

Where Is The Brooklyn Bridge

Brooklyn Bridge

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The Brooklyn Bridge is a cable-stayed suspension bridge in New York City, spanning the East River between the boroughs of Manhattan and Brooklyn. Opened on May 24, 1883, the Brooklyn Bridge was the first fixed crossing of the East River. It was also the longest suspension bridge in the world when opened, with a main span of 1,595.5 feet (486.3 m) and a deck 127 ft (38.7 m) above mean high water. The span was originally called the New York and Brooklyn Bridge or the East River Bridge but was officially renamed the Brooklyn Bridge in 1915.

Proposals for a bridge connecting Manhattan and Brooklyn were first made in the early 19th century; these plans evolved into what is now the Brooklyn Bridge, designed by John A. Roebling. The project's chief engineer, his son Washington Roebling, contributed further design work, assisted by the latter's wife, Emily Warren Roebling. Construction started in 1870 and was overseen by the New York Bridge Company, which in turn was controlled by the Tammany Hall political machine. Numerous controversies and the novelty of the design prolonged the project over thirteen years. After opening, the Brooklyn Bridge underwent several reconfigurations, having carried horse-drawn vehicles and elevated railway lines until 1950. To alleviate increasing traffic flows, additional bridges and tunnels were built across the East River. Due to gradual deterioration, the Brooklyn Bridge was renovated several times, including in the 1950s, 1980s, and 2010s.

The Brooklyn Bridge is the southernmost of four vehicular bridges directly connecting Manhattan Island and Long Island, with the Manhattan Bridge, the Williamsburg Bridge, and the Queensboro Bridge to the north. Only passenger vehicles and pedestrian and bicycle traffic are permitted. A major tourist attraction since it opened, the Brooklyn Bridge has become an icon of New York City. Over the years, the bridge has been used for stunts and performances, as well as several crimes, attacks and vandalism. The Brooklyn Bridge is designated a National Historic Landmark, a New York City landmark, and a National Historic Civil Engineering Landmark.

Cuauhtémoc–Brooklyn Bridge collision

the Mexican Navy ship Cuauhtémoc struck the Brooklyn Bridge while departing New York City. The ship's masts collided with the underside of the bridge

On May 17, 2025, the Mexican Navy ship Cuauhtémoc struck the Brooklyn Bridge while departing New York City. The ship's masts collided with the underside of the bridge, at around the height of her topgallant sails, causing the loss of her topmasts and resulting in two deaths and multiple injuries of people aboard the vessel.

The Brooklyn Bridge (band)

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Verrazzano-Narrows Bridge

the Verrazzano) is a suspension bridge connecting the boroughs of Staten Island and Brooklyn in New York City, United States. It spans the Narrows, a body

The Verrazzano-Narrows Bridge (VERR-?-ZAH-noh; also referred to as the Narrows Bridge, the Verrazzano Bridge, and simply the Verrazzano) is a suspension bridge connecting the boroughs of Staten Island and Brooklyn in New York City, United States. It spans the Narrows, a body of water linking the relatively enclosed New York Harbor with Lower New York Bay and the Atlantic Ocean. It is the only fixed crossing of the Narrows. The double-deck bridge carries 13 lanes of Interstate 278: seven on the upper level and six on the lower level. The span is named for Giovanni da Verrazzano, who in 1524 was the first European explorer to enter New York Harbor and the Hudson River.

Engineer David B. Steinman proposed a bridge across the Narrows in the late 1920s, but plans were deferred over the next twenty years. A 1920s attempt to build a Staten Island Tunnel was aborted, as was a 1930s plan for vehicular tubes underneath the Narrows. Discussion of a tunnel resurfaced in the mid-1930s and early 1940s, but the plans were again denied. In the late 1940s, urban planner Robert Moses championed a bridge across the Narrows as a way to connect Staten Island with the rest of the city. Various problems delayed the start of construction until 1959. Designed by Othmar Ammann, Leopold Just, and other engineers at Ammann & Whitney, the bridge opened on November 21, 1964. The lower deck opened in 1969 to accommodate increasing traffic loads. The bridge was refurbished in the 1990s and again in the 2010s and 2020s.

