

BQE Rehabilitation: Project Scoping

Atlantic Avenue to Sands Street

NEW YORK STATE DEPARTMENT OF TRANSPORTATION



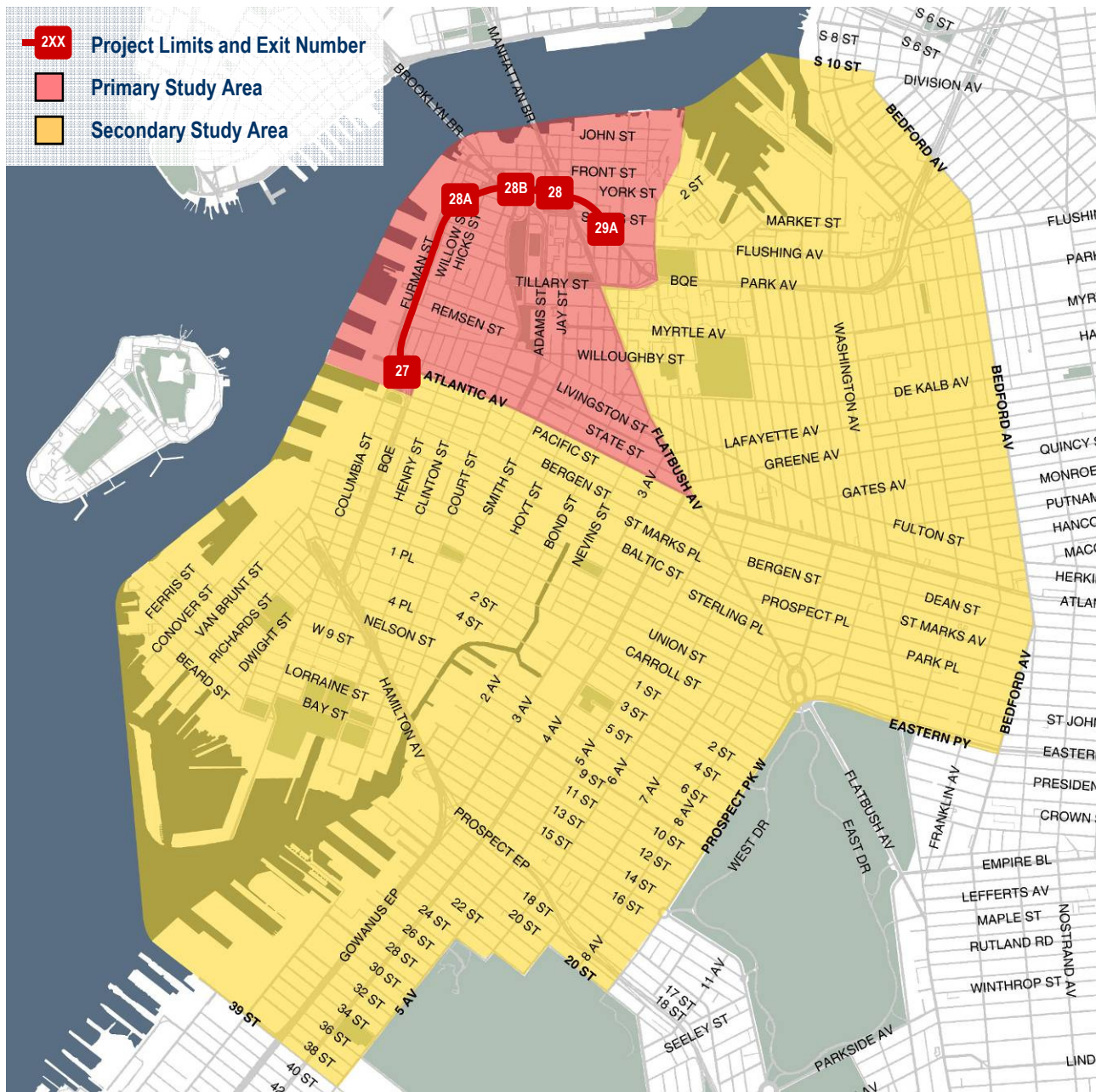
Today's Public Scoping Meeting & Information Sessions



