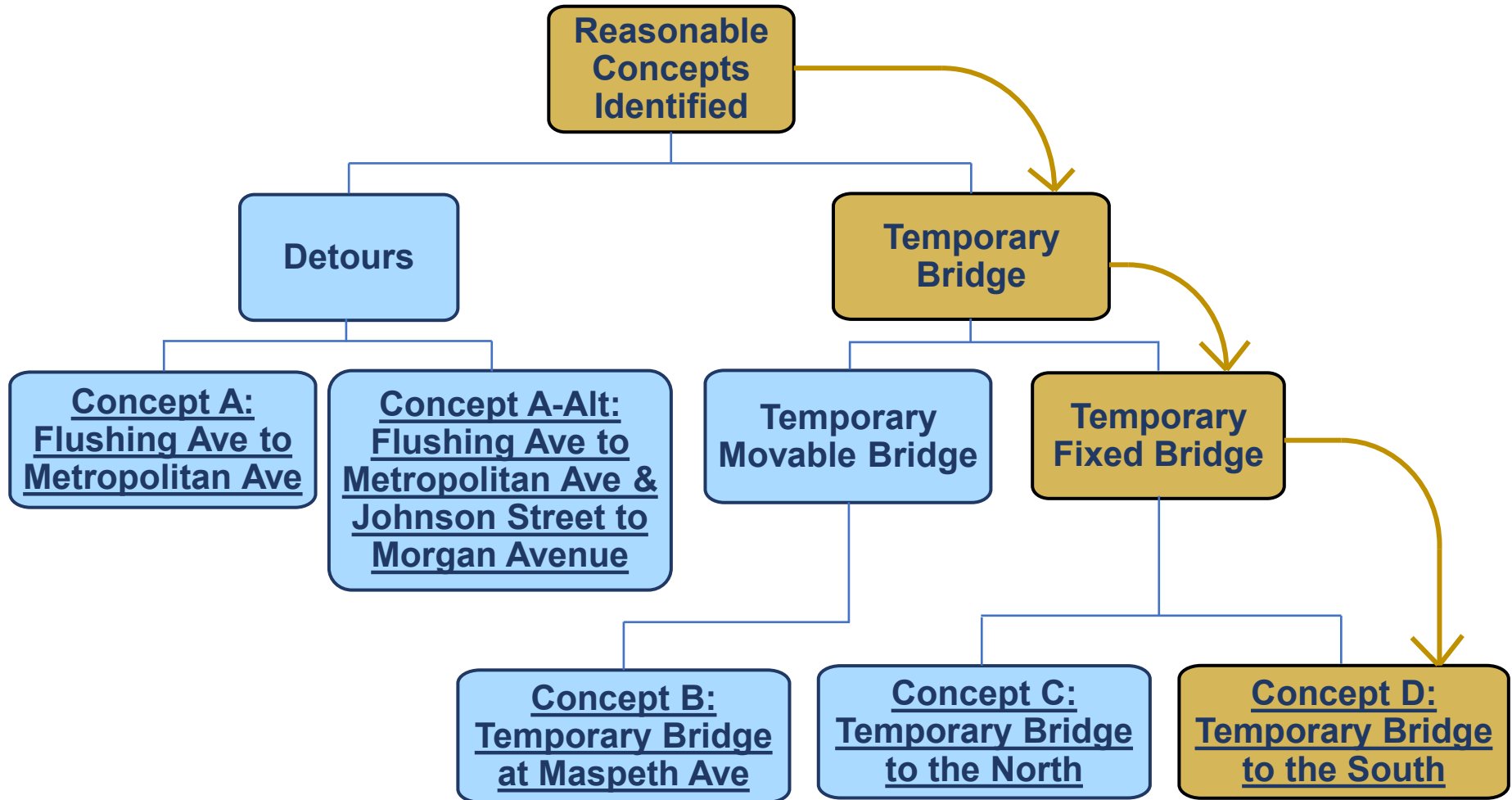
# Conceptual Bridge Configuration



# Conceptual Bridge Configuration



# Maintenance and Protection of Traffic (MPT) Concepts Considered

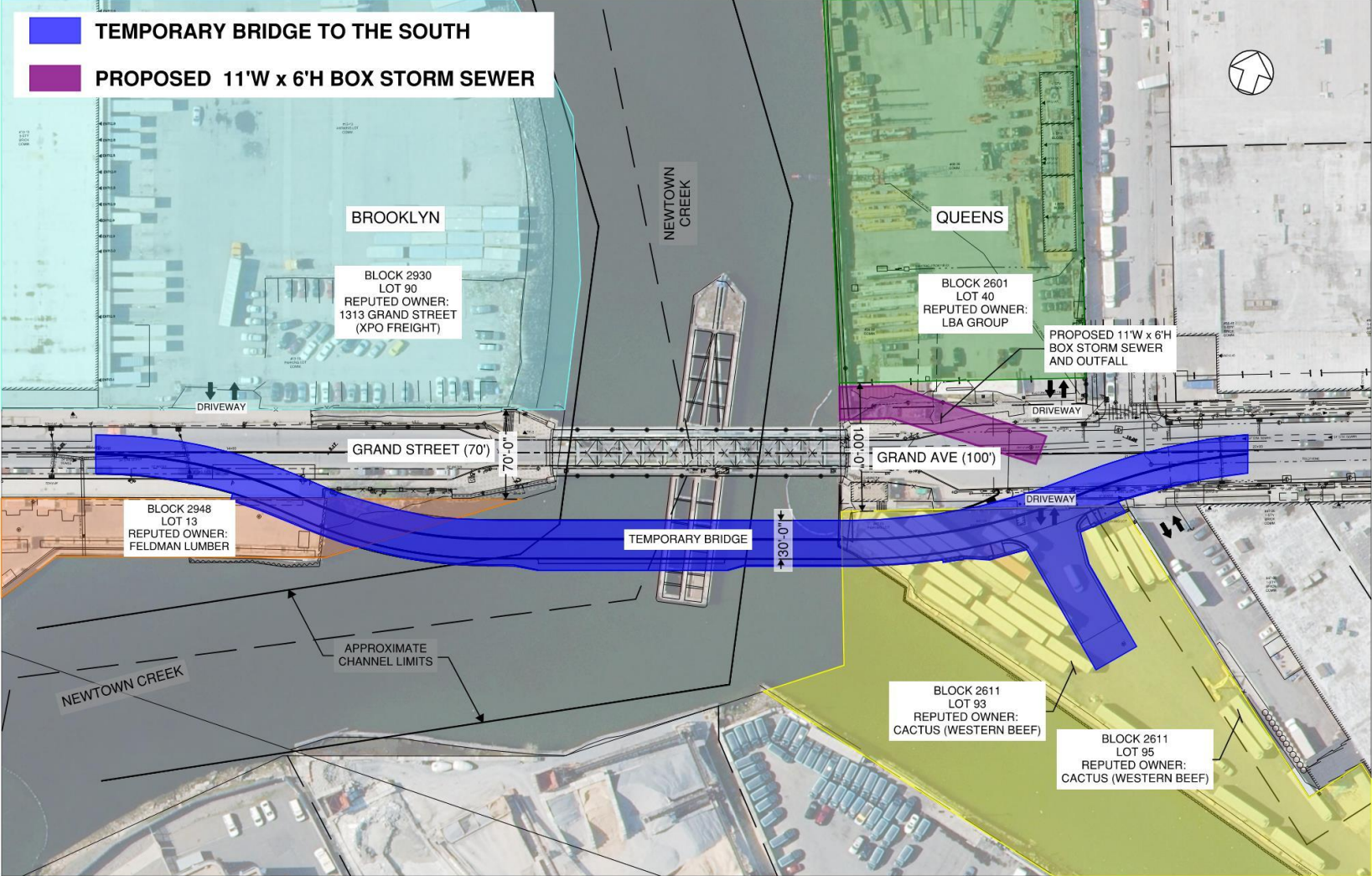


# **MPT Concept D - Temporary Bridge to the South** ***(Concept Being Advanced)***

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- Has one standard 12-foot-wide lane in each direction
- Has a protected 5-foot-wide space for pedestrians
- Maintains 8-foot vertical clearance under the bridge, matching existing conditions
- Maintains a 75-foot horizontal clearance at the bridge

# MPT Concept D - Temporary Bridge to the South (Concept Being Advanced)



## **MPT Concept D - Temporary Bridge to the South** ***(Concept Being Advanced)***

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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.