The bridge has a central span of 4,260 feet (1.30 km; 0.81 mi). Its central span was the longest of any suspension bridge in the world until the Humber Bridge was completed in 1981. The bridge has the 18th-longest main span in the world, as well as the longest in the Americas. When the bridge was officially named in 1960, it was misspelled "Verrazano-Narrows Bridge" due to an error in the construction contract, though the name was not corrected until 2018. The Verrazzano-Narrows Bridge collects tolls in both directions. From 1986 to 2020, in an attempt to reduce traffic congestion, only westbound drivers paid a toll (which was double the standard toll for several of the city's other bridges).

Manhattan Bridge

Downtown Brooklyn at the Flatbush Avenue Extension. Designed by Leon Moisseiff, the bridge has a total length of 6,855 ft (2,089 m). The bridge is one of

The Manhattan Bridge is a suspension bridge that crosses the East River in New York City, connecting Lower Manhattan at Canal Street with Downtown Brooklyn at the Flatbush Avenue Extension. Designed by Leon Moisseiff, the bridge has a total length of 6,855 ft (2,089 m). The bridge is one of four vehicular bridges directly connecting Manhattan Island and Long Island; the nearby Brooklyn Bridge is just slightly farther west, while the Queensboro and Williamsburg bridges are to the north.

The bridge was proposed in 1898 and was originally called "Bridge No. 3" before being renamed the Manhattan Bridge in 1902. Foundations for the bridge's suspension towers were completed in 1904, followed by the anchorages in 1907 and the towers in 1908. The Manhattan Bridge opened to traffic on December 31, 1909, and began carrying streetcars in 1912 and New York City Subway trains in 1915. The eastern upper-deck roadway was installed in 1922. After streetcars stopped running in 1929, the western upper roadway was finished two years later. The uneven weight of subway trains crossing the Manhattan Bridge caused it to tilt to one side, necessitating an extensive reconstruction between 1982 and 2004.

The Manhattan Bridge was the first suspension bridge to use a Warren truss in its design. It has a main span of 1,480 ft (451 m) between two 350-foot (110 m) suspension towers. The deck carries seven vehicular lanes, four on an upper level and three on a lower level, as well as four subway tracks, two each flanking the lower-level roadway. The span is carried by four main cables, which travel between masonry anchorages at either side of the bridge, and 1,400 vertical suspender cables. Carrère and Hastings designed ornamental plazas at

both ends of the bridge, including an arch and colonnade in Manhattan that is a New York City designated landmark. The bridge's use of light trusses influenced the design of other long suspension bridges in the early 20th century.

Brooklyn Bridge–City Hall/Chambers Street station

The Brooklyn Bridge–City Hall/Chambers Street station is a New York City Subway station complex in Lower Manhattan. The complex is served by trains of

The Brooklyn Bridge–City Hall/Chambers Street station is a New York City Subway station complex in Lower Manhattan. The complex is served by trains of the IRT Lexington Avenue Line and the BMT Nassau Street Line. The station is served by the 4, 6, and J trains at all times; the 5 train at all times except late nights; the <6> train during weekdays in the peak direction; and the Z train during rush hours in the peak direction. It is the southern terminal for all 6 trains.

The complex comprises two stations, Brooklyn Bridge–City Hall and Chambers Street. The Brooklyn Bridge–City Hall station was built for the Interborough Rapid Transit Company (IRT), and was an express station on the city's first subway line. The station opened on October 27, 1904, as one of the original 28 stations of the New York City Subway. The Chambers Street station was built for the Brooklyn Rapid Transit Company (later the Brooklyn–Manhattan Transit Corporation, or BMT) as part of the Dual Contracts. The Nassau Street Line station opened on August 4, 1913. Over the years, several modifications have been made to both stations, which were connected within a single fare control area in 1948.

The Lexington Avenue Line's Brooklyn Bridge–City Hall station, under Centre Street, has two island platforms, two side platforms, and four tracks; the side platforms are not in use. The Nassau Street Line's Chambers Street station, under the Manhattan Municipal Building, has three island platforms, one side platform, and four tracks; only the outer tracks and two of the island platforms are in use. The complex contains elevators that make it compliant with the Americans with Disabilities Act of 1990.

Brooklyn Bridge Park

Brooklyn Bridge Park is an 85-acre (34 ha) park on the Brooklyn side of the East River in New York City. Designed by landscape architecture firm Michael

Brooklyn Bridge Park is an 85-acre (34 ha) park on the Brooklyn side of the East River in New York City. Designed by landscape architecture firm Michael Van Valkenburgh Associates, the park is located on a 1.3-mile (2.1 km) plot of land from Atlantic Avenue in the south, under the Brooklyn Heights Promenade and past the Brooklyn Bridge, to Jay Street north of the Manhattan Bridge. From north to south, the park includes the preexisting Empire–Fulton Ferry and Main Street Parks; the historic Fulton Ferry Landing; and Piers 1–6, which contain various playgrounds and residential developments. The park also includes Empire Stores and the Tobacco Warehouse, two 19th-century structures, and is a part of the Brooklyn Waterfront Greenway, a series of parks and bike paths around Brooklyn.