- **First Session: 3:00 – 6:00 PM**
- **Second Session: 7:00 – 10:00 PM**

Project Description

Project Limits and Study Area



Corridor's Regional Importance

- Critical New Jersey (I-95) – Staten Island – Long Island link
- Link to Manhattan, East River bridges and tunnels, and all regional airports
- Freight transport to/from Brooklyn, Queens, and Long Island



Alternative Means to Submit Comments

- Project Website:
www.nysdot.gov/BQEdowntownbrooklyn
- Mail to: Mr. Fred Libove, P.E., Project Development Supervisor
NYSDOT Region 11
Hunters Point Plaza, 47-40 21st Street
Long Island City, New York 11101
- Fax to: Mr. Libove at 718.482.6686
- E-mail to: Mr. Libove at flibove@dot.state.ny.us

Comments Must be Received by: July 22, 2009

We are Particularly Interested in Receiving Comments On:



- **Purpose & Need for the Project**
- **Alternatives for Study**
- **Project Limits**
- **Methodologies and Study Areas to be Employed in Completing EIS**



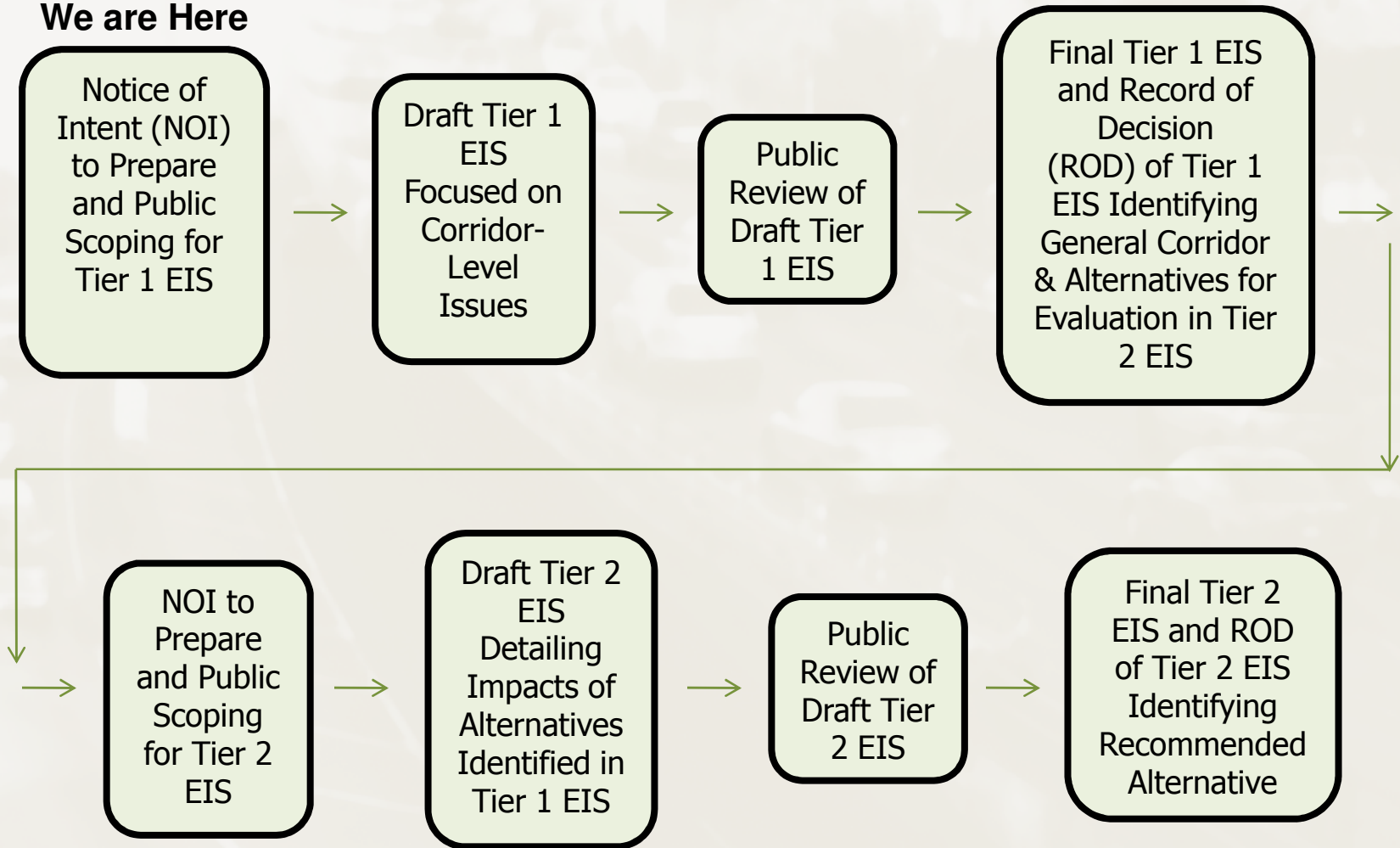
Tiered EIS Process

- **Staged Environmental Review Process Applied to Complex Projects**
- **Tier 1 EIS Will Address Corridor-Level Issues & Identify Limited Number of Alternatives for Evaluation in Subsequent Tiers**
- **Subsequent Tiers Will Provide Detailed Analysis of Alternatives Surviving Tier 1 Based on Higher Level of Design**