- No interference with DEP sewer construction
- Improved construction vessel access to the site compared to the North Temporary Bridge and reduces construction duration
- Temporary ramp to Western Beef follows existing driveway route

# **MPT Concept D - Temporary Bridge to the South** ***(Concept Being Advanced)***

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- Ties into roadway in Brooklyn on Grand Street around the driveway at the 1313 Grand St property (northside of Grand Street)
- Ties into roadway in Queens on Grand Ave east of the 47<sup>th</sup> Street intersection.
- Maintain business operations during temporary and permanent bridge construction.

# Environmental Process Updates

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- NEPA Classification

- The Grand Street Bridge project was previously classified by FHWA as a *NEPA Class III Action*. As of September 2025, the project is now classified as a *Categorical Exclusion with Documentation*

<https://www.epa.gov/nepa/national-environmental-policy-act-review-process>

- SEQRA Classification – Non-Type II Action

<https://dec.ny.gov/regulatory/permits-licenses/seqr>

- CEQR Classification – Type I Action (EAS)

<https://www.nyc.gov/site/oec/environmental-quality-review/ceqr-basics.page>

# Environmental Process Progress

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- Approval of Pre-Environmental Process Documents
- Monthly Coordination with City/State/Federal Agency Sponsors
- Agency Coordination (USEPA, USCG, USACE, NYSDEC, NYCDEP, NYCDGP, etc.)
- Advancing Section 7 (Endangered Species), Section 106 (Historic Preservation), Coastal Zone Consistency & other processes
- Development of the SEQRA/CEQR Environmental Assessment Statement
- Development of the NEPA Draft Design Report

# Section 4(f) Programmatic Agreement

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- FHWA is using the *Nationwide Programmatic Section 4(f) Evaluation for the Use of a Historic Bridge* for the removal of the Grand Street Bridge, as the Project will “use” a bridge that is eligible for inclusion in the National Register of Historic Places.
- As a condition of the Section 4(f) Programmatic Evaluation, the existing bridge will be advertised for reuse in the coming months. Additional information concerning this advertisement for reuse will be made available on the Project website at a later date.

# Mapping (ULURP) Process

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## Uniform Land Use Review Procedure (ULURP)

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

<https://www.nyc.gov/content/planning/pages/planning/public-review>



## ULURP for the Grand Street Bridge

- Proposed changes to surrounding land use or City Map under ULURP are subject to the CEQR process
- The environmental reviews must be completed before NYCDCP certifies any ULURP action

# Acquisition Process (Uniform Act of 1970)

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The Uniform Act ensures fair treatment and relocation assistance for those displaced by federally funded projects.

- The Uniform Act provides legal protections and financial aid to property owners and tenants required to move.
- It guarantees that all displaced parties are treated consistently and fairly.
- The FHWA (Office of Real Estate Services) serves as the lead agency for the Grand Street Bridge Project.

[https://www.fhwa.dot.gov/real\\_estate/uniform\\_act/acquisition/real\\_property.cfm](https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm)

# Anticipated Project Schedule Milestones

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<b>Project Milestone</b>	<b>Anticipated Date</b>
<b>Public Information Meeting</b>	<b>May 2026</b>
<b>Conclusion of Environmental Process (NEPA &amp; CEQR)</b>	<b>March 2027</b>
<b>Start of Detailed Design</b>	<b>March 2027</b>
<b>ULURP Certification Process</b>	<b>March 2027 – December 2027</b>
<b>Acquisition Process</b>	<b>June 2027 – March 2029</b>
<b>Construction Start</b>	<b>Late Spring 2030</b>
<b>Construction End</b>	<b>Late Spring 2034</b>

# Public Outreach and Input


- Email: [GrandStreetBridgeProject@dot.nyc.gov](mailto:GrandStreetBridgeProject@dot.nyc.gov)
- Website: [nyc.gov/GrandStreetBridge](http://nyc.gov/GrandStreetBridge)



- Outreach Consultant: Stephanie Brooks (IMEG)

**Grand Street Bridge Project** 

Projects 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 current 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 per year since the 1980s, 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.

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# Thank you!

## Questions?



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