The park's first portion, Pier 1, opened in 2010. The land for the park was formerly an industrial stretch of waterfront owned by the Port Authority of New York and New Jersey. After the city and state signed a joint agreement in 2002, site planning and project funding proceeded. The first work, undertaken in 2007, involved the demolition of a warehouse under the Brooklyn Bridge. Since the opening of Pier 1, several other portions of the park have been completed. The park was finished in December 2021. There have been disputes and lawsuits over several aspects of Brooklyn Bridge Park, including the construction of residential developments to help pay for the project.

Brooklyn Bridge Park is overseen by the Brooklyn Bridge Park Corporation, a not-for-profit organization that operates and maintains the park, as well as oversees its construction. The park is served by several bus, subway, and ferry routes.

Johnny Maestro

Bridge, who are best known for their cover of the Jimmy Webb song "Worst That Could Happen". Maestro continued singing as frontman for the Brooklyn Bridge

John Peter Mastrangelo (May 7, 1939 – March 24, 2010), known as Johnny Maestro, was an American pop singer. He was the lead vocalist for the doo-wop group The Crests, whose song "16 Candles" went to number two on the Billboard Hot 100. He later led The Brooklyn Bridge, who are best known for their cover of the Jimmy Webb song "Worst That Could Happen".

Maestro continued singing as frontman for the Brooklyn Bridge. With this group, they were inducted into three major music hall of fames. After his death from cancer in 2010, a section of Mason and Midland Avenue in Staten Island was renamed to "Johnny Maestro Way" in his honor in 2011.

BMT Brooklyn Loops

planned bridges that became known as the Williamsburg Bridge and Manhattan Bridge. Consolidation of New York City with the City of Brooklyn and other

The Nassau Street Loop, also called the Nassau Loop, was a service pattern of the Brooklyn–Manhattan Transit Corporation (BMT) inaugurated in 1931 when the BMT Nassau Street Line was completed, providing a physical link that allowed a train to originate in Brooklyn, run through Lower Manhattan and return to Brooklyn without having to terminate and reverse the direction of the train. Nassau Loop services have not been able to operate since 1967, when the Loop line's connection to the Manhattan Bridge was severed.

The Centre Street Loop was a similar service proposal that was never completed. Together, they are referred to as the BMT Brooklyn Loops.

Williamsburg Bridge

of Brooklyn. Originally known as the East River Bridge, the Williamsburg Bridge was completed in 1903 and, at 7,308 feet (2,227 m) long, was the longest

The Williamsburg Bridge is a suspension bridge across the East River in New York City, connecting the Lower East Side of Manhattan with the Williamsburg neighborhood of Brooklyn. Originally known as the East River Bridge, the Williamsburg Bridge was completed in 1903 and, at 7,308 feet (2,227 m) long, was the longest suspension bridge span in the world until 1924.

Proposed in January 1892, the bridge project was approved in 1895. Work began on June 19, 1896, under chief engineer Leffert L. Buck. Despite delays and funding shortfalls, the bridge opened on December 19, 1903. In addition to roads, walkways, and New York City Subway tracks, the bridge had four trolley tracks, which were replaced with roads in 1936 and 1949. The bridge underwent a substantial renovation in the 1980s and 1990s following the discovery of severe structural defects, and it was again being renovated in the 2020s.

The Williamsburg Bridge's main span is 1,600 feet (490 m) long and is carried on four main cables, which are suspended from two 335-foot (102 m) towers. Unlike similar suspension bridges, the side spans are supported by trusswork and additional towers. The 118-foot-wide (36 m) deck carries eight lanes of vehicular traffic, two subway tracks, and two walkway and bike paths that merge in Manhattan. The bridge is one of four vehicular bridges directly connecting Manhattan Island and Long Island, along with the Queensboro Bridge to the north and the Manhattan and Brooklyn bridges to the south. The bridge also serves as a connector highway to and from the Brooklyn-Queens Expressway (I-278) in Brooklyn.

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