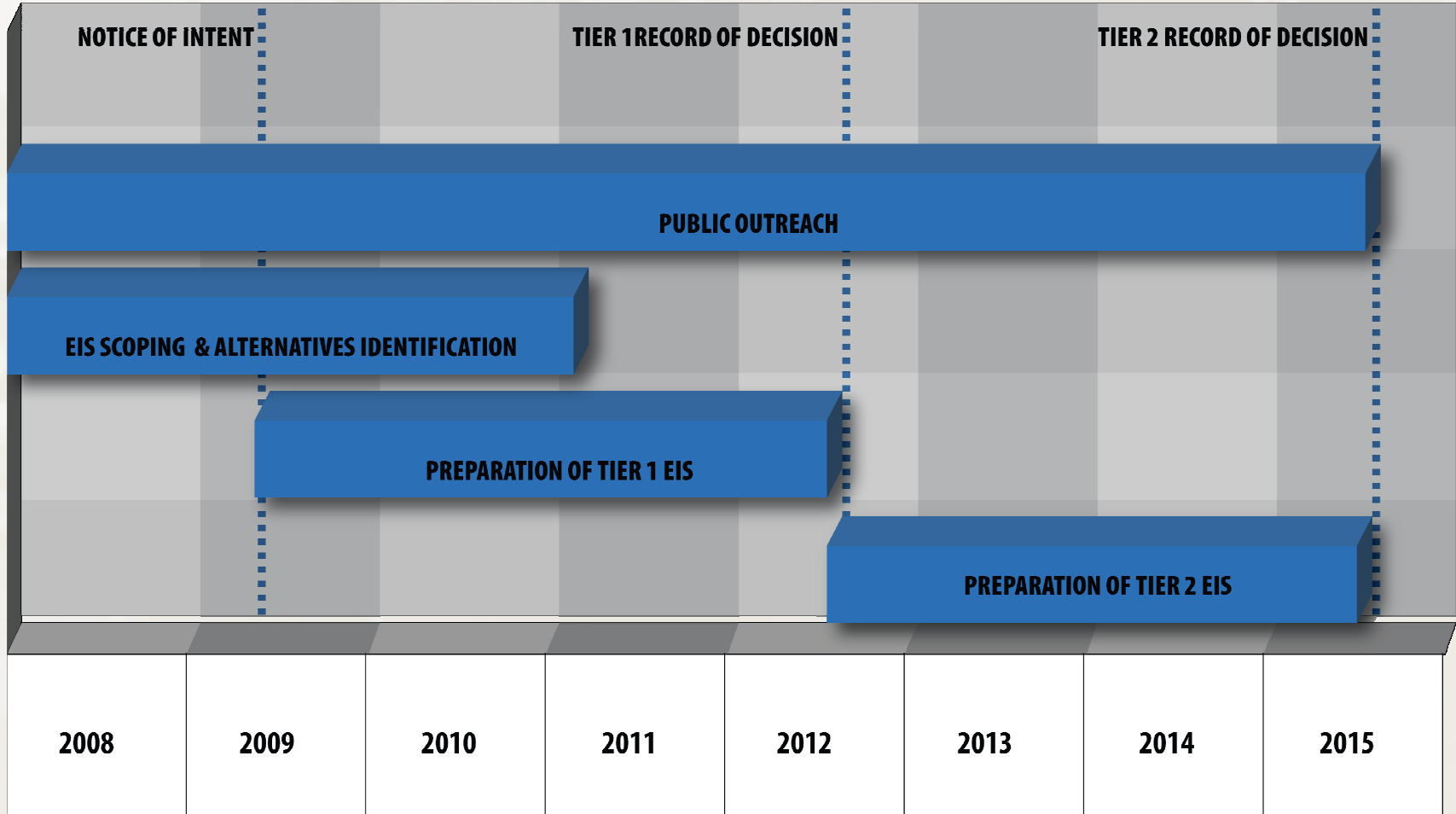


Project Environmental Review Tiered EIS Process

We are Here



Preliminary Project Schedule





Major Issues to be Addressed in Tier 1 EIS

- Finalize Purpose & Need for the Project
- Confirm Project Limits
- Identify Range of Reasonable Alternatives to be Evaluated in the EIS
- Identify Criteria to Evaluate Alternatives
- Identify General Alignment for the Alternatives
- Identify Right-Of-Way requirements
- Characterize Overall Land Use & Environmental Effects of the Project
- Identify Independent Actions to Maintain Roadway in State of Good Repair
- Establish Next Steps in Environmental Review Process



Project Purpose & Need

- **Infrastructure deterioration**

- Overall Condition of the 21 Structures is Safe
- High Traffic Loads, Including Large Percentage of Heavy Trucks, Accelerating Deterioration
- Corrective Action Needed Within 10-15 Years to Maintain Structures in State of Good Repair

- **Non-Standard Features**

- Narrow Lanes & Lack of Shoulders Contribute to Severe Congestion
- Short Merge & Weave Distances Near On- & Off-Ramps Contribute to Accidents
- Vertical Clearance Constraints Require Heavy Trucks to Divert to Local Streets

- **High Accident Rates**

- Approximately One Accident Occurs Every 3 to 4 Days During Peak Travel Times
- Accident Rate Above Statewide Average for Comparable Class of Roadways.
- Accidents Account for 10 to 20% of All Incidents & Delays Experienced by Drivers.



Potential Range of Alternatives

- **Rehabilitation Alternatives**
- **Reconstruction Alternatives**
- **Transportation Demand Management (TDM)**
- **Transportation System Management (TSM)**
- **Transit Alternatives**

