QBB SOR Conversion Issues
Manhattan Side - Option 1: Remove Bridge Barrier

SOR Looking East
QBB SOR Conversion Issues
Manhattan Side - Option 1: Remove Bridge Barrier

REMOVE WALL TO PROVIDE VEHICLE ACCESS

PED ACCESS

SOR Looking East
Access from SOR ramp onto main lower roadway would require an exclusive lane.
This requires the volume from 2nd Ave double LT to merge into one lane after the turn.
QBB SOR Conversion Issues
Manhattan Side - Option 1: Remove Bridge Barrier
QBB SOR Conversion Issues
Manhattan Side - Option 2: Rebuild e/b 59th St entrance
Manhattan Side - Option 3: Close 1\textsuperscript{st} Ave entrance
QBB SOR Conversion Issues
Bridge Profiles

PREVIOUS CONFIGURATION

6-9:30 AM M-F

Reversible South Upper Roadway
11'
North Upper Roadway
11'

10' North Bike/Fed Path

South Inner Roadway
11'
North Inner Roadway
11'

Queensboro Bridge
walk to Manhattan
walk to Queens

10' South Outer Road

All Other Times

Reversible South Upper Roadway
11'
North Upper Roadway
11'

10' North Bike/Fed Path

South Inner Roadway
11'
North Inner Roadway
11'

Queensboro Bridge
walk to Manhattan
walk to Queens

10' South Outer Road

2016 EXISTING

6-9:30 AM M-F

Reversible South Upper Roadway
11'
North Upper Roadway
11'

10' North Bike/Fed Path

South Inner Roadway
11'
North Inner Roadway
11'

Queensboro Bridge
walk to Manhattan
walk to Queens

10' South Outer Road

Day

Night
Eastbound Queensboro Bridge Traffic

QBB SOR Conversion Issues
Bridge Volume

South Upper Roadway
Reversed

Total Volume

South Upper Roadway
South Inner Roadway
South Outer Roadway

Bridge Volume

Mid-1 1-2a 2-3a 3-4a 4-5a 5-6a 6-7a 7-8a 8-9a 9-10a 10-11a
11a-N N-1p 1-2p 2-3p 3-4p 4-5p 5-6p 6-7p 7-8p 8-9p 9-10p 10-11p 11-mid
<table>
<thead>
<tr>
<th>Option</th>
<th>Requires Barrier Removal?</th>
<th>Requires Bridge Capital Work?</th>
<th>Requires QBB Merge?</th>
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</thead>
<tbody>
<tr>
<td>Remove Bridge Barrier btwn SOR and SIR</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
</tr>
<tr>
<td>Remove Bridge Barrier btwn SOR and SIR  w/upper roadway reversal</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
</tr>
<tr>
<td>Rebuild e/b 59th St entrance from 2nd Ave</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
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<tr>
<td>Rebuild e/b 59th St entrance from 2nd Ave  w/upper roadway reversal</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Close 1st Ave entrance full time</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Close 1st Ave entrance full time  w/upper roadway reversal</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
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</tbody>
</table>
Long Island City

Queensboro Bridge

Project Site

Crescent St.

QBB SOR Conversion Issues
Queens Side
Requires capital work to create access from south inner roadway to Queens Plaza S
NYCDOT – Capital Street Construction Program
New Funding Needs – FY15 – Project Justification

PROJECT NAME
Reconstruction of Queensboro Bridge Outer Roadway Off-Ramp Safety Improvements

FMS ID
N/A

BOROUGH
Queens

FUNDING REQUEST
$1,000,000 in FY20

CURRENT FUNDING
$0

DESIGN STARTED
N

PROJECT DATA

<table>
<thead>
<tr>
<th>Roadway Lane-Mi</th>
<th>Curb Work</th>
<th>Sidewalk Work</th>
<th>Worst Street Assessment</th>
<th>Average Street Assessment</th>
<th>High Crash Location</th>
<th>FEMA Flood Risk Zone</th>
<th>Sandy Inundated</th>
<th>CDBG Eligible District</th>
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<tbody>
<tr>
<td>0.05</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td>Y</td>
<td>?</td>
<td>N</td>
<td>?</td>
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</table>

PROJECT BENEFITS (based on project data & design scope)

<table>
<thead>
<tr>
<th>Join Planned DEP Project</th>
<th>Build-Out Interim Design</th>
<th>State of Good Repair Improvements</th>
<th>Safety / Mobility Improvements</th>
<th>Climate Resiliency Improvements</th>
<th>Economic Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y</td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

SOURCE OF REQUEST
DOT Highway Design/Pedestrian Projects Group

PROJECT BACKGROUND & CONTEXT

Located where the Outer Roadway of the Ed Koch Queensboro Bridge touches down in Queens, at approximately Crescent St, the Queensboro Bridge Outer Roadway Off-Ramp project was requested by NYC DOT Highway Design and the Pedestrian Projects Group to improve vehicle and pedestrian safety where the bridge exit ramp meets the surface road network in Queens.

In 2011, a NYCDOT project was implemented to improve vehicle safety and to clarify vehicular patterns exiting the Queensboro Bridge using temporary materials including painted markings and flexible delineators. In 2013, a second NYCDOT project was implemented to further improve vehicle safety. The project consisted of closing the outer roadway during the periods with the highest incidents of crashes. This resulted in the elimination of vehicular traffic on the Queensboro Bridge Outer Roadway during the overnight hours.