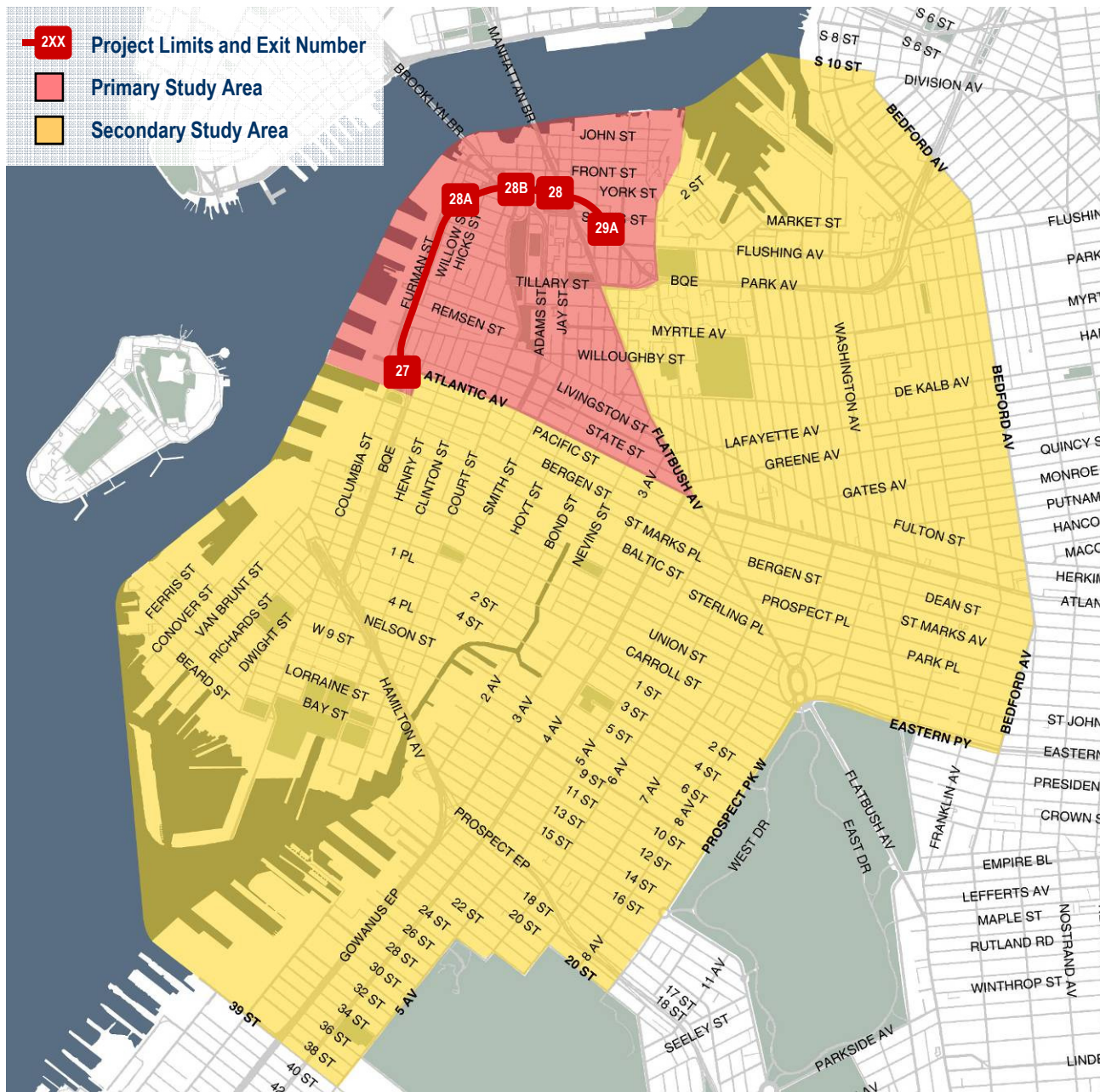


Proposed Impact Categories

- Land use & zoning
- Socioeconomic conditions
- Traffic
- Noise & Vibration
- Air quality
- General ecology & endangered species
- Surface water bodies & wetlands
- Groundwater quality
- Coastal zone management
- Floodplain evaluation
- Cultural, historic & recreational resources
- Hazardous waste/contaminated materials
- Asbestos Assessment
- Energy
- Visual impact



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Questions and Discussion